

ASTORIA'S HISTORIC RESOURCES AND HERITAGE



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INTRODUCTION



Uppertown waterfront, circa 1905

The City of Astoria has prepared an assessment of our community's historic resources. The assessment is a summary of a variety of resources including architecture, engineering, archaeology and culture. Public input was used to identify those resources.

Resources were recorded within the framework of 14 categories. The categories were developed by the National Park Service as a way to determine a resource's function and use. In many cases, a resource could be eligible under more than one category. In those cases, the resource was listed under its major function. The 14 categories are: domestic, commerce/trade, social, government, education, religion, funerary, recreation and culture, agriculture/subsistence, industry/processing/extraction, health care, defense, landscape, and transportation.

The goal of the assessment is to create a foundation for further discussion of Astoria's historic resources. No attempt was made to record every resource. Instead, the intent was to show a variety of resources: from high-style architecture to the vernacular, from Astoria's business-class neighborhoods to its working-class, from its well-to-do citizens to its ethnic immigrants, and from its prominent resources to those which are more obscure.

More than 200 resources are listed within the assessment. Most resources are accompanied by a quick description. The length of the description is not an indication of the resource's importance. In some cases, no information was readily available and the resource was only noted. In other cases, the description of a resource was trimmed to allow room for the listing of more resources. In all cases, an attempt was made to give a hint to the wide variety of resources Astoria has to offer.

DOMESTIC



Ferdinand & Augustus Fisher Residence, 687 12th St.

Summary

Although Astoria was established in 1811, it was not until the 1840s that permanent settlers arrived on the lower Columbia River peninsula. Astoria's earliest houses were of wood construction. Some were little more than shacks, constructed to provide weather protection until a more permanent structure could be built. Early house designs were based on the Classic Revival, Greek Revival and later Gothic Revival. Most were not architect designed, but based on pattern books and vernacular, or family, tradition. The first houses were built on the forested hill above Ft. George. Next, houses were developed to the east, later to the west and finally to the south of the abandoned fort. Astoria's population grew tremendously from the 1870s through the 1890s. The central area of Astoria was largely populated by those who owned commercial or industrial ventures; their houses were constructed above the business district. Districts to either side, called Uniontown and Uppertown--or farther to the east, Alderbrook--were populated by the working class. Houses were constructed on the hill above canneries and sawmills. While those constructed in central Astoria tended to be high-style Victorian, those on the edges were designed in a vernacular Victorian style. Much of the south slope neighborhood was established between 1910 and 1930, during the rise of shipbuilding on Youngs Bay. Many of the houses there are Craftsman style and likely the product of mail-order catalogues.

Apartment complexes are found throughout the city. Stylistically, they follow the trends established by single family residences. Those in the central part of town are distinct from those in surrounding districts. Central Astoria's apartment complexes are in either sophisticated, "modern" structures, or the result of parceling out large, older houses. In either case, the building is surrounded by greenery and smaller houses. Apartment complexes in Uppertown and Uniontown are more often than not, boarding houses within the confines of very simple, multiple-story, wood-framed box, constructed on pilings above former tideflats. And, they were constructed on busy streets a stone's throw from industrial plants.

Astoria has had several architects providing design services. James E. Ferguson and Charles G. Palmberg designed a number of Victorian-style houses while Charles T. Diamond, Andrew E. Gendron and the prodigious John E. Wicks designed Colonial Revival, Craftsman and English Cottages from 1905 through the 1930s.

Astoria's earliest hotels were a part of the central business district. As Uppertown and Uniontown

developed business districts, a handful of hotels were constructed. All but one hotel constructed in Astoria's main commercial area was destroyed by the Great Fire of 1922, a conflagration which burnt 34 city blocks. Ironically, and perhaps to the frustration of many citizens, Astoria's red light district was saved from destruction. There, were low-style structures in which businesses engaged both male and female prostitution as well as in the shanghaiing of unsuspecting men.

The diversity, high level of integrity and historic significance of Astoria's neighborhoods has formed the basis for two residential National Register Historic Districts. The Uniontown-Alameda Historic District was formed in 1988 while the Shively-McClure Historic District in central Astoria was established in 2005. Both the Hobson-Flavel Inventory Area, just west of the Shively-McClure Historic District and the Uppertown-Adair Inventory Area to the east are eligible for nomination to the National Register. Alderbrook, Astoria's easternmost neighborhood, Smith's Point, Astoria's westernmost neighborhood, Hilltop and South Slope remain uninventoried. All neighborhoods retain significant resources and have the potential of National Register status.

Single Dwellings

Capt. Hiram Brown Residence--1337 Franklin Ave.

Constructed in 1852 in Uppertown, the house was barged down river to its current location in 1862 because its owner, Capt. Hiram Brown, felt central Astoria was more prestigious. The Gothic vernacular style residence is Astoria's oldest, extant house.

Capt. John W. Babbidge Residence--649 Franklin Ave.

The Gothic Revival-style house was constructed circa 1870. Its owner, Capt. John W. Babbidge, was a veteran riverman and was "one of the best known and highly respected marine men and citizens of the lower river district."

John Hobson Residence--469 Bond Ave.

The house was constructed in 1863 for the John Hobson family. Hobson came to the area in 1843, settling first on Clatsop Plains. There, he farmed for 20 years before building this house in Astoria. Hobson was associated with capitalist John Badollet and established one of Astoria's first canneries. Hobson's wife, Diane, was the sister of Oregon's pioneering woman doctor, Dr. Bethenia Owens-Adair. The house is individually listed on the National Register of Historic Places.

Peter Larson Residence--611 31st St.

Constructed circa 1880 for Peter and Maria Larson, the house remains an excellent example of Vernacular style architecture in Uppertown. In 1893, Peter was accidentally killed in a fish trap owned by P. J. McGowen. Maria was awarded a \$3,000 judgment in 1895. Then, she rented out the house the rest of her life. Her daughter, Ester, remained in the house longer than any other family member and was well-known as a teacher in Astoria public schools. The house is individually listed on the National Register of Historic Places.

August Norberg Residence--2453 Cedar Ave.

The circa 1895 residence stands out from its working class surroundings. No other structure in the Alderbrook neighborhood retains this level of Stick detailing. The house was likely constructed for the August Norberg family. Norberg was superintendent of the Scandinavian Cannery, a one time street commissioner of the city and active member of the fisherman's union. He drowned in a skiff outside the cannery in 1896. August's wife, Johanna, continued to live in the house until her death in 1946. She served as the judge of her W. T. C. U. election precinct until she was 80.

Norris Staples Residence--1031 14th St.

Constructed in 1910, the early Craftsman-style house introduced the shape of things to come: similarly detailed houses sprinkled Astoria's older neighborhoods, but flooded Astoria's south slope. Astoria architect John E. Wicks designed the house for Norris and Mattie Staples. Norris was a successful businessman who retired from his logging operations in 1904 at the age of 38. Later, he owned a car dealership. He was one of three casualties in the Great Fire of 1922. Norris died of heart failure while pushing an automobile out of his store. The house is individually listed on the National Register of Historic Places.

Apartments and Duplexes

Franklin Apartments--1432 Franklin Ave.

Designed in 1915 by architects MacNaughton and Raymond of Portland, the apartments were financed by the Astoria Abstract Company. The three-story, 24-unit structure was considered to be one of the most modern, elegant and well-equipped apartment buildings in the city. It is also unusual as a masonry apartment structure, perhaps the first in Astoria.

Carney and Leonard Duplex--1312 & 1316 Kensington Ave.

Palmberg & Mattson, local contractors, completed the erection of the flat for Frank Carney and John Leonard in 1915. One of the few truly Arts and Crafts style structures in the city, it was a first-class duplex for Astoria professionals. Frank Carney was Justice of the Peace at the county courthouse and Leonard was a chief deputy sheriff.

Ludwig Larsen Apartments-3025 Marine Dr.

Ludwig Larsen constructed the Gothic vernacular-style apartment building in 1885. The apartments remain the oldest extant apartment building in Astoria constructed specifically for members of the Scandinavian community. The apartments differed from many apartments in Uppertown in that they were constructed to accommodate both single men and families.

Ocean View Apartments--193 Bond Ave.

The apartments began as a private residence for the John T. Ross family circa 1888. It's use of Italianate and Second Empire detailing is unique. Around 1915, the house was converted to the Hotel Toikka. By 1921, a boarding house addition was constructed. The apartments were later known by several names including the Columbia Inn, Maj. Hoople's Boarding House and Continental Apartments.

Secondary Structures

James Welch Barn -- 792 15th St.

Said to be constructed as a stable for the James Welch house, formerly located on the SE corner of 15th and Grand Ave. If true, this structure could date to the 1870's. It is also rumored this house was converted to a Catholic rectory. Father Arthur Lane, grandson of Oregon's first territorial governor, is said to have lived in the house.

Privately Owned Carriage Houses

Christian Leinenweber, 529 35th St.; Benjamin Young, 3652 Duane Ave.; Capt. George Flavel, 441 8th St.

Hotels and Boarding Houses

Douglas Hotel--143 9th St.

Constructed in 1922, the Douglas Hotel was the only hotel in the commercial core to survive the Great Fire of 1922. The building is also the only surviving brothel in the district. The hotel and brothel were located on the second floor of the Messenger Building while the first floor housed retail and professional offices. It is said the garlands above second story window lintels made prostitutes, who hung elbows out open windows, appear more attractive.

Hotel Elliott--375 12th St.

Charles Niemi was the building's first investor. In 1924, he hired Portland architect W.W. Lucius to design a hotel. Then, John Elliott and his son John Jr., Portland hotel men, signed a 10-year lease for a traveler's hotel. However, rather than serving tourists exclusively, the Hotel Elliott also became a residential hotel.

Hotel Astoria--342 14th St.

Foundations for the structure were laid before the Great Fire of 1922. After the fire, the hotel was built upon the existing foundation. Astoria's most grand hotel was designed by the Portland firm of Tourtellotte & Hummel. The eight-story structure is Astoria's tallest building and the only Gothic-style skyscraper in the area. The hotel was located just one block from the Astoria-North Shore ferry landing, a major transportation artery into the city.

Hotels Constructed to Accommodate Ferry Passengers and Other Traveler's

Barton Inn Hotel (Commodore Hotel) 250 14th St., Hotel Norblad 443 14th St., Hart Hotel (State Hotel) 1167 Marine Dr., and Barton Hotel 1255 Commercial Ave.

Poysky Boarding House--2935 Marine Dr.

The Poysky Boarding House was a favorite with working class men in Uppertown. The building was constructed in the 1880s and was established as a boarding house by Mr. Poysky in 1892. Around 1920, it became known as the Poysky Hotel. The building was significantly damaged by fire in 1941.

Karhuvaara Boarding House-- 286 West Marine Dr.

First known as the John Erickson Boarding house, best known as the Karhuvarra Boarding House, it was later known as the Bridgeview Apartments. It is the only Finnish boarding house remaining on Marine Drive.

Hannula Boarding House---200 block of West Marine Dr.

The boarding house provided room for 200 men, the largest facility in Uniontown. It burned to the ground in 1943.

Bay View Motel--800 block West Marine Dr.

A classic motor hotel, circa 1940. The Bay View Motel is representative of once popular resource on old Highway 101. There were once at least five such motels within a three mile stretch. Two hotels remain, both have been converted to rental apartments.

Institutional Housing

County Poor Farm site--Walluski Loop

Located on Walluski Loop, near Highway 202, it was constructed in 1910.

Village Site

Clatsop Village

A Clatsop Indian village is said to have been located on Youngs Bay, directly south of Astoria High School. No remnants are easily identified.

COMMERCE/TRADE



Montgomery Ward & Co., 1132 Exchange

Summary

Astoria was settled on a peninsula rising steeply from the Columbia River's edge. When the city was first platted in 1844, potential investors complained there was no room for a genuine business district. Those who settled in Astoria constructed hotels, restaurants, banks, sawmills, etc. on wood pilings over a bay just below old Ft. George. The arrangement was not ideal. Tidelands washed filth and stench beneath the buildings. Businesses were without basements and therefore without large, on site, storage facilities. Wood streets, sidewalks and piles needed constant maintenance. And, the potential for fire was high. Public works projects constructed a "seawall" along the river's edge to block tidewater. The commercial district was raised as much as four-feet to provide room for basements. Concrete retaining walls were constructed to support a new street system. And, two fires took their toll on the downtown. In 1883, a fire burned the eastern portion of the town. In 1922, the Great Fire burned 32 city blocks. The district was rebuilt, sometimes on the very foundations of former buildings. Those foundations are visible from some below-grade parking lots. Although some of Portland's best architects participated in the reconstruction of new, reinforced concrete or tile block houses of business, local architects Charles T. Diamond and John E. Wicks designed the lion's share of structures. Wicks is known to have designed at least 34 structures in the downtown.

The central business district housed most of the city's professional offices including medical, legal and architects. Both Uniontown and Uppertown had small business districts, but rather than focusing on professional offices, they had bakeries, drugstores, meat markets--most of them ethnically based. Astoria also had a red light district which included hotels, brothels and saloons. Within this district, Astoria's Chinese community established their businesses including restaurants, laundries, groceries, contract men and doctors. Structures within the surrounding districts were almost exclusively wood-framed. Most have been destroyed through individual fires or demolition. Many of those which remain are badly altered.

Astoria's downtown was nominated to the National Register in 1997. The Astoria Downtown Historic District retains a variety of period architectural styles, and is significant for its association with Astor's commercial enterprise as well as its direct tie to maritime roots.

Professional

Andrew Young Building--255 14th Street

The 1916 structure was designed by architect John E. Wicks and its walls survived the Great Fire of 1922. Its second floor housed professionals including a dentist.

Osburn-O'Brien Building, 351 14th Street

Austin Osburn and W. P. O'Brien restored and rebuilt their structure which was nearly destroyed in the Great Fire of 1922. While J.C. Penny Co. occupied the first floor, various business and medical offices were housed the second floor.

The Morning Astorian--892 Marine Dr.

Astoria architect Charles T. Diamond designed structure--the first new permanent building to reach completion after the Great Fire of 1922. Publisher J. S. Dellinger had the building constructed to house the offices and printing press of *The Morning Astorian*, one of Astoria's two daily newspapers. In 1931, the building became home to *The Daily Messenger*, published by Franklin Press Publishing Company.

Gunderson Building-- 1129 - 1139 Commercial Ave.

Capt. C. S. Gunderson hired Astoria Architect John E. Wicks to design this concrete structure. H. Gordon & Co., women's wear, and D. E. Lagassee, shoes, were early occupants on street level. The second floor was occupied by attorneys and the office of architect John E. Wicks.

Associated Building--1160- 1198 Commercial Ave. & 249 12th St.

Although known collectively as the Associated Building, there are three sections--Hobson, Copeland and Carruthers. The structure was designed by architect Charles T. Diamond in 1923. The second floor of each building was reserved for professional offices. Dr. George Chan, a Chinese naturopath, was an unusual second floor tenant. He came from Portland on weekends and operated Chinese Medicine Co. from a small office on the north side of the Copeland Building.

Financial Institutions

First National Bank--857 Commercial Ave.

Founded by Capt. George Flavel in 1885, the institution's second bank was constructed from bricks moved from the site of the first bank. Designed by Portland architect Emil Schacht in 1923, it is one of a handful of masonry structures in the commercial district. The bank was sold to Bonneville Investment Co. of Portland in 1938. The building was later used by the County Health Dept. for many years.

Astoria Savings Bank--1095 Duane Ave.

Portland architect John V. Bennes designed the structure in 1923. It was reconstructed on the foundation of its first structure and incorporated a vault from that building. In 1929, the bank went into receivership and never recovered. The structure remains significant for its use of finely detailed terra cotta.

Astoria National Bank--1215 Duane Ave.

Originally the site of the Scandinavian-American Bank, walls and vaults of the first structure were reused by Astoria architect John E. Wicks in the construction of the building in 1923. The bank went into receivership in 1928, but was reopened in 1930 as the Bank of Astoria. Seven years later, the bank was purchased by the U.S. Bank of Portland.

Bank of Commerce--1384 Duane Ave.

The Bank of Commerce was the first bank to open in permanent quarters after the Great Fire of 1922. It occupied the corner of the Miller-Jeffers Building which housed the Hotel Norblad on its second floor.

Specialty Stores

Fisher Bros. Company--1210 Marine Dr.

Established in 1890 by Ferdinand and Augustus Fisher, the hardware, ship chandlery, grocery and cannery supply remains in business.

Gimre's Shoe Store--239 14th St.

Established in 1892 by Sven Gimre, it is the oldest shoe store in Oregon under the same family ownership.

Finnish Meat Market--279W. Marine Dr.

Incorporated in 1911 by Emil Rasmus, Henry Hendrickson, Isaac Tiura, the Uniontown market served the Finnish community. In 1923, architect John E. Wicks designed a new structure for the market. The Finnish Meat Market remained at this location until 1950.

Lovell Auto Company--426 14th Street

Housed in the Arcade Building for nearly 70 years, Lovell Auto Company was Astoria's oldest automobile sales company. Established by James Lovell in 1913, the company closed its doors in 1994.

Home Baking Co.--2845 Marine Dr.

Incorporated in 1916 by Arthur Tilander, Ilmari Walo, Charles Jarvinen and Waina Lehto, the Uppertown establishment constructed a "modern bakery" in 1929. John E. Wicks designed the structure which was nearly destroyed by fire in 1943, then reconstructed using salvaged portions of the burnt structure. The Home Baking Co. is Astoria's oldest bakery and has been continuously operated by the Tilander family since its establishment.

Hellberg Drug Store--100 Columbia Ave

In 1919, Gustave Hellberg and Frank Berg hired architect John E. Wicks to design a building with commercial spaces on the first floor and apartments on the second floor. The building was constructed in the heart of the Uniontown business district and included a Post Office Substation No. 3. Hellberg's Drug Store featured a first-class soda fountain.

Svenson Blacksmith Shop--1796 Exchange Ave.

One of at least six blacksmith shops in Astoria, Carl H. Svenson established his business in 1920. When he died in 1967, his daughters maintained the tools and machinery within the building. It is the only Astoria blacksmith shop to remain wholly intact and it was never appreciably modernized. The Svenson Blacksmith Shop is now a private museum.

Yost Leather and Canvas Shop--1861 Exchange Ave.

Peter L. Yost purchased a leathermaking shop from R. M. Gaston in 1921. As demands for saddles and other leather goods diminished, he switched to canvas. He made canvas tops for automobiles, but as that demand waned, he switched his efforts to making sails, tarpaulins and other ship canvas.

Lum Quing Grocery--6th & Bond Ave.

Designed by John E. Wicks in 1928, the grocery was in the midst of Chinatown and served the Chinese community. The building remains in Lum family ownership.

Zero Zone Locker--1598 Duane Ave.

Housed in the Wicks-Osburn Building, the Zero Zone Cold Storage was established in 1939 by C. W. Laughlin. It was Astoria's first refrigerated locker rental business and operated at this location until 1969.

Neighborhood Markets

Peter Pan Grocery & Market, 712 Niagara Ave.; Astor Court Grocery, 690 Alameda Ave.; Miles Grocery, 4559 Leif Erickson Dr.; Palmberg Store, 1336 8th St

Restaurants

Triangle Tavern--222 W. Marine Dr.

Constructed in 1915, the Victorson Cafe was established here by 1917. In 1934, the cafe closed, but was immediately reopened as the Triangle Tavern. The tavern claims to be the oldest existing tavern in Astoria.

Andrew and Steve's--1196 Marine Dr.

In 1919, Stergios Phillipakis opened the Alaska Cafe on 9th & Bond. A year-and-a-half later he moved and renamed the business The Midway Lunch. His restaurant was destroyed in the Great Fire of 1922, but he reestablished a restaurant, this time with Andrew Cetina and James Stookes. It was called Andrew & James' Cafe. In 1926, the business was renamed Andrew and Steves'. The restaurant moved to its current location in 1963. It has been in operation longer than any other restaurant in Astoria.

Portway Cafe--422 West Marine Dr.

In 1925, Victor Jarvinen opened the Portway Cafe. The cafe did not serve alcohol because the Finns of Uniontown voted it a dry ward in 1904. Victor died in 1931, but the family maintained ownership of the building until 1984. In the meantime, the cafe's name changed to the Blue Peter Restaurant (1934) then the Portway Beer Parlor (1936).

Workers Club--283 W. Marine Dr.

The building was designed by architect John E. Wicks in 1926. It is unknown what establishment first occupied the space, but in 1933, William Stills opened the Workers Club, a beer parlor. The name was later changed to the Workers Tavern.

Desdemona Club--2999 Marine Dr.

Alina Jamsa owned the Highway Cafe at this location from 1923 until 1934. Then, the Desdemona Club opened in 1934 as a beer parlor. It has been in operation ever since. The Desdemona Club is housed in a building which may date to the 1880s. If so, the building was known as the Uppertown Co-operative Boarding House and was home to 18 single men and several families.

Lawson's Confectionary--Adjacent to 1197 Commercial Ave.

Lawson's Confectionary opened a swank, new, mirrored business in 1939. The popular confectionary was ideally located near the Liberty Theater for nearly 30 years.

Amato's Supper Club--Adjacent to 125 11th St.

George Cobban's dance pavilion, The Auditorium, was the first business to occupy this space. In World War II it was known as Amato's Supper Club, a venue for some of the nation's finest big bands. The band shell and mezzanine are still visible.

Custard King--1597 Commercial Ave.

Established by Don Jossy in 1951, it is known as the "Home of the Super Burger, King Burger & Baby Burger" and "Homemade Ice Cream."

Misc.

Painted Commercial Signs

Historic painted signs can be found faded or restored on the backs of several commercial buildings in downtown. Most of the signs date from 1923 to 1950 and were likely painted by Arvid Wuonola. Those signs may be found on the following buildings: Fisher Bros. Building, 6th and Astor; M & N Building, 9th and Commercial; Lower Columbia Dairy Coop. Association Building, 364 9th; Fisher Building, 1105 Commercial; State Hotel, 1167 Marine Dr.; Hotel Elliott, 357 12th; and Miller-Jeffers Building, 443 14th St.

SOCIAL



Masonic Temple, 1572 Franklin

Summary

Astoria's historic social resources are primarily represented by meeting halls. Three types of meeting halls are found: civic, fraternal and political. The Young Mens Christian Association building, for instance, was constructed for civic purposes; the Seaport Lodge No. 7 Ancient Free and Accepted Masons of Oregon was a fraternal organization while the Labor Temple was a union and therefore a political organization. In some cases, the resources blur one type with another. As an example, the Astoria Finnish Socialist Club had both fraternal and political aspirations. Or, Shively Hall was constructed for civic purposes, but later became a clubhouse for the Angora Hiking Club.

Fraternal societies and their lodges are the most common historic social resource in Astoria. These organizations attracted members for many of the same reasons that civic or political organizations did--particularly in a city with many immigrants--but had the benefit of being somewhat exotic. Where else could a newcomer be surrounded by "knights" or the "Grand Illuminator?" Participation in fraternal organizations brought social status, the feeling of being "distinctive" or worthy while having the opportunity to rub shoulders with the city's leaders.¹ Fraternal organizations also integrated hundreds of immigrants, teaching them the democratic process of their new home, and teaching them the value of free speech and expression without fear of rebuke.²

Civic

YMCA-- 514 12th St.

On December 27, 1873 a group of men, who called themselves the Astoria Social Club, formed a new organization--the Young Men's Christian Association. Religious activities were a large part of the organization and private services were held at the Masonic Hall. By 1890, the group constructed YMCA Hall, where classes in music, reading, arithmetic and bookkeeping were held. Later, the group was encouraged to join a national YMCA movement. In 1914, the local YMCA hired Portland architects MacNaughton and Raymond to design a new permanent facility. But, a tight budget required plans to be reduced for the

¹ Schmidt, Alvin J. 1980. The Greenwood Encyclopedia of American Institutions: Fraternal Organizations.

Greenwood Press. pp 18, 19

² Ibid. p16

brick and concrete structure. Financial struggles remained throughout the YMCA's existence. However, it remained popular with boys after school, in the evenings and on weekends. The YMCA occupied the building through 1987.³

Shively Hall--Shively Park

Shively Hall was constructed for community gatherings and as "comfort station" in Shively Park. The Angora Hiking Club met regularly in the hall.

Alderbrook Meeting Hall--45th and Leif Erickson Dr.

The Alderbrook Meeting Hall was constructed as a fire station, but converted into a meeting hall in 1928. It has since been used as a location for precinct voting, neighborhood club meetings and family celebrations.

Fraternal

Seaport Lodge No. 7 Ancient Free and Accepted Masons of Oregon-- 1572 Franklin Ave.

Established in 1854, the Seaport Lodge No. 7 Ancient Free and Accepted Masons of Oregon is Astoria's oldest fraternal organization. Dr. Freeman Farnsworth, John Hunt and R. M. Moore petitioned to start the first lodge. Their earliest known temple was constructed on the SW corner of 9th and Commercial and designed in the Italianate style. By 1914, the organization had outgrown its building. Five years later, property on the NW corner of 16th and Franklin was purchased for a new structure. First the home of pioneers James and Esther Taylor was moved to the other side of the block. Then, Astoria architect Robert Rensselaer Bartlett designed a Classic Revival structure on the site. Within a few days of its completion, arsonists caused nearly \$15,000 in damage to the building. The structure was repaired and the new lodge was dedicated on May 3, 1924.

Beaver Lodge of Odd Fellows-- 342 10th St.

The Beaver Lodge of Odd Fellows was established in 1883. Their first lodge was constructed on the SE corner of 10th and Commercial in the 1880s, but it was destroyed in the Great Fire of 1922. Architect Charles T. Diamond prepared plans for the new Mediterranean style temple constructed over the ruins of the old. The Odd Fellows Temple was completed on April 28, 1924 and was the first fireproof lodge structure to be dedicated after the fire. In addition to the lodge hall used by the Odd Fellows, additional meeting space was provided upstairs for other fraternal groups including the Order of Vikings, Woodmen of the World, Sons of Norway, Sons of Hermann, etc.

Benevolent and Protective Order of Elks No. 180--45311th St.

Astoria's Benevolent and Protective Order of Elks No. 180 was chartered May 20, 1891, the second charter in Oregon. John Fox, president of Astoria Iron Works, was elected Exalted Ruler of Astoria's order. A lodge building was constructed in 1910, but burned to the ground in 1922. A second lodge building was constructed in 1923 on the foundation of the first. Designed by Charles T. Diamond, the structure remains the oldest lodge building in the Elk's NW District and has a nearly intact lodge room. The building is individually listed on the National Register of Historic Places.

Suomi Hall--246 W. Marine Dr.

The building was constructed in 1893 by members of the Finnish Temperance Society who wanted a gathering and entertainment facility. The hall was also used by members of the Astoria Lodge of the United Finnish Kaleva Brothers and Sisters. In 1900, the local

³ Palmberg, Walter. 1993. Toward One Flag: A History of Lower Columbia Athletics. Astoria, OR: Astorian Printing Co. pp 129 - 133

Finnish Brotherhood consolidated with other Finnish societies and became the United Finnish Brotherhood of the World. In 1934, the lodge purchased Suomi Hall from the Finnish Temperance Society.

Loyal Orange Lodge--1132 Exchange Ave.

The Loyal Orange Lodge was designed by P. M. Hall-Lewis of Portland in the American Renaissance style. The \$ 35,000 temple was dedicated on August 1, 1924 to the Paul Revere Lodge # 548 of the Loyal Orange Lodge. The building also served as a meeting hall for the Order of Vasa, Loyal Order of Moose, the OK Club and Woodmen of the World, Climax Camp. It also hosted occasional Ku Klux Klan meetings. Within four years the building was leased by Montgomery Ward & Company. In 1943, the American Legion Post # 12 purchased the building. Its basement served briefly as an African-American USO during World War II.

Political

Chinese Tongs--Chinatown area

Tongs were established as a way to import large numbers of cannery workers. Contract men negotiated wages, hours, labor, meals and lodging. Tongs also served as a social club. Its code stated its members were devoted to meeting needs and living together in prosperity. Each tong had its own hall and Buddhist shrine. Religion was a large part of its meetings.⁴ Furthermore, tongs provided members the assurance of preserving their remains and ensuring their proper burial in China.

Astoria Finnish Socialist Club--200 block of West Marine Dr.

In 1904, fishermen gathered together to form the Astoria Finnish Socialist Club. The 27 members united with workers throughout the nation. They desired freedom from “wage slavery” by fighting a class system. They also felt controlled by churches and wished to set themselves apart from any affiliation. Members began educational evening programs about socialism then formed a newspaper, *Pisara*, the Western Finnish Socialist organization’s voice. The *Toveri* soon followed. A meeting hall was completed March 16, 1911. The four-story wood-frame structure, was located on Marine Drive near Suomi Hall adjacent to the Karhuvaara Boarding House. The building included offices, a theater and gymnasium. It was destroyed by a fire in 1923.⁵

Socialist Labor Party of America Meeting Hall--1769 Exchange St.

Located on the upper floor of the Svensen Blacksmith Shop, the meeting hall was owned by Carl Svensen and constructed in 1920. Socialists met at this location as late as the 1960s.

Labor Temple--926 Duane Ave.

Constructed in 1924 by contractors Rohaut and Gearhart as a meeting and hiring hall for organized labor. The temple remains one of a handful in Oregon still in use.

Recreation

National Hall--2813 Marine Dr.

A two-story structure, Anderson Grocery was on street level while the National Hall was on the second. The hall, for many years, hosted dances and parties. It was also the home to the Columbia Club, an athletic club which was founded in 1910 by members of the Owa Pun Pun Club in Alderbrook. Few clubs in the Northwest could boast a more diverse ethnic

⁴ Gault, Vera. “Contract Men Vital to Astoria.” *The Daily Astorian*. Feb. 13, 1988

⁵ Penner, Liisa. 2000. Astoria’s Finnish Socialist Club. *Cumtux* Vol. 20 No. 3. pp 8-11

mix. The club's teams had Scandinavian, Icelandic, Finnish, German, Italian and Greek athletes⁶

Union Steam Baths--285 West Marine Dr.

Founded in 1928 by Kaarlo Koskelo, it was the largest public sauna in Uniontown. The sauna was more than a place to bathe, it was also a social gathering place. In addition, Koskelo offered use of his steam baths to Finnish Brotherhood and Astoria High School athletes.

Astoria Yacht Club--1555 West Marine Dr.

The Astoria Yacht Club was organized in 1910 and Sidney Sovey was elected Commander. In 1931, the club was incorporated and signed a lease for property near the north end of the Youngs River bridge. The following year the organization built a club house and in 1951 it got a lease on the existing building.

⁶ Palmberg, Walter. 1993. Toward One Flag: A History of Lower Columbia Athletics. Astoria, OR: Astorian Printing Co. pp 5 - 8

GOVERNMENT



Clatsop County Courthouse, 749 Commercial

Summary

In 1846, the northern border of the United States was established at 49 degrees north latitude. Prior to then, the United States and Britain shared claim to Astoria. The federal government wasted little time getting a foothold in the area. In 1847, a post office was established. One year later, president James K. Polk commissioned a customhouse in Astoria, the first on the west coast. Besides gaining a federal presence here, the customhouse was an acknowledgment of a blossoming shipping industry. Astoria also became a county seat and in 1855 a permanent structure for the Clatsop County courthouse was constructed in Astoria. The following year, Astoria was incorporated.

While Astoria was ideally located for shipping, the peninsula on which it developed proved challenging,--at least as envisioned by its boosters. The hills were steep, nearly impassible. The commercial district was constructed on wood piles over a tideland. Fresh, drinkable water was located some 15 miles east. Public works projects, then, became critical for the town's development: hillsides and gullies were sloughed and filled; a dam was constructed, three reservoirs built and a network of water mains were buried or placed in tunnels; a rock dike or "seawall" was constructed on the river's edge to block water from washing below the commercial district; the downtown was raised by four-feet then permanent retaining walls were constructed below street curbs.

City Hall

Astoria City Hall--1618 Exchange Ave.

Constructed in 1905, the Neo-Classic style structure was Astoria's second permanent city hall. The building site was selected to the east of the commercial district in anticipation that the district would expand accordingly. Designed by Portland architect, Emil Schacht, the building housed offices for city employees, a public library and jail. In 1939, city offices were moved to the former Astoria Savings Bank at 1095 Duane. During World War II the building was used as a USO for military personnel. The building is individually listed on the National Register of Historic Places.

Correctional Facility

Clatsop County Jail--732 Duane Ave.

Constructed in 1914, it was the county's third jail. All three jails were located on the same site. However, this was the first structure built from concrete--in part to be more secure than the previous wood structures. It served as the county jail until 1976. The building is individually listed on the National Register of Historic Places.

Fire Station

Uppertown Fire Station--30th & Marine Dr.

Originally a brewery for North Pacific Brewery, it was constructed in 1896. In 1928, the building was converted to the Uppertown Fire Station. The brick structure, designed by architect Emil Schacht, had a tower element on the east elevation. Although the tower has been removed, "ghost" paint lines from its stairwell are still visible on that elevation. The building is individually listed on the National Register of Historic Places.

Post Office and Custom House

United States Post Office and Custom House--750 Commercial Ave.

The well-preserved American Renaissance style structure was completed in 1933 on the site of the 1878 post office and customhouse (whose stones were reputedly reused on retaining walls throughout the city.) It is significant for its continuous use and location within the downtown core. The building is individually listed on the National Register of Historic Places.

Courthouse

Clatsop County Courthouse--749 Commercial Ave.

The masonry structure was constructed adjacent to the county's first courthouse, a small wood structure constructed in 1855. Portland architect Edgar M. Lazarus designed the new American Renaissance style building. Due to financial and contractual difficulties with contractors, the courthouse took four years and \$ 153,734 to construct. It was completed in 1908. The building is individually listed on the National Register of Historic Places.

Public Works

Reclamation and Bulkhead--Waterfront 9th to 23rd Streets

Constructed from 1914 through 1916, the stone bulkhead was conceived as a method to dike the Columbia River from the commercial district. The 14-block-long project was developed by the Port of Astoria as the first two of four phases to dike the river. City Engineer McClean was in charge of the reclamation. J. A. McEarchern had the contract for construction of the bulkhead and E. A. Gerding constructed the rip rap.⁷

Chairwall and Retaining Wall Construction--Downtown Commercial District

This was also a part of the "Reclamation Period." Astoria's downtown was filled in two separate and distinct campaigns--each using a different type of retaining wall. The first campaign was in 1915. It concentrated on the southern and western portions of the downtown. The second campaign was in 1923, following the Great Fire of 1922. This effort was confined to the central portion of the commercial district. Both campaigns used

⁷ "Reclamation in Astoria Completed." Astoria Evening Budget. May 10, 1916. p 1

sand fill from street curb to street curb. The interior of city blocks remained at original tidal flat level, facilitating full basements for the commercial structures. The first phase used a simple, straight, concrete wall below the curb. The second phase used a concrete wall in the shape of an “h” or “chair” below the curb. Utilities were placed below the seat of the chair in a separate chamber. Astoria was one of the first downtowns in the nation to submerge all its utilities. This structural system is listed as a contributing feature in the Astoria Downtown Historic District.

Bear Creek Dam--15 miles east of Astoria

A dam was constructed as early as 1890 with water piped adjacent to the Columbia River. However, the dam was said to be too small to supply water to the proposed Reservoir 2. In 1895, an overland route was constructed with 18” wood pipes leading to the second reservoir. In 1911, Bidwell, Hayden & Company constructed a concrete dam with a 100 million gallon capacity. The dam remains in use.

Reservoir 1--16th & Irving Ave.

This was the city’s first reservoir. It was constructed by James Welch who dug a large hole, dammed nearby springs and diverted water through a series of wood pipes. The reservoir was completed in 1876 and was said to hold 10,000 barrels of water. James Ferry was in charge of laying the stonework below the reservoir. The reservoir is abandoned.

Reservoir 2--16th & James Ave.

Reservoir 1 was quickly found to be inadequate to meet the demands of a growing city. Reservoir 2 was completed in 1895 after a volatile strike by Italian stone masons. The reservoir stores 5,500,00 gallons of water and is still in use today.

Reservoir 3--Pipeline Rd.

The reservoir was constructed to better serve Uppertown and Alderbrook. It stores 20,000,000 gallons and is still active.

Waterworks Tunnels--Reservoirs 2 & 3

A gravity flow system from Reservoirs 2 & 3 is accomplished through brick lined tunnels through Coxcomb Hill. Approximately four to five-and-a-half-feet high, the tunnels are 900-feet and 1,200-feet in length.

Manhole Covers

The names of three, early, local foundries can be found stamped on manhole covers in the earliest districts of the city. The work of Scow Bay Iron & Brass Works (1899), Astoria Machine Works, (1915) and Astoria Foundry (1917) is significant because later public works projects used covers from foundries outside the area including many from India.

EDUCATION



John Jacob Astor School, 3550 Franklin

Summary

Schools were one of the earliest institutions in the area. The county's first school was established on Clatsop Plains in 1844 by the Rev. Lewis Morrison. While Clatsop Plains offered fine education, Astoria eventually bettered it, offering both public and private institutions. The first school in Astoria, the second in the county, was established in 1851. The private school was located in the home of Rev. C. O. Hosford at the corner of 8th and Marine Dr. A second private school opened shortly thereafter in Uppertown. In 1854, Astoria's first public school was authorized and organized. Classes met in the Methodist church on 15th and Franklin Avenue until a permanent structure could be built on 9th and Franklin Ave. As the population grew, more public schools were established. Each school was named after the original, corresponding plat holder: Shively, McClure, Taylor, Olney and Alderbrook. A Catholic school, the Holy Names Academy for Young Ladies, and a Chinese school were also founded.

Astoria retains several historic public schools: Astoria High School, John Jacob Astor School, Capt. Robert Gray School. All three schools replaced early, neighborhood schools. All were also designed by Astoria architect John E. Wicks who designed the non-extant Central School and Lewis and Clark Consolidated School.

Historic Sites

1st Public School site--9th & Franklin Ave.

The first public school was erected on this site in 1859. The wood framed Greek Revival-style building was later converted to a plumbing shop and demolished by 1960.

Adair School site--3500 Block Franklin Ave.

Constructed in 1874, the school was demolished in 1924 to make room for its replacement, John Jacob Astor School.

Shively School site-- 1600 Block Exchange Ave.

Constructed in 1882, the school was demolished in 1938.

McClure School site--700 Block Grand Ave.

Constructed in 1883, it was first called Court Street School and replaced the first public school on 9th and Franklin. It housed high school classes from 1890 to 1910 when a new

high school was constructed on Jerome Avenue. Elementary school classes continued until 1917 when Central School was constructed on Irving Avenue. The school was demolished in 1919.

Alderbrook School site-- 4900 Block Cedar Ave.

Constructed in 1892, the school was dissolved in 1930.

Taylor School site--200 Block West Exchange Ave.

Constructed in 1902 the school served the Finnish community in Uniontown. The building was dismantled in 1933 by the Rev. Ellis Koven, of the Congregation Church. He purchased the school and barged the lumber across the river to Naselle where he built a house. The house remains.

Chinese School site--8th & Marine Dr.

Established in 1913, Chao Sum Ching was its Director of Classes and Ah Dogg was Acting Superintendent.

Central School site--900 block Irving Ave.

Constructed in 1917, the John Wicks designed school replaced McClure School. In 1926, it became Lewis & Clark Junior High School, then reverted back to an elementary in 1949. The school was demolished in 1991.

Schools

John Jacob Astor School--3550 Franklin Ave.

Dedicated in 1925, it was designed by Astoria architect John E. Wicks. It served as a replacement for Adair School and once offered classes through 8th grade. The school remains in use as an elementary school.

Capt. Robert Gray School-- 785 Alameda Ave.

Constructed in 1925, the school was designed by Astoria architect John E. Wicks. It replaced the Astor Court school which was built on the same site in 1918. At first, the school offered classes through 8th grade, but was later designated an elementary school. Capt. Robert Gray School currently houses Astoria School District offices and kindergarten classrooms.

RELIGION



Grace Episcopal Church Rectory, 1555 Franklin

Summary

Many of the earliest religious institutions began on Clatsop Plains before coming to Astoria. In 1840, the Rev. Frost established a Methodist mission on Clatsop Plains. The mission was fostered by Solomon Smith and his wife Celiast, a Clatsop Indian princess. The church established an Astoria-based mission in 1853. In 1843, the Rev. Ezra Fisher organized the Clatsop Plains Baptist Church at Skipanon. It was not until 1878 that the Rev. McLaferty erected a Baptist church here. In 1846, the Rev. Lewis Thompson organized the Clatsop Plains Presbyterian Church and in 1877, a Presbyterian church was established in Astoria. The Catholics, however, did not start at Clatsop Plains and were, consequently, the first organized religion to arrive in Astoria. The Father Blanchet organized St. Mary's Catholic Church in 1851. The Catholics' first permanent structure was built in 1874.

Ecclesiastic structures are among Astoria's most outstanding architecture. They stylistically span Victorian, Classical Revival and International styles: Grace Episcopal, First Presbyterian, Betania Norwegian Lutheran Congregation and St. Mary's Catholic are all variations of the Victorian style; First Methodist and the original First Church of Christ Scientist use a Colonial motif; Trinity Lutheran is Tudor; and Zion Lutheran and the second First Church of Christ Scientist are examples of the International style. Parsonages, rectories and manses are not prevalent in Astoria and only the Episcopal rectory continues its original use.

Astoria's community was shaped, in part, by a collective voice of ministers whose opinions were solicited and heeded by members of the public. Ministers sought an end to prostitution and shanghaiing, some fought for changes in labor and at least one came out in favor of the Ku Klux Klan--and was promptly silenced by other members of the clergy. Like fraternal organizations, churches also eased the transition into a new home for immigrants. Newcomers were able to relax, speak their own language and feel a part of something larger than themselves.

Churches

Swedish Lutheran Apostolic Church--1012 Irving Ave.

Perhaps Astoria's oldest church building, the vernacular structure was constructed by 1885. The church was designed by ship builder and Finnish Laestadian, Frans Kankkonen who also designed the Union Fisherman's Cooperative Packing Co. and the original Finnish Temperance Hall. Also known as the Finnish Apostolic Lutheran Church, it is said to be the oldest Finnish church building in use on the West Coast.

Betania Norwegian Lutheran Congregation of Astoria--3432 Franklin Ave.

In 1890, a group met in Nemiers Hall and organized Betania Norsk Lutersk Menighed av Astoria. Three years later, they constructed this church on Franklin: a wood-framed vernacular building with Gothic and Queen Anne elements. The simple building remains, but the congregation has constructed a new church one block away.

First Methodist Church--1076 Franklin Ave.

The Methodists were the first religious organization in the area, settling a mission on Clatsop Plains in 1840. In 1854, a church structure was erected in Astoria. The Franklin Ave. church was the congregation's third Astoria structure. The building was designed in 1916, by Portland architects Morris A. Whitehouse and J. Andre Fouilhoux, who later gained national attention for their varied work. The use of masonry and Colonial Revival elements is unusual for Astoria.

First Church of Christ Scientist--632 11th St.

Members of the congregation first met in a building two blocks away. That building was started in 1923, but never completed during their occupancy. In 1951, the congregation hired architect John E. Wicks and his daughter Ebba Brown, who was one of the first women in Oregon to be licensed as an architect. The church building is one of two International style churches designed by Wicks in 1951. The other church was the Zion Lutheran Church at 565 12th Street. These two churches represent some of Wicks' best efforts in the International style.

Church Hill--Uniontown

Finnish Apostolic Lutheran Church (1877), the first immigrant association, and Finnish Evangelical Lutheran Congregation (1902) helped nickname the hill in Uniontown "Kirkkohilli" or "Church Hill."

Congregation Beth Israel site--1285 Grand Ave

The only known synagog in Astoria. Between 1932 and 1938, it was used as the Central Labor Council meeting hall. From 1942 through 1963, this building was listed in Polk Directories as variously the Astoria Jewish Council or Beth Israel Congregation.⁸

Parsonages, Rectories and Manses

Swedish Lutheran Apostolic Church Parsonage--1042 Irving Ave.

The existing structure was likely constructed on the foundation of the Apostolic Lutheran Church parsonage, which was built circa 1890.

First Evangelical Lutheran Church Rectory--3513 Franklin Ave.

Constructed in 1890.

⁸ Steele, Joan. 1996. The Jews of Astoria: Diaspora and Disappearance. *Cumtux* Vol. 16 No. 2. pp 20, 21

Bethany Lutheran Rectory--3436 Franklin Ave.
Constructed in 1893.

Grace Episcopal Church Rectory--637 16th St.
Constructed in 1887, the Italianate-style residence was built for the Rev. William Short, Grace Episcopal's second minister. It was used as a rectory until 1922, then converted to a boarding house. The building is individually listed on the National Register of Historic Places.

First Presbyterian Church Manse--725 11th St.
The Colonial Revival-style house was designed by Andrew D. Gendron in 1914. It is the first manse in Astoria built specifically for The First Presbyterian Church. The first two reverends to occupy the manse--the Reverends William S. Gilbert and David Ferguson--were well-known throughout Oregon for their involvement in the Oregon National Guard. The building served as a manse until 1954. It is individually listed on the National Register of Historic Places.

Grace Episcopal Church Rectory--1555 Franklin Ave.
Designed by Andrew D. Gendron, the 1922 rectory combines elements for the Craftsman, Tudor and Gothic style architecture. The building is listed on the National Register of Historic Places and is the only parsonage/rectory in Astoria still used for its original function.

Religious Schools

Holy Names Academy for Young Ladies site--16th & Franklin Ave.
A private Catholic school was established in 1896 for girls. In 1905, it began enrolling boys. The school was destroyed by fire in 1923.⁹

Star of the Sea School--1411 Grand Ave.
Astoria's only private school today. Its architect is unknown but it was constructed in 1925 during the same time period that Astoria's public schools were being constructed. It originally served students through high school, but now serves through eighth grade.

⁹ Goodell, Rahles Blisset. 1999. John A. and Elise Devlin: Pioneer Salmon Packers. Cumtux Vol. 19 No. 2. p 12

FUNERARY



Susan Shively Crypt, Hillside Cemetery

Summary

As an older city, Astoria has buried its dead in marked and unmarked locations. Forgotten or unmarked cemeteries include Ft. George Cemetery, Holy Innocents Cemetery and the Pauper's Cemetery. These cemeteries were located for convenience: near the fort, near a church or half-way up the hill. Therefore, some grave sites remain on private property while others are in street rights-of-ways.

Clatsop Indians used the area long before the arrival of John Jacob Astor's fur trading party. Native American grave sites have been discovered throughout the city including 16th Street, 10th Street and 45th Street. Furthermore, the original burial site of Chief Comcomly, who greeted the men of Astor's party, is said to be in one of three locations: in the vicinity of 16th and Franklin, 13th and Franklin and 9th and Franklin.

Astor's men did establish an area for burial, though not platted. Consequently, as the town developed and some attempt was made to move the corpses, not all were found. The cemetery remains the oldest white European cemetery in the Northwest. A second cemetery was located up the hill by 1850. As the ground became valuable for development in 1864, the cemetery was moved a second time. More corpses, primarily those of paupers, were left behind. Astoria's final in-town burial ground, the Hillside Cemetery, was used through 1897. Then, wealthier families removed the corpses of loved ones and moved them to either the Greenwood Cemetery or Ocean View Cemetery.

It is not known when the first mortuary was established or how many mortuaries have existed in Astoria. It is known that by 1900 most wakes and funerals took place outside the home as funeral parlors gained popularity. Three historic mortuaries remain. E. B. Hughes established a mortuary in the Harvey and Mary Pike residence at 576 12th Street in 1923. The 1864 house was significantly remodeled in 1939, gaining a Federal-style look. Hughes-Ransom Mortuary conducts business there today. The circa 1895 Rebecca Strauss residence at 1165 Franklin was converted to a mortuary by Karlson & Son Funeral Directors in 1920. The building was remodeled numerous times as the business changed hands. Luce-Layton Mortuary conducts its business from the building today. Finally, the circa 1880 Capt. John Merriman residence at 1585 Exchange was used

by the Fahrion Funeral Home from 1930 through 1933. The building was most recently used as a restaurant and private residence.

Many of the grave stones and markers were locally carved and designed by Paul Thompson of Astoria Granite Works. A Finnish immigrant, Thompson established his business in Astoria around 1917. Thompson died in 1941, but his sons Dick and Denny carried on the family business after they returned from serving in World War II. The Thompsons retired in the 1990s, but Astoria Granite Works continues to provide grave markers for the community.

Cemeteries

Fort George Cemetery--Vicinity of 16th and Exchange Ave.

Beneath the (old) Astoria City Hall and the Recreation Center-Armory building is the oldest European cemetery in the Northwest. The cemetery was used by members of Astor's trading post and the Hudson's Bay Company. While some bodies were removed prior to the construction of the buildings, others remain with "12 feet of fill over the graves."¹⁰

Pauper's Cemetery--Vicinity 14th and Irving Ave.

It was a city cemetery, established by 1850. In 1867, the City of Astoria requested bodies be removed from the cemetery. Those of more wealthy families were reinterred at Hillside Cemetery. But, those of paupers remained.

Holy Innocents Cemetery--Vicinity of 34th and Grand Ave.

Located in the yard of the non-extant Holy Innocents Episcopal Church. Part of it may be covered by the parking lot of the Norwegian-Lutheran Church. Some of it may extend across Grand to an embankment above Leif Erickson Dr.

Hillside Cemetery--14th and Madison Ave.

Established in 1864, the cemetery was used through 1897. Shortly thereafter, the cemetery fell into disrepair. Many of the graves were disturbed. In the 1960s, a citizen group removed over grown bushes and established the site as "Pioneer Cemetery." Later, many of the remaining tombstones were removed to ease lawn maintenance. Hundreds of graves remain unmarked or unidentified. Many unmarked graves contain the remains of Chinese immigrants. A crypt for the Susan Shively family was constructed of brick in the NE corner of the cemetery. The small structure is in poor condition and is being pried apart by vines.

Greenwood Cemetery--Highway 202

Established in 1891, it was Astoria resident's first alternative to the Hillside Cemetery. When first incorporated, funeral processions arrived at the site via boat, tying to a landing on Youngs Bay. The cemetery boasts a granite statue, five-and-a-half-feet tall in the image of Chief Comcomly. The statue was erected in 1900 by members of the Comcomly Tribe Improved Order of Redmen in honor of sheriff John W. Williams who was "murdered by a desperado" while on duty.

River View Cemetery-- Lewis and Clark Road

Also known as Lewis and Clark Cemetery, it was platted in 1897 by John W. Reith, it is about 3 acres and has numerous hand-carved tombstones.

¹⁰ Penner, Liisa. 1988. Cemeteries in Clatsop County. Clatsop County Genealogy Society.pp 1,2

Ocean View Cemetery--Ocean View Cemetery Road

Owned by the City of Astoria, the cemetery is located in Warrenton. Established in 1897, the cemetery replaced the Hillside Cemetery in Astoria. At that time, the City of Astoria ordered vacation of graves from the Hillside Cemetery to Ocean View Cemetery. The body of Capt. George Flavel, for instance was moved at this time. In 1898, a 12-ton granite obelisk was erected at the new Flavel family plot. The obelisk remains the largest marker in the cemetery. In 1916, the Portland Mausoleum Co. constructed a private mausoleum at the cemetery. The building was designed by Portland architect Ellis F. Lawrence and has Egyptian detailing around its cornice.

RECREATION AND CULTURE



Chief Coboway, Astoria Column

Summary

Astoria's historic recreation and cultural resources divide into three types: entertainment, memorials and art. The Liberty Theatre and Riviera Theatre quickly evoke images of broad entertainment. Both theaters used vaudeville and film to capture audiences week after week. Both theaters drew upon the exotic, surrounding patrons with Mediterranean-style auditoriums. But it was the Liberty which was the most successful, eventually buying out the Riviera and others, while updating equipment and changing venues.

Before Astoria constructed its celebrated movie houses, theater culture started with live theater in opera houses, saloons and ethnic meeting halls. For instance, the Ross Opera House on 6th and Commercial was known for dramatic plays, comedies and musicals in addition to vocalists and small orchestras. Liberty Hall near 7th and Bond was more bawdy but nevertheless provided entertainment for the less discriminating. Suomi Hall, however, provided more ethnic entertainment and was a popular stage for folk stories, etc.

Astoria, especially in the 1920s, reflected a national trend of memorializing its pioneers and patriots. Its public schools, first named for the original plat holders, were rebuilt and renamed for nationally known explorers and capitalists: Lewis & Clark, Capt. Robert Gray and John Jacob Astor. Individual memorials were also established. Within one weekend in 1926, Astoria dedicated three memorials: the Astoria Column, Astoria Victory Monument (the Doughboy Statue) and Shark Rock. Later, Astoria commemorated its "firsts," too: 1st Post Office west of the Rockies, 1st Customhouse west of the Mississippi, 1st site of electricity in Astoria, 1st newspaper office in Astoria and 1st site of cable television in the nation.

Astoria's public art is associated with its memorials. The Astoria Column, the city's most unusual and largest artwork, and the Astoria Victory Monument are the only historic commissioned pieces. Both were completed in 1926. A mural for the backdrop of the "Fort Astoria" memorial was commissioned in 1950s, but Arvid Wuonola's original artwork has been repainted and redesigned at least twice. In 1997, Astoria's latest civic art was commissioned. Businessman Jon Englund donated money to the Astoria Aquatics Center for the creation of a large mural by nationally respected artist, Tom Melvin. The artwork was done less as a memorial and more as a work to capture the essence of historic Astoria.

Theaters

Liberty Theatre--1203 Commercial Ave.

Portland architects John V. Benes and Harry A. Herzog designed the Mediterranean-inspired theater and building in 1925. One of Astoria's finest buildings, the theater featured small vaudeville acts, silent films and a magnificent Wurlitzer organ. It remains today as one of the jewels of Astoria's business district. The building is individually listed on the National Register of Historic Places.

Riviera Theatre--1102 Marine Dr.

The Mediterranean-style building was designed by architect Charles T. Diamond in 1925. Though smaller than the Liberty Theatre, it too provided vaudeville acts and silent films accompanied by live organ music. It remains the only theater in the business district to feature commercial and independent films.

Astoria Theatre site--200 block of 12th St.

Though constructed in 1925 for film, it also had a stage for "legitimate" live performances. The business existed before the Great Fire of 1922 (and stakes claims to the early acting career of Clark Gable), and was originally known as the Fisher's Opera House. It was demolished in 1968 after serving nearly 10 years as a roller rink.

Memorials

Astoria Column--John Jacob Astor Park

Constructed in 1926 by the Great Northern Railroad and Vincent Astor, the 125-foot high monument commemorates the area's history from the "Forest Primeval" to the coming of the railroad in 1898. A spiral frieze illustrates the history through the use of sgraffito, a wet-on-wet plaster technique.

Astoria Victory Monument, "Doughboy Statue"--Uniontown

Constructed in 1926, the monument is dedicated to soldiers who fought in World War I. A bronze statue entitled "Over The Top At Catigny" is mounted over a concrete base, designed by Astoria architect Charles T. Diamond. The structure houses public restrooms. The memorial is individually listed on the National Register of Historic Places.

1847 Post Office Memorial--500 block of 15th St.

The first United States Post Office west of the Rocky Mountains was constructed on this site in 1847. In 1906, the Shively Improvement Club advised the City of Astoria to destroy the rotting landmark. In 1955, a plaque was placed on the site by the Astoria Daughters of the American Revolution.

Fort Clatsop site--92343 Fort Clatsop Rd

Fort Clatsop was constructed in 1805 for the wintering quarters of the Lewis and Clark expedition. A reconstruction of the original fort has been established with a museum. The park is a National Historical Park.

Astoria Sesquicentennial Plaque--Smith's Point

Lord Astor, great-grandson of John Jacob Astor, dedicated this plaque to transportation on April 12, 1961.

1852 Custom House Reconstruction--34th & Leif Erickson Dr.

Col. John Adair was commissioned by president James K. Polk to establish a customs house in Astoria in 1848--the first west of the Mississippi River. Adair located the service in Uppertown when he was refused land in central Astoria. The original building was likely constructed by an itinerant carpenter who lifted classic plans and details from a book. It burned to the ground in 1852 and was quickly reconstructed. The existing building is a reconstruction of the 1852 custom house. It was reconstructed in 1991 as a memorial celebrating the bi-centennial of the Custom Service.

Other memorials include:

Chief Comcomly Canoe, John Jacob Astor Park; John Chitwood Marker, John Jacob Astor Park; Ranald Mac Donald Memorial, Fort Astoria Park; Portals of the Past, Shively Park.

Misc.

Regatta viewing stands site--Foot of 11th and 16th St.

Wooden viewing stands were constructed for use during the Regatta Pacific Coast Championship races.

AGRICULTURE / SUBSISTENCE



Sunflower Dairy

Summary

The harvesting of salmon and lumber have historically been the area's largest industry. However, dairy farming, grass seed, fruit orchards and truck farming have played a role in Astoria's economy. Some farms were developed on land cleared of its forest. Others developed on flat lands near Youngs Bay, particularly after the construction of dikes. Prior to 1909 when the first diking district was organized, all dikes were constructed by individual farmers who built long dikes, crisscrossing each land parcel. The diking district simplified the diking system and provided stronger dikes and better security against tide water. Besides providing land for farming, the dikes allowed the eventual construction of the Astoria Airport and Wireless Airport.

Dairy and Farming

John Jacob Astor Experiment Station--Highway 202

Constructed in 1914, it was the State experiment station for the coastal region. It specialized in the research of dairies and the development of crops and practices suited to the dairy industry of the Oregon coastal country.¹¹

Sunflower Dairy--1319 Commercial Ave.

H. J. Jeffers and A. C. Miller hired architect John E. Wicks in 1928 to design this building which was used as the milk distribution plant for the Sunflower Dairy. The dairy occupied the south half of the building, facing Duane, while Mitchell Drug Store occupied the north half, facing Commercial. The dairy operated from the building until 1950.

Lower Columbia Cooperative Dairy Association--364 Ninth St.

Architect John E. Wicks designed this building for the Lower Columbia Cooperative Dairy Association in 1923. The structure had room for its business in the basement and first floor with rentable office space on the second floor. The dairy association occupied this building until 1957.

Lower Columbia Cooperative Dairy Association--385 Ninth St.

Designed by architect John E. Wicks in 1947, the building served as a milk processing plant for the Lower Columbia Cooperative Dairy Association until 1971.

Horticulture Facility

¹¹ ca. 1925. Clatsop A Farm Homeland. The Land of Better Living. Astoria Chamber of Commerce. p 41

Ole Erickson's Arboretum site--Above Astoria High School

Ole Erickson arrived in Astoria in 1888 and settled on the south slope of Astoria. There, he grew a variety of trees, most of them imported to the area. The trees included Poplars and Elms from Portugal, Cherry and Apple trees from Japan, Yews from Ireland, Japanese Pear trees, French Maples, Australian Firs and Cedars from Chile. Erickson was the founder of Erickson Floral. Much of the arboretum was lost during the construction of the high school.

Chinese Garden site--Vicinity of Shively Park.

An herb garden planted by Chinese immigrants is said to exist in the forest near Shively Park. Oral history accounts relate that members of the Chinese community were either not welcome in Astoria or conducted business (farming) not suitable to developing residential districts. During the 1920s or '30s, Chinese immigrants constructed houses or shacks in a ravine below what is now the park. The garden was used for subsistence and income.

Warehouses

Bonded Warehouse--Foot of 4th St.

Constructed in 1892 for the Astoria Wharf and Warehouse Co., it was the first building in Astoria to be built of local brick. It also used a stone from the foundation of the 1852 US Customhouse in the keystone of its arched entryway.

Sanborn Dock Company Warehouse--13 11th St.

The Sanborn Dock company purchased this property from the Flavel estate in 1919. Then, George W. Sanborn & Sons completely rebuilt the waterfront between 9th and 11th Streets. This structure was built circa 1920 and was used as a warehouse. In 1944, it was remodeled by the Lower Columbia Cooperative Dairy Association and used as their feed mill plant until 1968.

Callender Navigation Co. Sand Bunker--90 12th Street

The wood framed, iron clad, "cribbed sand bunker" provided cover for a wharf used to hold sand. It was constructed in 1922. By 1940, the warehouse was used for welding.

Owen & Peeke Grain & Feed Co.--Foot of 7th St.

The grain and feed company was incorporated in 1920 by Otto and Andrew Owen and George Peeke. Their first building, at the foot of 11th Street, was destroyed by the Great Fire of 1922. Architect John E. Wicks designed a new structure for them in 1924 at the foot of 7th Street. The building was later used as new England Fish Co. of Oregon.

INDUSTRY/ PROCESSING/ EXTRACTION



Unidentified Logger (left), Columbia River Packers Association Net Loft, 31st St (right)

Summary

Astoria's major industries included, canneries, sawmills, and shipbuilding. The first cannery in the lower Columbia River region was established in 1866 at Eagle Cliff, Washington. There, William Hume operated a cannery on a scow. In 1869, John West built a cannery at Westport, Oregon's first cannery. Oregon's second cannery was at Clifton, Oregon and operated by brothers J.W. and Vincent Cook. Astoria's first cannery, the third in Oregon, was incorporated in 1873. It was called Badollet & Co. and was constructed on the wharf of Christian Leinenweber's Hemlock Tannery. In 1875, Booth & Co. constructed Astoria's second cannery. From then, canneries multiplied quickly; within two years, Astoria operated 11 canneries. Within 20 years, the number of canneries would double. In 1899, seven canneries combined their plants and equipment to form the Columbia River Packers Association. That same year, 200 fishermen organized their own co-op cannery. It was called the Union Fishermen's Co-op Packing Co.

In 1844, Henry H. Hunt established the area's first sawmill. It was located on the south end of Tongue Point. Other early ventures include John Shively's 1848 steam mill on the site which would later become the Hammond Mill. By 1852, James Welch and others built a mill on the corner of 9th and Commercial Ave; it was later known as Parker Mill. The Hume and Farrel Mill was built in 1867 near 14th and Exchange. In 1883, it caught fire and flames spread to the eastern portion of the business district. And finally in 1886, John Tullinger established the Trullinger Mill at the foot of 1st Street. He then constructed a railroad from his mill to the Walluski River area where he had a logging camp.¹²

Astoria's shipbuilding began as early as 1811, with the construction of the *Dolly*, a pre-fabricated vessel whose frame was transported on the *Tonquin*. Charles Wilson, however, owned one of the area's early commercial boat building ventures. Wilson established himself as an off-season boat builder by 1887. Wilson's brothers Franz and Frithiof Kankkonen joined the firm and in 1911 Wilson Bros. Shipyard constructed a large facility on Smith's Point. The company boomed during World War I, as did other shipyards including McEarchen Shipyard at the foot of 7th Street and Rogers Shipyard on Pier 2.¹³ Astoria's shipbuilding experienced a lull after the war, but prospered

¹² Grimstad, A.E. 1961. History of the Logging Industry. Astoria Sesquicentennial 1811 - 1961 Official Program. pp 11 - 15

¹³ Taylor, J. Marlene Eskola. 1995. The Kankkonen Brothers. *Cumtux* Vol. 15 No. 1. pp 15 - 25

again during World War II. At that time, Astoria's primary ship builder became Astoria Marine Construction Company, owned by Joseph Dyer. The firm was awarded Federal contracts for the U.S. Navy in excess of \$14,000,000.

Canneries

J. D. Hanthorn Cannery--Foot of 39th St.

Constructed in 1877, the early cannery joined the Columbia River Packer's Association in 1899. It was then used as a cold storage plant.

M. J. Kinney Cannery--1 6th Street

First constructed in 1876, it was one of several canneries in operation in Astoria. By 1894, Marshall J. Kinney's cannery was nationally recognized and was marketed primarily in England and on the East Coast. In 1895, the cannery burned to its piles, but was reconstructed. In 1899, the cannery joined the Columbia River Packer's Association (CRPA). The building operated as a cannery until 1920, when it was converted to a central machine shop and warehouse for the CRPA.

North Star Cannery Site--100 block of waterfront

In 1899, Schmidt & Co. constructed a cold storage plant on the site. The building was later converted to the White Star Cannery--also know as Anderson's Cannery and Van Camp Cannery. The structure burned in 1973. An exposed boiler is all that remains.

Columbia River Packers Association Net Loft--100 31st St.

Constructed in 1910 after a fire destroyed an earlier structure, the building was used for net storage, and boat repair for the Columbia River Packers Association (CRPA). The building was once fronted by large docks on which fishermen could spread out their gillnets to dry. A concrete platform remains along the shoreline at the foot of 30th Street. It is the remains of a structure which once supported a brick furnace and chimney. It was used either by the CRPA in the operation of this net loft or is a part of the operations of the Occident Cannery which used the site prior to the CRPA.

Union Fisherman's Cooperative Packing Co. Machine & Boat Shop--310 Industry

Designed by architect John E. Wicks in 1944, the structure was used as a machine and boat shop for the Union Fisherman's Co-op cannery. It is representative of a contemporary structure designed in a traditional fashion.

Union Fishermen's Cooperative Packing Co. Net Loft--Foot of 49th St.

Constructed in 1903 for use as a net loft and boat repair for the Union Fishermen's Cooperative Packing Co. The building is individually listed on the National Register of Historic Places.

Horse Seining Barns, Bunkhouses, etc. sites

Wood pilings dot sand bars in the Columbia River where horse seining cookhouses, bunkhouses and barns once stood. Horse seining is a method of fishing. Men and horses pulled in the seine, or net, to shallow sandbars where fish could be gathered and loaded into boats. Horse seining was outlawed in 1950.

Pile Fields

Pile fields remain on waterfront in various locations: 1st Street, 10th Street, 14th Street, 16th Street, 18th Street, etc. The wood pilings are the remains of canneries, warehouses, and lumber mills. Wood dolphins on 14th Street are the remains of the North Shore Ferry system.

Sawmills

Clatsop Mill site--2200 block Marine Dr.

The Clatsop Mill was established by members of the Kinney family in 1886. Although it burned in 1914, it was reconstructed, then operated until the 1930s. The mill was later leased to the Astoria Spruce Co. In 1949, the mill was sold to the Astoria Plywood Corporation. It began its operation in 1951.¹⁴

Hammond Mill site--Foot of 54th St.

One of Astoria's largest mills, the Hammond Mill was built by Hume and Easley in 1903. A.B. Hammond purchased the mill in 1908 and expanded its operations. For instance, it's large generator sold power to the Pacific Power and Light Co. And the mill was so productive, in 1910 it cut 300,000 feet in a 10 hour shift. The Hammond Mill employed 450 men and ran two shifts. It hired many immigrants from India, most of whom were sikhs, and provided housing for them on site. The mill burned to the ground in 1922 and was not rebuilt. Remnants of a furnace stand in the middle of a wetland in Alderbrook.¹⁵

Shipbuilding

Wilson Bros. Shipyards site--Youngs Bay

Charles, Frans and Frithiof Kankkonen established a shipyard in 1911 around remains of former businesses, Universal Sash and Door Co., and Astoria Iron Works. In 1917, the company was purchased and reformed to Wilson Shipbuilding. During World War I., the enterprise won the contract from the Emergency Fleet Corporation of the U.S. Shipping Board to construct 10 Ferris-type wood steamers which were 325 feet long.¹⁶

McEarchen Ship Company site--895 Olney Ave

Established in 1916, in response to World War I and the sudden international need for shipping vessels. The war ended before many of the ships were completed and the government canceled the remaining contracts. The shipyard closed, but was taken over by Bumble Bee Seafoods as a docking and ship refitting facility.¹⁷

Astoria Marine Construction Company--Lewis and Clark River, Jeffers Gardens

The company was founded by Joe Dyer in 1929. The company was awarded a contract in 1941 to build wooden minesweepers for the Navy--the first Navy ships ever constructed in Astoria. By December 1943, the company launched 33 ships. The had 1,200 men at their

¹⁴ Grimstad, A.E. 1961. History of the Logging Industry. Astoria Sesquicentennial 1811 - 1961 Official Program. pp 11 - 15

¹⁵ Ibid.

¹⁶ Taylor, J. Marlene Eskola. 1995. The Kankkonen Brothers. *Cumtux* Vol. 15 No. 1. pp 19 - 21

¹⁷ Tasa, Guy L. and Thomas J. Connolly. 1998. John Day River Bridge - Youngs Bay Bridge (Astoria bypass) Cultural Resources Report. Oregon State Museum of Anthropology Report 98-3. University of Oregon, Eugene, OR. pp. 14, 15

Lewis and Clark facility and roughly 300 more at the Port of Astoria facility on carrier contract. A workers housing project, called Riverwood Park, was completed in the Jeffers Gardens area.¹⁸

“Rotten Row” site--14th and Olney Ave.

“Rotten Row” is a local term to describe a 500-yard stretch of Youngs Bay shoreline. The area contains the remains of barges, fishing boats and ship hulls which were beached there. The largest are two wooden sailing vessel hulls, about 130-feet long, constructed by the McEarchen Ship Company under World War I government contracts. The war ended and the unfinished ships were beached. One hull was filled and used as a platform to unload sand and gravel from barges. The remains of a World War II wooden barge is nearby, its superstructure was visible into the 1980s. An additional barge can be found at 19th and Front Street.¹⁹

Extractive Facility

Hildebrand’s Rock Quarry site--Coxcomb Hill

Two quarries are located on Coxcomb Hill, one directly behind the old high school. Rocks from these quarries were used in many local projects including Astoria Waterworks, Astoria High School, U.S. Post Office and Customhouse (1878) and many residential retaining walls.

Manufacturing Facility

Astoria Shope Brick & Building Material Co.--Foot of 30th St.

Constructed in 1923, it was designed by Portland architect Carl L. Linde. The plant was said to have a capacity to produce 45,000 common brick and 20,000 face brick daily. It manufactured concrete brick in 50 different faces. Shope brick was a patented process which used steam to dry bricks after they were molded.

Crystal Ice & Storage Co.-- 2093 Marine Dr.

The home of Weatherly Ice Cream, the concrete structure was designed by Andrew L. Dupuy of Portland in 1924. Manager P. L. Cover claimed the plant was the most modern of its kind west of the Mississippi River.

Energy Facility

Bonneville Power Administration Substation Control Building--6th and Olney Ave

Constructed in 1941 in the International Style. The power substation is located behind the structure.

¹⁸ Penner, Liisa. 1995. Kotimaani Ompi Soumi. *Cumtux* Vol. 15 No. 1, pp 3,4

¹⁹ Tasa, Guy L. and Thomas J. Connolly. 1998. John Day River Bridge - Youngs Bay Bridge (Astoria bypass) Cultural Resources Report. Oregon State Museum of Anthropology Report 98-3. University of Oregon, Eugene, OR. p. 15

Communication Facility

Pacific Telephone & Telegraph Co. Building--1139 Exchange Ave.

Constructed in 1910 for the Pacific Telephone & Telegraph Co., the building survived the Great Fire of 1922. It is believed the building's exterior, metal shutters prevented the structure from being destroyed. In 1957, the telephone company moved to a new building at 11th and Exchange Ave.

Poles for Cable Television Antennae--18th and Irving Ave.

In 1948, Ed Parsons developed America's first version of cable television from his apartment in downtown Astoria. He first captured a Seattle television signal from the roof of the Hotel Astoria. Later, he erected three poles at this site where he attached antennae. He strung cables through the basements of houses directly west of the poles, then used homemade amplifiers to connect to houses throughout the neighborhood. Parsons' system was the first large-scale cable television operation anywhere.

HEALTH CARE



St. Mary's Hospital, 16th St.

Summary

Astoria has had two hospitals and a quarantine station. In 1880, Father Leopold Dielman of St. Mary's Catholic Church initiated the founding of a Catholic hospital in Astoria. St. Mary's hospital was Astoria's first true medical facility. The hospital was established in the former Arigoni Hotel, sold by George Hume to members of the Sisters of Providence. Prior to the hospital being established, Astorians relied on doctors, such as J.D.H. Gray, who practiced medicine with limited tools, access to drugs or perhaps a permanent office. Certainly, there was a need for a hospital. Astoria was exploding in population from the development of canneries and sawmills. A second hospital, Columbia Hospital, was begun in 1922 by the Fraternal Hospital Association, a Lutheran-based organization.

In an effort to stem the migration of disease into the United States, a quarantine station was established at Knappton Cove, Washington in 1899. Anyone arriving by ship was examined at the Astoria Quarantine Station before they were allowed to disembark in Astoria or Portland.

Hospitals

Astoria Quarantine Station--Knappton Cove, WA

Between 1899 - 1938, thousands of immigrants passed through this U. S. required health inspection at this Port of Entry. The station's work is credited with the effective control of communicable diseases in the lower Columbia River region.

St. Mary's Hospital--1508 Exchange Street

Constructed in 1931, the building was designed by John W. Maloney as an addition to the 1905 St. Mary's Hospital constructed on the east half of the block. While excavating the foundation for the building, remnants of the Pacific Fur Company's stockade were discovered.

Columbia Hospital--646 16th Street

The hospital was constructed for the Fraternal Hospital Association, an organization instituted in Astoria by the Finnish Brotherhood, and the Columbia Lutheran Conference. Architect John E. Wicks began designing the hospital in 1922. However, the project was temporarily abandoned, due to lack of funds, after the Great Fire of 1922. In 1926, work was resumed and the project was completed in 1927.

Medical Offices

Spexarth Building--818 Commercial Ave.

Constructed of reinforced concrete in 1911, the building survived the Great Fire of 1922. Most of the city's doctors, dentists, lawyers and other professionals were housed here during the commercial district's reconstruction. Post-reconstruction buildings which housed medical offices included: Copeland Building, 1164 Commercial Avenue; Andrew Young Building, 255 14th Street; and Osburn-O'Brien Building, 351 14th Street.

Dr. Oris B. Estes Residence--591 Commercial Ave.

Dr. O. B. Estes came to Astoria in 1885. Here, he practiced as a physician and surgeon, had an interest in a drug store, was health officer for the Port of Astoria and was State Health Officer from 1887 to 1892. Dr. Estes resided and practiced in this house from 1906 to 1917. There is a stepping block at the Commercial Ave. curbside with the imprint "Dr. O. B. Estes," one of the few of stepping blocks remaining in the city.

Home Apartments--1320 Franklin Ave.

Designed by Astoria architect John E. Wicks in 1910, it was intended as the home and office of Astoria physician Dr. Alfred C. Kinney. Dr. Kinney planned to use the basement area as a clinic in partnership with his son Dr. Alfred M. Kinney. Funding dwindled and the building remained unfinished until it was converted to apartments in 1917.

Dr. Toivo Forsstrom Residence--726 7th Street

Dr. Forsstrom was educated at the University of Helsingfors and conducted postgraduate studies in Berlin and Vienna. He immigrated to Astoria in 1906. While he was one of the first doctors to have an office in the Spexarth Building, it is thought he may have conducted some business from his house.

DEFENSE



“Fort Astoria” Memorial, 15th & Exchange

Summary

In the spring of 1811, a party of 33 men arrived at the mouth of the Columbia River on the bark *Tonquin*. Inspired by the discoveries of Lewis and Clark, John Jacob Astor commissioned these men to establish a fur-trading post for the Pacific Fur Company. A site was selected for the post on what is now the southeastern edge of Astoria’s business district. While not constructed for military defense, the post did provide some feeling of security from the indigenous people. In 1813, the post was sold to the Northwest Fur Company, a British venture, and renamed Fort George. Palisades and garrisons were added at that time. Although the Treaty of Ghent was signed in 1814, and a transfer of the fort to the United States was made in 1818, Astoria remained occupied by British until the 49th north parallel was established as the United States’ northern boundary in 1846.

During the Civil War, Ft. Stevens (located 10 miles outside Astoria), Fort Columbia and Fort Canby in Washington were established to protect the mouth of the Columbia River. It was feared the British might join forces with the Confederate army and assault the area. These forts were used through World War II. Another product of the Second World War was the development of Tongue Point as a Naval Air Station. The military constructed deep water wharfs, hangers, a hospital, officer housing, dormitories and multiple-family houses. The base is currently used by the Job Corps.

Historic Sites

Ft. George site--15th and Exchange Ave.

Fort George is the only military structure within the city limits. It was a British garrison converted in 1813 from the trading post Astoria. It exists as a monument, listed individually as a National Historic Landmark.

Ft. George Parade Grounds site--1400 Block of Franklin Ave.

When James Welch constructed Astoria’s first framed house on the site in 1846, he was informed by Hudson’s Bay Company employees that he was constructing on sovereign soil. By 1853, Welch constructed a second house near the site. Major Hatheway, who was in charge of military operations, was furious. Welch constructed his house on grounds planned for a military reservation. Later, both George Flavel and Frank Patton constructed their homes on the site.

Astoria to Salem Military Road or “Hooker’s Trail”--Highway 202, Astoria’s Urban Forest First suggested by Joseph “Fighting Joe” Hooker, who had served as a major-general in the Union Army during the Civil War, the Astoria to Salem Military Road was intended as a

route for troops in the event of an attack on Astoria by the British. The route was surveyed under the direction of Lt. George H. Derby in 1856 and opened in 1858. The trail terminated at the U.S. Customhouse in Uppertown. Due to fallen timber and difficult terrain, the road was impassable much of the time and was abandoned in the 1880s.²⁰

Naval Facilities

Tongue Point Naval Air Station--Tongue Point

In 1919, the city of Astoria passed a bond to purchase Tongue Point from A.B. Hammond, whose sawmill occupied the area west of the point. In 1920, the Navy cleared and leveled the land. Four wood piers were constructed. In 1922, the base was scrapped, thanks to a disarmament conference, and the site became a picnic ground until 1939. In 1940, the Tongue Point Naval Air Station was built and manned.²¹

Other facilities Associated with Tongue Point Naval Air Station:

Emerald Heights and Blue Ridge were constructed as naval housing near Tongue Point. A Naval Hospital was constructed on Highway 202 for the administration of an influx of casualties which never truly arrived.²² The complex was torn down in 1951. A water tower remains.

Recreation Center-Armory Building--1636 Exchange St.

Plans for this concrete and steel International-style structure were prepared by father and daughter architects, John E. and Ebba Wicks. John Helstrom was awarded the contract to construct the building in 1941. Dedication ceremonies were held July 3, 1942. In addition to being a recreation center, the building housed the USO Club and the Clatsop unit of the Oregon National Guard.

²⁰ Ibid. p. 16

²¹ Lovell, Robert S. 1995. The War Years in Clatsop County. Cumtux. Vol. 15, No. 3. pp. 2 - 3

²² Penner, Liisa. Personal Interview. July 27, 2006

LANDSCAPE



Urban Forest

Summary

Astoria's historic landscape resources are sometimes subtle and frequently overlooked. Some resources are unplanned or are the result of leftover spaces. Astoria's urban forest, an area saved from second generation logging, is such an example. Other resources benefit from a conscious effort. For instance, Astoria's centennial coincided with a nationwide city beautification movement. It resulted in the planting of large ornamental trees in private yards, a picturesque approach to the design of Shively Park and public improvements on selected street ends.

Parking Lot

Below-grade Lots--Downtown Commercial District

Most below-grade lots have remained vacant since the Great Fire of 1922. Some lots expose the chairwall or retaining wall systems which may be unique to Astoria. All are a reminder of when Astoria's commercial district was constructed over wetlands and promoted as the "Venice of the West."

Parks

Shively Park

Named for John Shively, the park was deeded by Charles W. Shively to the City of Astoria in 1898. Developed for Astoria's Centennial celebration in 1911, the park included a reconstruction of Ft. George, amphitheater and exhibition halls. Its landscape was designed by Arthur L. Peck, who pioneered Landscape Architecture at Oregon Agricultural College. Within 20 years, many of the Centennial features were dilapidated or missing. A meeting hall and restroom was constructed in the 1920s.

Tapiola Park

Established in 1941 by members of the Finnish Brotherhood. "Tapiola" means "forest" in Finnish. The park area served as a recreational sport area before it was established and continues as such today.

Gardens

Capt. George Flavel Residence--441 8th Street

Capt. George Flavel and his wife Mary Christina planted trees, flowers and shrubs on the site before the construction of the house in 1886. Some of the plantings were imported, perhaps during their travels. Additionally, nine trees have been designated "Oregon Heritage Trees:" Sequoia Redwood, Camperdown Elm, Ginkgo Biloba, Pear Tree, Bay Laurel and three Four Cork Elm Trees.

Privately Owned Trees of Note

Umbrella Pine, 17th & Franklin; Camperdown Elm, 16th & Franklin; Spanish or European Chestnut, 16th & Franklin; Japanese Maple, 16th & Franklin; Royal Ann Cherry, 14th & Franklin; Pacific Madrona, 14th & Exchange; Copper Beech, 17th & Irving; Japanese Cedar, 7th & Grand; Japanese Zelkova, 33rd & Grand.²³

Natural Features

Cathedral Tree--Vicinity of 28th Street.

A part of Astoria's urban forest, the old-growth Sitka Spruce is more than 300 years-old. The tree exceeds 200-feet in height and has a circumference of more than 27-feet.

Swimming Holes

Historic swimming holes include that at foot of Williamsport Rd, McEarchen Ship Co. docks and Port of Astoria piers.

Other Natural Features:

The Urban Forest on Coxcomb Hill and vicinity; Tongue Point; Smith's Point; Telegraph Hill or Wireless Hill a promontory above Smith's Point; and Scow Bay, now infilled and occupied by Columbia Memorial Hospital and the Astoria Aquatics Center.

Street Furniture

Basalt Retaining Walls

When the 1878 U. S. Post Office and Customhouse was torn down in 1933, it is believed the basalt stones used in its construction were recycled for use in retaining walls throughout the city. Other basalt walls are identified as the work of mason James Ferry. He is credited with the construction of the following walls: Reservoir No. 1, 16th and Irving; Astoria High School, 16th and Jerome; multiple houses on Jerome between 13th and 14th; and the Benjamin Young Residence, 3652 Duane.

Astoria Entrance Monument--Smith's Point, 33rd & Leif Erickson Dr.

The octagonal, concrete pylons originally stood on either side of the Lower Columbia River Highway, now 54th Street. They were erected by the Kiwanis Club in 1925. In 1983, the monuments were separated and relocated to their current locations. "Welcome to Astoria" signs were attached at that time.

²³ Wheeler, Joan'e. 1994. Notable Trees of Astoria: A Tree Tour Led by Joan'e Wheeler. Wheeler. Astoria, OR

TRANSPORTATION



Astoria Train Depot, 20th & Marine Dr.

Summary

Until the railroad arrived in 1898 all transportation to and from Astoria was by water. Mass transportation within the city was provided by horse-drawn or electric streetcar. Then in 1915, the Columbia River Highway connected Astoria to Portland. Travel to Seaside was simplified by the construction of highway bridges across Youngs Bay and Lewis and Clark River. Diking of the Lewis and Clark area, across Youngs Bay, provided ample space for an airport.

Throughout the 20th Century, however, the automobile and highway became the most frequently used transportation system. Neither passenger train service or a commercial airport could compete with the convenience of cars or buses. The transportation of freight was similar. While the railroad did provide steady freight service from the port, most freight was transported by ship or truck.

Rail Related

Astoria Streetcar Tracks--Commercial, Bond and Alameda Avenue

Astoria's street railway began as a horse drawn system in 1888. By 1891, the system was electrified. The streetcar system served Astoria until the Great Fire of 1922 when the tracks were destroyed in the downtown district. Remnants of the tracks are sometimes exposed during road construction. Or, they protrude through the asphalt such as at 6th and Commercial and 38th and Lief Erickson.

Railroad Trestles

Constructed by the Astoria & Columbia River Railroad in 1896, the trestles remain exposed and in use from the foot of Columbia Avenue to 2nd Street, from the foot of 6th to 11th streets, at the breach of the former Clatsop Mill and three 100 foot plus sections from 42nd to 51st streets. Piles from the Astoria-Seaside Railway were driven in 1896--two years before Astoria had rail service to Portland. The piles were removed from the bay in the late 1980s. The Beltline Railroad was constructed in 1919 on the north shore of Youngs Bay. It was designed by R. R. Bartlett to serve McEarchern Shipyard, Wilson Bros. and Rodgers Shipyard on Pier Two.

Beltline Overcrossing--North end of Old Youngs Bay Bridge

Originally constructed as a railroad overpass in 1921, it is said to be the most ornate concrete slab structure in Oregon. Its two, 18-foot reinforced concrete slab spans have arched fascia walls with keystones. Arches, columns and keystones embellish the wing walls. The precast railing is typical of the 1920s.²⁴

Astoria Train Depot--20th and Marine Drive

Constructed in 1925 by the Spokane, Portland & Seattle Railroad, the brick structure is the second train depot on the site. The \$70,000 structure was built shortly after the Columbia River Highway was paved. Consequently, ridership from the station was low. The last regularly scheduled passenger train left Astoria in 1952. The virtually intact structure is used for storage by the Columbia River Maritime Museum.

Railroad Turntable--Vicinity of the Millpond

Built by Astoria & Columbia River Railroad, it was originally a 60-foot hand-operated turntable for turning cars and engines. Years later, after the tidal area was filled, the Spokane, Portland & Seattle Railroad constructed an 80-foot turntable with concrete lined pits. In the 1950s, diesel engines replaced steam. There was little use for terminal service. The roundhouse was sold and dismantled. The turntable was sold and scrapped in the 1980s.

Air Related

Astoria Airport

Astoria Airport was constructed in 1933 by the CWA. In 1934, a SERA crew built a hanger. The airport was used by the US Navy during World War II, but turned over to the Port of Astoria in 1946. Continuous, long-term commercial flights were elusive.

Wireless Loop Airport site--Wireless Loop Rd.

A private airport was established on Wireless Road around 1920 or 1930. The hanger has been demolished. It's runway may exist under turf. A cyclone fence still encircles the site.

Water Related

Tidal Rock site--15th and Commercial Ave.

Now below-grade, the rock was once an important part of the day-to-day activities at the trading post Astoria and Ft. George. The rock's markings allowed a ship's captain to ascertain the tide line, then determine how close to shore the ship could safely anchor.

Shark Rock site--13th And Exchange Ave.

A large rock on which survivors of the United States Schooner Shark inscribed "The Shark was lost Sept. 10, 1846." Survivors reputedly carved their names into the rock as well. Below, a second inscription was added, "The Industry was lost March 16, 1865, lives lost 17, saved 7." Originally located near 13th and Exchange St., the rock was removed by the Astoria Kiwanis Club in 1926 and dedicated at Niagara Park July 22nd (the same day as the Astoria Column's initial dedication). It was later donated to the Columbia River Maritime Museum in 1965.²⁵

²⁴ Tasa, Guy L. and Thomas J. Connolly. 1998. John Day River Bridge - Youngs Bay Bridge (Astoria bypass) Cultural Resources Report. Oregon State Museum of Anthropology Report 98-3. University of Oregon, Eugene, OR. pp. 14

²⁵ Dennon, Jim. 1989. The Schooner Shark's Cannon. Cumtux. Vol. 9, No. 3. p.8

Weather and Navigational Station site--1000 block Franklin Ave.

A wood tower was constructed with meteorological equipment used to aid navigation. The tower existed until around 1900.

T.J. Potter site--800 block, West Marine Dr.

A side-wheeler constructed by the Oregon Railway and Navigation Company in Portland, Oregon in 1888. The 230-foot long vessel was noted as the fastest steam-driven paddle wheeler to ever run the Columbia River. In 1901 it was remodeled and enlarged as one of the most luxurious riverboats in the Northwest. The vessel was condemned in 1916, then served as barracks for worker at nearby Wilson Shipyard. In 1925, it was beached then stripped and burned by salvagers.²⁶

Astoria-North Ferry Company Landing--Foot of 14th St.

Completed in 1927, the piling clusters, or dolphins, were used as a part of a ferry landing. It was one of the main entries to Astoria. The ferry was in service until 1966 the construction of the Astoria-Megler Bridge was completed.

Channel Marker --Coxcomb Hill

Used to guide ships as they round corner from Altoona, Washington to Astoria on Columbia River. A second marker may exist.

Road Related

The Youngs Bay Bridge--Alternate Highway 101

Constructed in 1921, the bridge was designed by Conde B. McCullough (1887-1946), an engineer who designed many of the bridges along the Coast Highway 101, including the nearby Lewis and Clark River Bridge. McCullough was born in Redfield, South Dakota, and graduated from Iowa State University with a civil engineering degree in 1910. He moved to Oregon in 1916 and became an assistant professor of civil engineering at Oregon Agricultural College. In 1919, he became the head of the Bridge Division of the Oregon Department of Transportation, making him personally responsible for the design of Oregon's bridges at a time when the state was completing Highway 101. His designs are well known for their architectural beauty.

Lewis and Clark River Bridge--Alternate Highway 101

The Lewis and Clark River Bridge was built in 1924, and is the only remaining "single leaf bascule drawspan" in Oregon (2006). The bridge was designed by Conde B. McCullough.

Other Bridges

Two bridges were constructed over Irving Ave. slide areas on 18th and 24th streets; and one bridge on Franklin Ave. transverses the gully on 37th St.

Horse Rings

Brass rings were set into concrete curbs to tie to the reins of horses. The rings are found on the north slope of Astoria

²⁶ Tasa, Guy L. and Thomas J. Connolly. 1998. John Day River Bridge - Youngs Bay Bridge (Astoria bypass) Cultural Resources Report. Oregon State Museum of Anthropology Report 98-3. University of Oregon, Eugene, OR. p. 13

Brick Streets--1300 block Franklin Ave., 200 block 8th Street

Portions of brick streets remain. It is said that the 1300 block of Franklin Ave. represents a compromise between horse-drawn vehicles and automobiles. The center of the street was laid with brick for horses while the sides were paved for automobiles. A brick street remains almost entirely exposed on the 200 block of 8th Street.

Pedestrian Related

Incised Concrete Curbs

Incised names are found throughout Astoria, particularly in the oldest sections. The names of streets, the names of contractors who poured the concrete and the nameplates of some homeowners are found incised in the concrete curb.

“Found” Paths

These paths connect one neighborhood to the next, frequently through forested areas. The paths were used by those walking to the canneries, sawmills and the business district; they were formed where the hill was too steep for paved streets and walks. In some cases, they exist because the former street or walk was destroyed by landslide.

Street Improvements, “Pigeon Steps”--Shively-McClure Historic District

These steps are necessitated by the neighborhood’s steep streets. Prior to concrete walks, the sidewalks were constructed of wood. The wooden sidewalks became hazardous, slippery when wet. Wood slats or cleats were nailed across the walks to provide grip for pedestrians in leather soled shoes. When the sidewalks were converted to concrete, either the cleats were repeated in concrete or the sidewalk incorporated shallow steps. Two exceptional examples can be found on 11th and 15th streets where automobile traffic has been diverted and street ends beautified.

Glass Block Pavers--Downtown District Sidewalks.

The purple shaded glass blocks are set into the concrete sidewalks downtown. They were used to provide light to storage areas and passageways below the sidewalks.

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