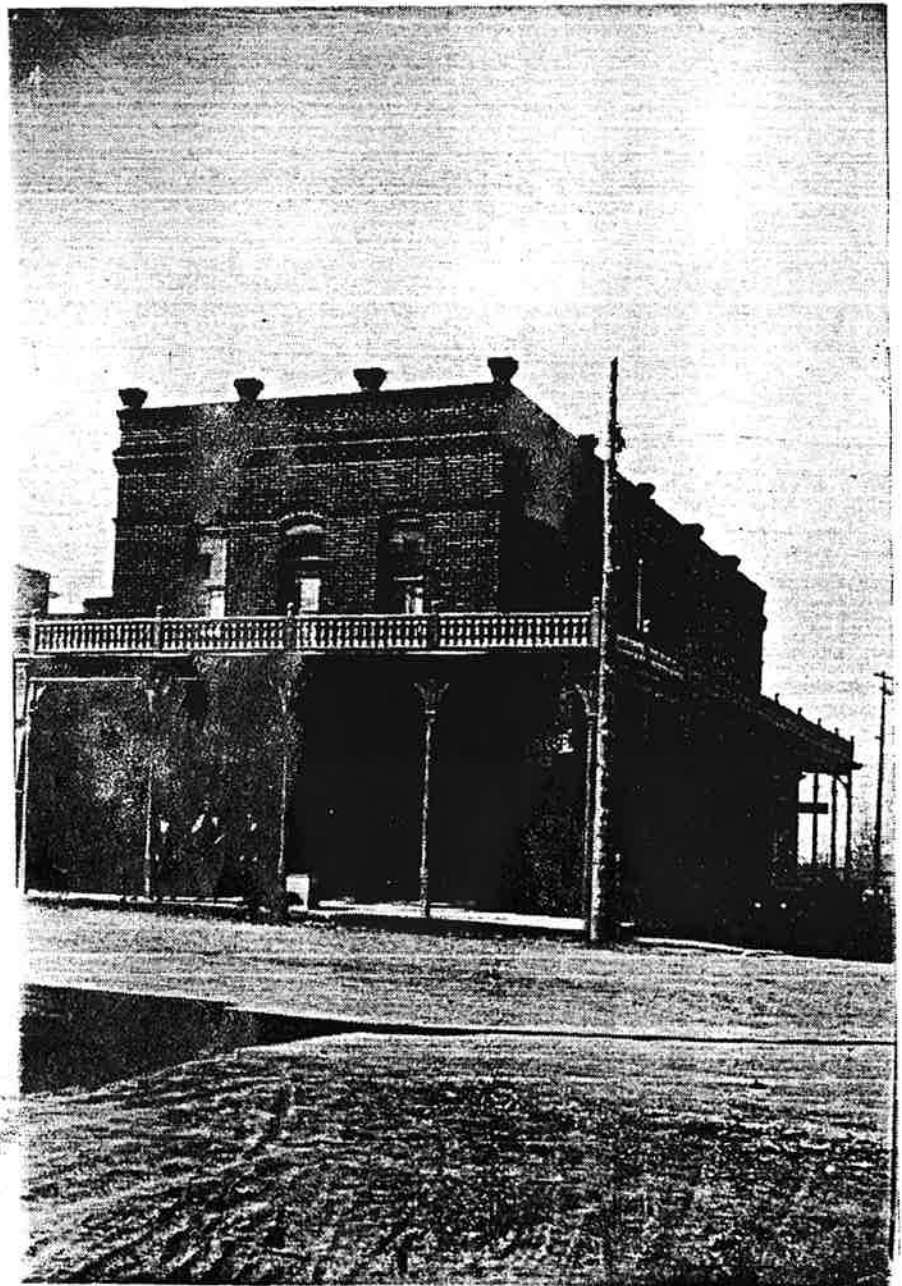


HISTORICAL RESOURCE SURVEY LAKEVIEW, OREGON



Ward

Tonsfeldt

July 1989

**HISTORICAL RESOURCE SURVEY
OF LAKEVIEW, OREGON**

**Ward Tonsfeldt Consulting
August 1, 1989**

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PREFACE AND ACKNOWLEDGEMENTS

This survey was begun in August of 1988 and completed in July of 1989. The project was sponsored by the Town of Lakeview Planning Office. Data collected in the survey will help the Planning Office make informed decisions about historic resources within the town. An important goal of this and similar projects is the hope that a better understanding of Oregon's cultural heritage will stimulate people to appreciate it and take steps to preserve it.

The survey includes two parts--a narrative report and a set of inventory sheets prepared for about 80 properties located throughout Lakeview. The narrative report follows a standard format established by the Oregon State Historic Preservation Office (who provided grant-in-aid funds for this project), and the inventory sheets follow a format for the Oregon statewide inventory of historic properties.

A question that people frequently ask is, "What makes some properties historic and others not?" This is a very good question, but the answer is a little complicated. The National Register for Historic Places (NRHP) criteria include four basic points. The property in question must have an association with (a) events or (b) persons significant to the broad pattern of local history, or (c) embody distinctive design or construction techniques, or (d) be likely to yield information important to our understanding of history or prehistory.

Beyond these considerations, the properties should normally be at least 50 years old and retain their integrity; that is, they should not be modified too far from their original form and materials.

In practice, this survey began with an overview of every building in Lakeview that was built before 1938. The address of each building was noted. Those that retained their integrity, or demonstrated distinct design or construction characteristics, were photographed and put on a list for potential inclusion in the final survey. Copies of this first survey list, which had about 100 properties on it, were sent to 25 citizens who had some knowledge of Lakeview's history. Copies of the list were also posted

around town.

In the meantime the project team prepared a list of people and places associated with Lakeview's history. This list came from our reading of books and articles about

Lakeview, as well as the complete run of the Lake County Examiner from ca. 1900 to 1938. We then tried to find evidence of these people and places "on the ground." When we were successful, we added these to our list.

The people who read and responded to the first list added about 20 properties, and the total list was up to 140 potentially historic places. In addition, an earlier survey conducted by Steven Dow Beckham in 1976 had listed 12 properties, and 6 Lakeview property owners had listed their homes or buildings on the National Register.

We then narrowed the project list down to 85 properties that seemed to have the best integrity, or the clearest historic connections, or the most distinctive design characteristics, or served as the best examples of historic building styles.

The properties on the final list, then, are not the only "historic" properties in Lakeview. They are, however, the properties that seem to meet the NHRP criteria best at this particular time. It is entirely possible that we have overlooked some properties well worthy of inclusion.

We hope that this survey will be seen as a starting point rather than an all-inclusive inventory, and that the Lake County Historical Society will continue to identify and inventory additional properties.

A second question that people often ask is, "Where did you get your information?"

The best historical information comes from sources written at the time the events occurred. This is why we spent a great deal of time and effort reading all the editions of the Examiner. Other useful documentary sources include old maps, property records, photographs, and private correspondence. The account book kept by Lakeview carpenter John Arzner, for example, is a remarkable record of one builder's activities.

While newspapers carry stories about the building of schools and businesses, they rarely mention private residences. Property records do not include these either, so much of the information about the actual dates of construction comes from oral sources.

I would like to thank the people who have provided me with information for their kindness and patience. Jack and Charlotte Pendleton have been especially helpful, and Jack's title office files have been invaluable. Ann and Roehl Watts, Dr. Wilbur, Dola Flynn, Cliff Carter, Ruth Howard, Bob Weir, Robert Utley, Skip Thornton, Lois Streiby, Norma Gumser, Bob Alger, Eleanor Lynch, and a host of others have contributed information which was unavailable elsewhere.

I would also like to thank my associates Jean Tonsfeldt, Kay Atwood, Paul Queary, and Ben Francy for their good and timely work.

Ward Tonsfeldt
Bend, Oregon

HISTORICAL CONTEXTS

The following survey of historic resources in Lakeview, Oregon, analyzes the elements of Lakeview's "built environment." This includes buildings, such as houses, stores, factories, schools, and office buildings. It also includes other structures, such as bridges, canals, viaducts, railroads, and barns. In short, any fixed product of human activity in Lakeview that remains above ground came under scrutiny. The survey excluded, however, those structures that no longer remain extant. Many buildings that have been demolished or burned were important to Lakeview's history, but these do not enter our study.

Temporal Boundaries of the Study Unit - 1871-1939

Since the focus of our interest is the town of Lakeview, which is a political rather than geographical entity, the first settlement in 1871 forms a convenient beginning point for this study. Europeans and Americans, as well as Native Americans, visited the upper reaches of the Goose Lake Valley long before 1871, of course, but the two claims that M. W. Bullard filed in 1871 began a political process that led to the founding of Lakeview in 1876, the platting of the original townsite in 1877, and the incorporation of the town in 1889.

The end point for this study is provided by the guidelines of the National Register of Historic Places, which requires all structures to be at least 50 years old before they can be considered "historic."

Spatial Boundaries of the Study Unit

The Town of Lakeview is located in the north east corner of the Goose Lake Valley, which extends for approximately 50 miles on a north-south axis across the Oregon-California border. Historically, the town was sited along Bullard Creek between a range of hills to the east and the shore of Goose Lake to the west. As the marshy shoreline has been reclaimed, the lake has retreated south and east.

Early additions to the original townsite include the North and South additions, the West addition, the County Property addition, Walter's addition, McCallen's addition, and Lane's addition. Subsequent additions include Clause's, Vernon's, Watson's, Sherlock's, Fairfield, Mt. View, Westwood, Drenkle's, Thornton's, and Millview additions.

The current city limits enclose all of section 10 and the southern half of section 10, Township 39 south, Range 20 east.

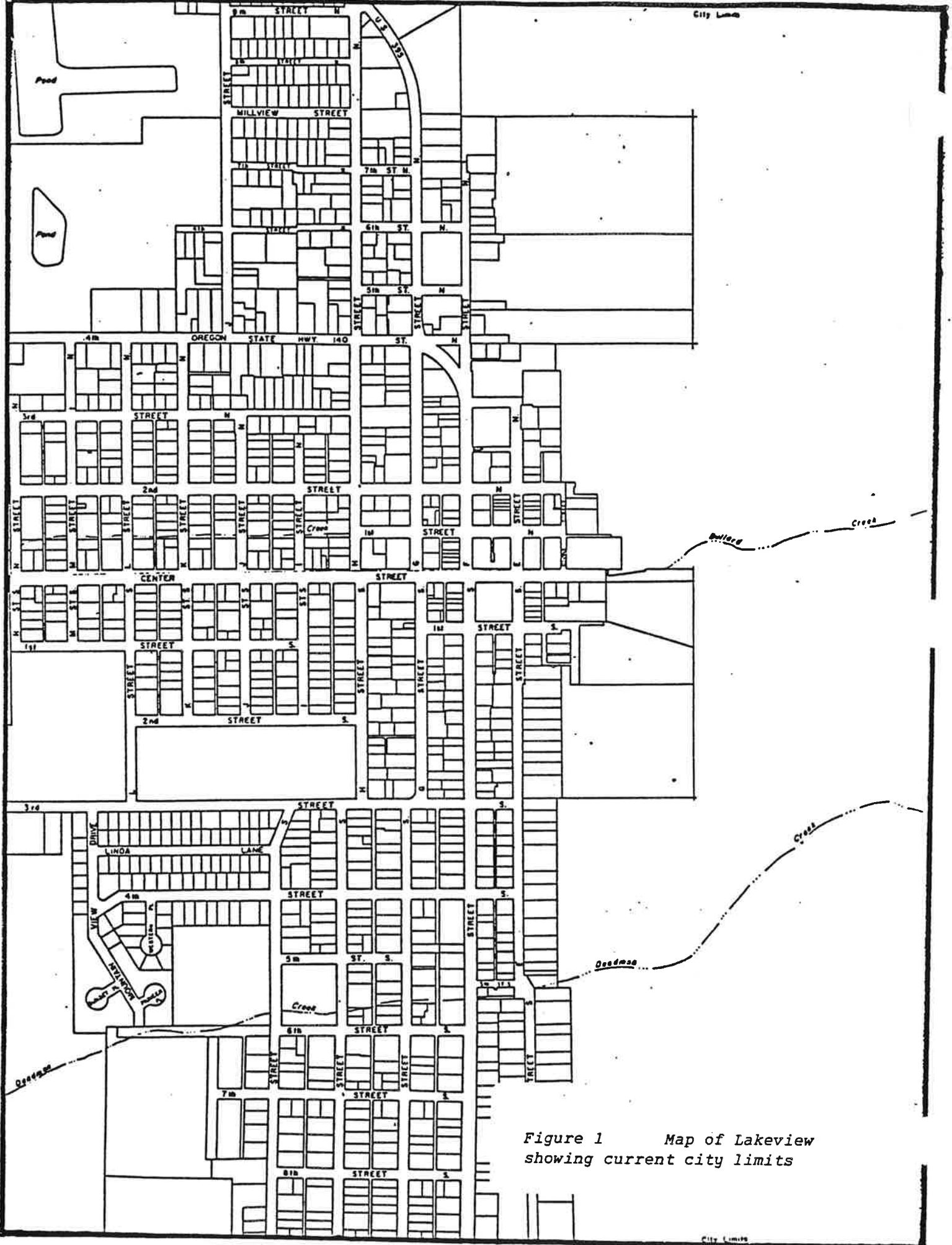


Figure 1 Map of Lakeview showing current city limits

The western half of this rectangle constitutes the developed area of Lakeview; the eastern half is undeveloped hillside land.

South 9th street forms the southern boundary of the city limits. The eastern boundary begins at the section corner (21-16/22-15) and then follows Maple Street and 15th Street north, generally along the Goose Lake Railroad tracks into the industrial area. There are two extensions east; one reaches east to South "S" Street, and the other reaches east to North "P" street. The northern boundary generally follows North 9th street, extending north to North 12th street and then east to the eastern boundary which is the east section line for section 10. The eastern boundary then follows the section line south to the SE corner of section 15, where it meets the southern boundary.

Historical Contexts for the Study Unit

The temporal boundaries of the project include the following standard contexts of Oregon history, with their dates adjusted to the circumstances prevailing in central Oregon:

1860 - 1885: SETTLEMENT TO INDUSTRIALIZATION

This period begins with the first Euro-American settlement in central Oregon's Great Basin and lava plains regions, and in eastern Oregon's Great Basin and Blue Mountains regions during the 1860s. The Indian wars conducted during the 1870s impacted settlement. By the mid-1880's, the influence of transcontinental railroads and their attendant industries was apparent, although the railroads did not enter the region until ca. 1910.

1885 - 1912: RAILROADS AND INDUSTRIAL BEGINNINGS

This period begins with the influence of the transcontinental railroads--the Union Pacific in eastern Oregon and the Columbia Gorge, and the Southern Pacific in northern California and southern Oregon. The livestock industries grow during these years, mining technology changes from placer to quartz processing, and lumber firms from the midwest begin to acquire their vast holdings of timber land. Towns like Lakeview and Linkville are founded as commercial centers. Railroads enter Klamath falls in 1909, Bend in 1911, and Lakeview in 1912.

1912 - 1930: INDUSTRIALIZATION AND THE PROGRESSIVE ERA

This period marks the development of the industrial

system in central Oregon both as a mode of production and as a force in social organization. Farming declines, ranching stabilizes. Lumber mills are built throughout the region, with mills in excess of 250 mbf capacity in Bend and Klamath Falls. Towns grow as displaced settlers enter the urban labor pool. Internal combustion and electrical technologies challenge steam technologies. Hallmarks of the "Progressive Era" are apparent in the development of educational institutions, civic institutions, and such social programs as the Daly Fund.

1930 - 1942: THE DEPRESSION AND THE MOTOR AGE

With the national depression, the central Oregon lumber industry slows until 1935, when pine production rebounds to 1928 levels. Internal combustion technology replaces steam technology in industrial and domestic applications. Highway development in central Oregon includes Highway 97, US 395, the Yellowstone Cutoff, and new routes to the Willamette Valley.

Broad Themes within the Study Unit

The temporal and spatial boundaries of the study unit, together with the specific details of Lakeview's history, suggested at the outset that the study would encounter the following broad themes embodied in Lakeview's historic resource types:

SETTLEMENT - evidence of the first permanent habitation pattern developed by Euro-Americans

TRANSPORTATION AND COMMUNICATION - technologies related to equine, railroad, water, motor, or air transport, and print or electronic communication media.

COMMERCE AND URBAN DEVELOPMENT - resources related to towns and trade

INDUSTRY AND MANUFACTURING - technologies of producing durable goods or consumable goods.

GOVERNMENT - tangible evidence of local, state, or national government

CULTURE AND ARCHITECTURE - resources such as residences, churches, fraternal organizations, or private schools

Resource Types by Broad Theme

The following list of resource types indicates resources typically associated with the six broad themes identified at the outset of the project:

<u>Broad Theme</u>	<u>Resource Type</u>
SETTLEMENT	residence fencing barn corral cabin water development trail Carey Act canals
TRANSPORTATION AND COMMUNICATION	livery barn farrier shop remuda corral stage station stage road wagon road railroad depot railroad roundhouse railroad shops railroad grades railroad bridges docks navigation canals, locks, cuts garages gasoline stations petroleum distributing highways highway bridges highway maintenance facilities airports telegraph facilities telephone facilities broadcast facilities newspaper printing plants
COMMERCE AND URBAN DEVELOPMENT	stores offices restaurants rooming houses hotels banks doctors' offices

saloons
dance halls
laundry
lumber yards
slaughter houses
woodyards, coalyards
warehouses
elevators
utility buildings
water, sewer structures
hospitals (private)
fairgrounds

INDUSTRY AND MANUFACTURING

mills
factories
foundries
creameries
breweries
brickyards
sand, gravel, concrete plants
stockyards
hydro-electric dams

GOVERNMENT

federal agencies' buildings
military installations
Bureau of Reclamation canals
post offices
state offices
asylums, hospitals, prisons
state militia armories
county courthouse
county agencies' buildings
city hall
city agencies' buildings
public schools
fire station

CULTURE AND ARCHITECTURE

residences
churches
private schools
theatres
fraternal organizations, lodges

LAKEVIEW HISTORICAL OVERVIEW

Introduction

While a comprehensive summary of Lakeview's history is beyond the scope of this study, it is important to have at least an outline of the town's development. Understanding a certain amount of local history is a prerequisite to understanding the historical contexts selected for the inventory. In the case of Lakeview, as with most other Oregon towns east of the Cascade Mountains, there is no convenient published source of historical information.

The following overview approaches Lakeview's development from the standpoint of the three factors which were most influential in shaping the town: the settlement of Lakeview as a mercantile center, the coming of the railroad, and the development of the lumber industry. There were, of course, other forces at work in Lakeview, but these three seem most important. For reasons of space, the overview leaves out local personalities and local color. These two aspects of Lakeview's past are very well presented in Robert Barry's From Shamrocks to Sagebrush (1969) and Forrest Cooper's Introducing Dr. Daly (1986). Both of these excellent books are readily available.

Sources of information for this overview include the Lakeview newspapers (especially the Lake County Examiner), industrial publications (especially the Timberman), and other accounts written at the time the events transpired or from a more recent perspective.

Building the Town: 1875-1900

The best account of Lakeview's founding and early history is available in the Illustrated History of Central Oregon compiled by F. A. Shaver and several others. The Illustrated History was a "subscription history" published in 1905. Subscription histories featured brief biographies of citizens who had "subscribed" a sum of money toward the publication of the book. Although the practice seems rather quaint now, it was common at the turn of the century and provides us with accounts of activities in many rural areas of the U.S. that have not attracted much conventional scholarship.

According to the Illustrated History, renewed settlement of the Goose Lake Valley in both Oregon and California followed the end of the Snake Indian wars in 1869.¹ M.W. Bullard filed a preemption claim on land near the northern end of the Valley in January of 1871, and built a cabin on the site that was to become Lakeview. M.T. Walters, another early settler in the Goose Lake Valley, recorded the scene in 1872²:

I saw the spot on which Lakeview now stands when the calmness of undisturbed nature was upon it. In the spring of 1872, approaching this place from the west, I was obliged to pass around the north end of the valley to get to the east side. The gently inclined plane upon which the town is built was then a beautiful meadow all covered with water. The lake then extended to this point. A mean log cabin belonging to a man named Bullard was standing at the mouth of the canyon of that name and was the only indication that man had been here before me.

In 1874, the Oregon legislature partitioned Lake County from the eastern portion of Jackson County. Old Lake County included the present Lake and Klamath counties, extending from the Goose Lake Basin in the east to the Klamath Basin in the west. Although settlers in the Goose Lake Basin outnumbered settlers in the Klamath Basin, the state legislature selected the small community of Linkville, on the Klamath side, as the county seat until a general election could be held in 1876. Linkville's location made it inconvenient for residents of the Goose Lake Basin. It was, however, the only town in the new county, so its suitability as the county seat was unarguable.

According to most versions of the story, the citizens of the Goose Lake Valley selected Bullard's Ranch or Bullard Creek as a convenient central location for a new townsite which could compete with Linkville. Bullard deeded 20 acres to the county and sold 300 acres to J. A. Moon, who proposed to plat the townsite. The general election in June of 1876 confirmed Bullard's Ranch as the new county seat by a vote of 242 to 181. The name "Lakeview" dates from this period, when the level of Goose Lake was considerably higher and the lake was visible from the townsite.³

Commercial building in Lakeview began with the Snider store and post office, which was built during the summer of 1876. The store was supplied by freight wagon from Red Bluff, California, a distance of 250 miles to the south. Mail came by stage from Ft. Bidwell, California, and later from Redding. Other buildings followed the Snider store after 1876:

A.R. Jones	hotel	1876
J. Moon, M. Walters	livery	1876
M. Hopkins	blacksmith	1876
M. Hopkins	residence	1876
G. Conn	courthouse	1876
T.J. Hickman	saloon	1876
A. Tenbrook	hotel	1877
C.A. Cogswell	pharmacy	1877
C. Henkle	saloon	1877
Odd Fellows	lodge hall	1877
J. W. Howard	store	1877

J. Frankl	store	1877
E.W. Joseph	residence	1877
Watson Bros.	newspaper	1877
Goos	brewery	1878
A. Buckhart	shoe shop	1878
C. Snelling	barber shop	1878
Hagardine, Latta	store	1878
Evans, Conn	land office	1879

Source: Shaver, 1905

In the late 1870s, the Bannock War brought the threat of hostilities to the new community. Chandler B. Watson was Receiver for the U.S. Land Office in Lakeview in 1878. He reported that tension ran high in Lakeview during 1877 and 1878 and that "arms were burnished up and ammunition secured, and a homeguard organized."⁴ In the end, Lakeview emerged from the troubles unscathed, although the Warner Valley settlements suffered extensive damage.

By 1880 Lakeview had a population of 270. Development proceeded steadily during the 1880's, and Lakeview was incorporated at the end of the decade. Newspaper advertisements during February of 1880 called readers' attention to the following establishments:

Overland Stable	livery	Main St.
Latham and Hunt	wagons, cabinets	Main St.
Shaving Saloon		
Overland Hotel		Main St.
Pioneer Saloon		Water St.
Cummings and Rawson	builders	
Conn and Latta	general store	
J. Frankl	general store	
Barnes and White	undertakers	
F.M. Miller	general store	Water St.
A. Snider	general store	
J.W. Howard	general store	
Lakeview Bank		
Lakeview House	hotel	

Source: Lake County Examiner, Feb. 20, 1880

During the 1890's, Lakeview continued its pattern of slow growth as a service and retail center for the ranches of south central Oregon. Lakeview's isolation from the rest of Oregon became more pronounced as railroad and telegraph service connected other Oregon towns together. In his Illustrated History, Shaver comments that Lakeview's location 150 miles from the nearest

railroad gave the little town the "distinction...of being the farthest from a railroad of any county seat town in the United States."³

On the evening of May 22, 1900, a fire started among the downtown buildings and quickly spread to engulf the town. At the height of the fire, a red glow on the eastern horizon was reportedly visible in Klamath Falls, 100 miles away. The next morning, the town lay in ruins. Not only were the majority of the commercial buildings destroyed, but the merchandise that constituted the town's principle source of income was destroyed as well. For a town without rail service, securing a supply of retail goods and building materials was a major problem.

The following list of buildings destroyed in the fire, with their approximate value, was printed in the first edition of the Lake County Examiner following the fire.

<u>Owner</u>	<u>Enterprise</u>	<u>Value</u>
G. H. Ayers	general store	\$13,000
Ayers, Tonningsen	brewery	\$ 5,000
C. Tonningsen	livery stable	\$ 2,000
Beall, Whitney	drug store	\$ 4,500
H.C. Rothe	general store	\$16,000
P. Post	residence	\$ 1,200
G. Jammerthal	saloon	\$ 2,000
B. Daly	store	\$ 4,000
J.C. Oliver	newspaper	\$ 800
G.S. Easter	jewelry	\$ 2,000
O.F. Demorest	dentist office	\$ 1,000
L.F. Conn	personal effects	\$ 250
Bank of Lakeview	bank	\$ 6,000
US Land Office	GLO	n.a.
G. Schlagel	saddlery	\$ 4,000
Miller, Lillenthal	buildings	\$ 6,000
F.D. Smith	barber shop	\$ 300
D.J. Wilcox	buildings	\$ 1,000
H. Schminck	hardware	n.a.
H.C. Whiteworth	hotel	\$10,000
B. Reynolds	general store	\$ 8,000
Lakeview Drug Co.		\$ 200
B. Daly		\$30,000
J. Frankl	store	\$16,000
E. Lake	bicycle shop	\$ 500
Harris, Sublette	furniture, funerals	\$ 3,000
J.W. Howard	store	\$ 5,000
C.U. Snyder	dry goods	\$ 4,000
W.K. Berry	residence	\$ 2,500
S.F. Ahlstrom	saddlery	\$10,000
Ahlstrom Bros.	dry goods	\$ 8,000
Bailey, Massingill	general store	\$18,000
Hart, Beach	tobacco	\$ 800



Figure 2 View of Lakeview on the morning of May 23, 1900

C. Graves	shoe shop	\$ 500
L.B. Whorton	confections	\$ 250
S.D. Coulter	butcher shop	\$ 500
J.J. Magilton	hardware	\$ 2,000
Beach, McGarry	newspaper	\$ 2,000
Mrs. S.D. Coulter	cottage hotel	\$ 1,500
Neilon, Maxwell	millinery	\$ 250
Hudspeth	bicycle shop	\$ 300
C. Dunlap	confections	\$ 1,000
Dr. E.F. Smith	office	\$ 500
Henkle, Turpin	saloon	\$ 1,000
Hong Sang	restaurant	\$ 200
Whorton, Frederick	saloon	\$ 1,000
Commercial Hotel	hotel	\$ 5,000
Beiber, Field	general store	\$ 9,000
J. Aviragnete	barber shop	\$ 800
Odd Fellows	lodge	\$ 9,000
Masons	lodge	\$ 1,800
Town of Lakeview	town hall	\$ 800

Source: Shaver, 1905.

This list reveals that the town was well-supplied with commercial enterprises for its population of 761. As a market town and service center in a frontier ranching area, Lakeview could be expected to have an abundance of stores and saloons. However, the presence of two newspapers (the Rustler and the Examiner), the lodges, and the specialty stores suggests that the town was well on its way to becoming a real community 25 years after its first settlement. Lakeview was rebuilt during the summer of 1900, with brick buildings replacing the wooden structures consumed by the fire.

Railroad Development

At the turn of the century, the three major communities of south central Oregon were landlocked. At the north, Bend had a population of less than 100 people. The nearest railroad service was at Shaniko, 80 miles away. Klamath Falls, to the south, had a population of 1000, and was 30 miles from the nearest railroad at Thrall, California. Lakeview, at the south east point of the triangle, had a population nearly the same size as Klamath Falls, but it was located 150 miles from the rail line.

On the western frontier, railroad service was often perceived as the most important ingredient of community prosperity. To a great extent, this perception was true, since the industries flourishing in the western states--lumber, mining, and ranching--required rail transportation to get their products to distant markets.

As the first decade of the new century drew to a close, central Oregon's isolation came to an end. Within a few years, Bend, Klamath Falls, and Lakeview had rail connections to the outside world. Later, the middle 1920's saw a second period of railroad building.

The Southern Pacific railroad reached Klamath Falls in 1909, and the Oregon Trunk--a line associated with the Northern Pacific--reached Bend in 1911. In 1912, the Nevada, California, and Oregon (N-C-O) completed its track from Alturas, California, to Lakeview. While the Southern Pacific and Northern Pacific railroads were the stuff of national news, the N-C-O was a little known narrow-gauge line that had been working its way north from Reno since 1880. The line was conceived under the short-lived vogue for narrow-gauge railroads that flourished during the 1870's and 1880's. The problem with the narrow gauge was that its equipment was incompatible with standard gauge. As a result, freight loaded onto narrow-gauge cars had to be reloaded onto standard-gauge cars before it could be shipped to transcontinental markets. This double handling rendered the costs of shipping too high to make commodities traded on slender margins--like lumber or agricultural products--profitable for the producer.

Nevertheless, when Lakeview celebrated "railroad day" in January of 1912, the town's prospects looked boundless, and the N-C-O was the key to those prospects. The Examiner reported on December 14, 1911 that "January 7, 1912 is to mark a most important epoch in the history of Lakeview and of Lake County, for upon that date railroad communication with the rest of the world is to be established to Lakeview."

In 1880, when the N-C-O began construction, it was to run north from Reno through the mining, lumber, and ranching country in Nevada. The eventual destination was to be the "Western Shore of Goose Lake" in Oregon.⁶ Another narrow-gauge line ran south from Reno, and Reno was a junction point for the Southern Pacific. Eventually, the founders reasoned, all of the wealth of northeastern California and southeastern Oregon would drain through their railroad on its way to the eastern states.

Although it took the N-C-O 32 years to reach its modest objective, the road was by some measures a success. The same was true of other narrow-gauge lines in the mountains. Passenger service, general freight, and mail contracts supplemented the lumber and livestock revenues. Narrow-gauge lines often generated local loyalties, which sometimes took the form of perverse pride in the railroads' limitations. According to railroad historian David Myrick, the N-C-O carried the local sobriquets of "Narrow, Crooked, and Ornerly" and the "Northern California Outrage".⁷

For the 25 years from 1889 through 1913 (including

the depression year of 1893 which sounded the financial death-knell of many roads), there was an unbroken record of profits, however modest. By and large these were plowed back into the road in the form of construction or improvements. In the more lucrative years from 1906 to 1912, the preferred share-holders participated in the profits, but the full 5% dividend was paid only three times in 1908-09-10. ...From 1914 on, deficits were almost universally the rule as expenses, particularly maintenance, increased. These years were to be the most discouraging period in the railroad's history.

In 1917, the N-C-O bowed to the inevitable and sold the southern portion of its line to the Western Pacific, which promptly changed it to broad gauge. Reduced to service between Alturas and Lakeview after that year, the N-C-O's fortunes declined even more abruptly.

A second generation of central Oregon railroads was built during the 1920's. These lines did less to change the lives of the local residents than the first railroads did, but they had an important impact on the lumber industry.

The first of the new lines was the O.C.&E., which ran east from Klamath Falls into the timber of the Klamath Reservation. After an initial halt at the community of Dairy, the line reached the town of Sprague River in 1923, and Bly in 1928. From a contemporary perspective, it appeared that Robert Strahorn, the railroad's builder, intended the O.C.&E. to reach Lakeview. Intentions are hard to judge, however, and this rather humble railroad figured into so many grandiose schemes that nearly anything might have been possible.

Rachael Applegate Good, writing in 1941, compared Robert E. Strahorn to a "new Moses" when he arrived in Klamath Falls in 1916, fresh from railroad building triumphs in Spokane. Strahorn proposed a new railroad that would connect central Oregon's "dead ends"--the end of the S.P. at Kirk, the end of the N-C-O at Lakeview, and the end of the Oregon Trunk at Bend. By this time the "Strahorn System" had taken shape as a \$6,000,000 project which would connect Lakeview, Bend, Klamath Falls, and Burns through a central hub at Silver Lake.⁹

During the 1920's, the O.C.&E. was seen as a potentially useful utility for Lake County. The editor of the Silver Lake Leader displayed his penchant for complicated railroad speculations in his editorial on January 20, 1921:

In any railroad building activity in this section the Strahorn system must not be overlooked for it

is a well demonstrated fact that when other roads can get money with which to construct new lines Mr. Strahorn can do the same and so long as he is actively building in this section he menaces their field if they don't occupy it....

Meanwhile, in Lakeview, the N-C-O had been experiencing financial problems. After selling its southern and western portions to the Western Pacific in 1917, the narrow-gauge line had difficulty staying in business. In 1919, the N-C-O showed an operating deficit of \$92,644.44. The next year showed a deficit of \$41,461.78, and 1921 showed a loss of \$80,168.27.⁹ In 1921, the railroad filed for abandonment. The effect of this action on the citizens of Lakeview was predictable--they were appalled. During February the Examiner was filled with material about the proposed abandonment. The railroad added insult to injury by refusing the Lakeview residents' request for special excursion rates to Alturas so they could attend the hearings at the end of the month. As the time neared, local excitement approached frenzy. The results, however, were somewhat of an anticlimax. The railroad's president, Charles Moran--who was held to be the villain in the case--surprised the audience by his knowledge of "the road and his thorough knowledge of the railroad acts affecting the case."¹⁰ The outcome of the hearing was a compromise in which the line was restrained from abandoning its entire operation but was authorized to abandon a 16-mile section of track and was given a greater percentage of the revenues it shared with the Western Pacific.

Then in the spring of 1925, Southern Pacific president William Sproule offered to buy the N-C-O from the Moran family. The offer was acceptable, and an agreement was signed in April.¹¹ The public announcement came during the third week in May, soon after the announcement that the S.P. had also bought the O.C.&E. With these two lines, the S.P. would be very close to having their route from Klamath Falls through Lakeview to Alturas. The Lake County Examiner noted, however, that the O.C.&E. survey crews had been pulled out of the Lakeview area and shifted to the Williamson Valley "due to the activities of the Oregon Trunk." The paper went on to speculate that "there seems to be a big battle between these lines [S.P. and Oregon Trunk] and some real activity may be looked for at an early date."

In June of 1927, the Southern Pacific announced that it would begin rebuilding the N-C-O to broad-gauge standards. The operation was to be conducted in classic railroad building style with special work trains and a crew of 300 men.¹²

Lakeview After 1912

The advent of the railroad brought new confidence to Lakeview

as well as new commerce. The summer and fall of 1912 saw a building boom that produced several major structures, some noteworthy residences, and a sewer system. The Examiner reported on February 15 that the town was proposing to build a sewer system, and that the sewers would be the "beginning of a broader and more permanent system of future development." Building the system required a bond issue of \$75,000, which was the largest debt that the town had assumed in its relatively short life.

In addition to the sewer system, the summer of 1912 saw the construction of a new opera house on Canyon Street, a creamery, a lumber yard on Center Street, and a high school. New commercial buildings completed in 1912 and 1913 included the Heryford building on the corner of Main and Center, the Daly building on Water Street, and a depot at the N-C-O railroad terminus. The First National Bank, the Bailey and Massingill store, and the Bernard Hardware store were expanded to accommodate the new business that the town anticipated.

By the spring of 1913, it was apparent that Lakeview's face was changing. According to the Examiner, the total investment exceeded \$200,000 in the first year following rail service.

Heryford Building	\$100,000
High School	\$ 65,000
Bailey, Massingill	\$ 5,000 (expansion)
First National Bank	\$ 5,000 (expansion)
Daly Building	\$ 3,000
N-C-O Depot	\$ 15,000
Snider Opera House	\$ 5,000
Reno Brewing Co.	\$ 1,500
Bernard Hardware	\$ 500 (expansion)

Source: Lake County Examiner March 9, 1913

The most conspicuous of the new buildings was the Heryford Building, set on the corner of Main and Center. The three-story steel and masonry building was the largest structure in Lakeview in 1913, and remains the largest structure today. Designed by San Francisco architect F.A. DeLongchamp and built by Lakeview contractor I.A. Underwood, the building contained over 54,000 feet of floor space. The lower front was occupied by the Lakeview Mercantile Company, and the lower east side was leased to the Hall and Reynolds drug store. The second floor was office space, and the third floor was occupied by the Elks Club. The building boasted its own power supply, and an elevator.

On the evening of March 14, 1914, the building was dedicated in a festive ceremony ending in a ball. It was, according to Anna F. Neilon's column in the Lake County Examiner "...without a doubt the largest assemblage of beautifully gowned women ever gathered in Lakeview."

Among the more notable residences built in 1912-1919 were the Bailey house on Park Street, the Kuhl house in the Watson Addition, the Brennan house in the Drenkle Addition, the Lewis house on Slash Street, the Wilson house on Slash Street, and the Catholic rectory.

In the years between "Railroad Day" and the World War I period, the pace of building slowed considerably. The Russel Hospital--also called the Lakeview General Hospital--was built on West Street in the fall of 1913. June of 1916 saw another fire, but this time the damage was confined to residences, shops, and storage buildings on Center street. Construction of the Lakeview Hospital began on September 11, 1919, and continued as funds became available.

Lakeview Lumber Industry 1920-1928

In 1920, two "modern" lumber companies were incorporated in Lakeview. These were the Underwood Lumber Company, incorporating on April 2, and the Lakeview Lumber and Box Company, incorporating on August 20.¹³ The Lakeview Lumber Company was formed by Carl Plath, W.E. Seehorn, and Frank Ward; the Underwood Lumber Company was formed by I.A. Underwood, Andrew Johnson, and S.O. Cressler. All incorporators listed Lakeview as their residence. Later in 1920, an outside firm, the Pennsylvania Door and Sash company, began purchasing timber land on Cottonwood Creek and acquired a mill site in Lakeview.¹⁴

To the local journalists, this flurry of activity signaled Lakeview's coming of age. The new firms were committed to selling Lake County products throughout the nation. Both lumber companies were contemplating box factories, which had been the force behind Klamath Falls' rise to industrial prominence. The Pennsylvania Door and Sash company was an especially exciting venture since it was to be a remanufacturing plant. In operation, it would purchase lumber from local sawmills and manufacture the material into architectural components. The factory would give the county's lumber mills a local market for their product, and add value to that product before it was shipped off to national markets. So eager were the Lake County businessmen for the new ventures that they "subscribed" a sum of \$3000.00 to buy the Pennsylvania firm a mill site on the town's round-up grounds. Among the subscribers were S.O. Cressler, H.A. Utley, and John Ward, all of whom were already active in the county's nascent lumber business.

The rich symbolism of selling the town's round-up grounds to provide a place for the new industry was too clear to be missed: livestock had shaped Lakeview's past, but timber would shape its future.

Unfortunately, the events of 1920 did not provide the anticipated turning-point in Lakeview's fortunes. In June of 1921, the Pennsylvania Door and Sash plant was still not built and the prospects were not good.¹⁵ The Lakeview Box and Lumber Company was also reported to be "awaiting more favorable market conditions."

The 1920-1922 period was slow for the lumber business everywhere in the west. The nation was still absorbing the capacity that had built up to serve the World War I market and prices were off.

Lakeview's problems, however, had more to do with local concerns than with the regional picture. When the ailing N-C-O railroad tried to abandon its line in 1921, local residents perceived that the loss of a railroad would mean the end of the lumber business. Local feelings ran high when the I.C.C. met to decide the matter and--while the decision was fortunate for Lakeview--the whole episode did little to inspire confidence.

In the spring of 1922, while mills throughout the pine belt were striking to preserve the 8-hour day, the few mills operating in Lakeview were still shaking from their narrow escape. At the end of March, the Examiner reported that local "workers have given little expression of their attitude [about the longer hours]" but that "most of the local factories notified their employees about the proposed changes."

A year later, in 1923, the lumber situation was still described as "promising" at best. Two new mills--the Blunt mill and the Jerome mill--were operating in the district. John Fossett, secretary of the Victoria Lumber Company of Shreveport, Louisiana, was in town contracting for the output of several small mills. He was also rebuilding the Lynch mill and buying timber lands to support it.¹⁶ By the end of the 1923 season, the industry in the Lakeview district boasted an output of 25 million board feet, an employment of 250 men, and a payroll of \$30,000 each month the mills operated.¹⁷ According to the Examiner, the six largest mills in the Lakeview district were the following:

Bagley Brothers.....	10 mbf/day
Hartig Mill.....	10 mbf/day
Lynch Mill.....	35 mbf/day
Young Mill.....	10 mbf/day
Meyers Mill.....	10 mbf/day
Underwood Lumber Company.....	20 mbf/day

As the fall of 1923 continued, a group of local businessmen subscribed a sum of \$32,000 to build a box factory at the Underwood Lumber Company mill. The Examiner's editor was jubilant:

For years past this community has apparently been going on the theory that "All things come to him who waits." We have been waiting longingly for the establishment of some industry that would give us a payroll....Now, however, a change is to be made and the hypothesis "God helps him who helps himself" is to be followed.

Unlike the earlier box factory plans or the embarrassing Pennsylvania Door and Sash Company fiasco, the Underwood Box Company project was successful. The newly completed box factory went into production on June 19, 1924.

Lakeview During the 1920s

On January 5, 1920, Dr. Bernard Daly, who was Lakeview's most prominent citizen, died en route to San Francisco.¹⁸ The town that Daly and his generation had built was essentially a market town for the ranches of the south central Oregon valleys. During the World War I years, the desert country of northern Lake County had filled with homesteaders, who added to the population base that Lakeview served.

Ethnic groups associated with the Lake County livestock business included the Irish and--to a lesser extent--the Basques. Both of the groups were involved in sheep raising. The Lake County Irish came from County Cork and other counties of western Ireland.¹⁹ In his leisurely and well-detailed account of the County Cork-Lakeview connection, From Shamrocks to Sagebrush, Robert Barry presents Lakeview as a comfortable, somewhat circumscribed community during the 1920s. Neighbors and relatives in the old country carried on their lives in the new country with a minimum of concern about the outside world. The most famous of all Lakeview Irish jokes makes this point very well. A Lakeview shepherd from County Cork wired his nephew money for passage across the Atlantic and sent some avuncular advice to go with it: "Mikey, my boy, come straight to Lakeview; don't bother stopping in America at all."

With the advent of the lumber industry after 1920, Lakeview gradually changed from a market and livestock town to a mill town. Industry replaced commerce as a dominant economic force in the town. During the early years of the 1920s, the Lake County homesteaders began to "starve out" on their precarious desert claims. Many of these people migrated to Lakeview--as well as Klamath Falls and Bend--to join the pool of industrial labor.²⁰ Later, during the 1930s, the livestock business fell ill during the depression and died when the Taylor Grazing Act closed the open range. Stockmen, cowboys, and shepherders looked for jobs in town. Fortunately, the Lake County lumber business continued to operate during the darkest years of the early 1930s and was

actually expanding by 1935.

Probably because of its narrow-gauge railroad service, Lakeview failed to attract the large national lumber firms that dominated the economies of other central Oregon towns. Such giants of the industry as Weyerhaeuser, Brooks-Scanlon, Long-Bell, and Shevlin-Hixon owned timber in Lake County, but they did not build mills in Lakeview. Corporate records filed with the Oregon Department of Commerce reveal that the firms that did build mills in Lakeview were financed locally, or at least with local partners. The net effect was that as Lakeview industrialized during the 1920s, it participated less in the "colonial economy" of the lumber industry than other central Oregon communities did. This is not to imply that all of the wealth extracted from nearby forests remained in Lakeview, but the slow, small-scale development of the lumber industry encouraged local participation and fostered economic health.

Lakeview newspapers during the 1920's focused on industry, particularly the Crane Creek and Underwood lumber mills, but to a lesser extent on flour milling and brick manufacture. In addition to railroad rumors, the newspapers also followed highway construction projects, which gradually improved motor routes south, north, and west from Lakeview. Tourism was visible in the Lakeview economy by the mid-1920's, with development proposed for Hunter Hot Springs in 1923. Two years later, Al's Service Station and Camp Grounds build seven "cottages for tourists," which served as Lakeview's first auto court or motel.²¹ Public works included sewer projects and a new gymnasium for the High School, as well as canals and culverts to divert water across town. Noteworthy commercial buildings included the Lakeview Mercantile Company building on Water Street (1926), and a new post office built on the corner of Main and Canyon streets (1928).

Residential construction ebbed and flowed during the 1920's. An Examiner article in the spring of 1925 estimated that twenty new residences would be built that year, roughly the same number that had been built in each of the past few years' building seasons. South Lakeview developed slowly during the 1920's. A six-unit apartment house was built "near the high school" in 1925, and another similar structure was proposed for the following year. Nineteen twenty-seven saw the construction of eight "motor apartments" to serve "those who wish to remain in the city a short time."²²

In September of 1927, H.A. Utley, principal of the Favell-Utley Realty Company, began a new residence in his firm's Goldmohr Terraces suburb, located to the north of Lakeview. The house was "patterned after" a model home in the St. Francis Woods suburb of San Francisco and built by Klamath Falls contractor Anthony Doveri. The style of the new house was "Spanish architecture," including light stone walls and a red tile roof.²³

The Utley residence was perhaps the first example Lakeview offers of the prosperity that the 1920s brought to south central Oregon towns. Klamath Falls grew from a small mill town to Oregon's second largest city during the 1920s, and its explosive rate of growth may have been the fastest of any incorporated city in the entire U.S. Bend also enjoyed a boom during these years as the lumber business flourished and the national economy advanced steadily through the decade. Lakeview's boom came late in the 1920s, but it coincided with an industrial expansion and the coming of the long-anticipated broad gauge railroad.

On August 30, 1928, the Lake County Examiner published a full issue devoted to the "success achieved in Lake County" by Lakeview's businesses. Specific firms and services featured in the issue include the following:

Bank of Lakeview
First National Bank of Lakeview
Lake County Loan and Savings
Commercial National Bank

Grey's Auto
General Auto Electric
Lakeview Garage
Mammoth Garage
Lakeview Transfer Company

Lakeview Meat Company
Goose Lake Valley Meats

J.C. Penny
Pioneer Jewelry
T.E. Bernard Hardware

Hotel Lakeview

Lake County Library
Lakeview Hospital
Goose Lake Electric (utility)

Residences featured include the Heryford house, the Cronemiller House, the Sult house, the Dykeham house, and the Fetch house. Specifically (and conspicuously) absent from the issue were the references to the railroads, ranches, and lumber mills that dominated the county's industrial development.

The final years of the decade saw the pace of building activity increase to include a remodeling of the Lakeview Hotel, a new building for the Bank of Lakeview on the corner of Center and Water streets, a new school on Flower Street, a facelift for the Thornton Drug Store on

the corner of Canyon and Water streets, The Yellowstone Garage building on the corner of Main and Western, and a utility building for the California Public Service Company on Cogswell Street.²⁴

Lakeview's architectural gem in the late 1920s was the Marius Theatre, located on Canyon Street near the downtown core. The project was organized by four Lakeview entrepreneurs: R.E. Winchester, M.H. Alger, W.V. Miller, and F.H. Miller. The name "Marius" was a reference to Marius Miller, owner of the Lakeview Hotel and Bernard Daly's partners in the Bank of Lakeview. The architect engaged to design the building was J. W. De Young of Portland. The contractors were the Frazier and Hunt firm, also of Portland. The 500-seat theatre featured the latest projection and sound technology as well as a 53' wide thrust stage. The style and ornamentation contributed to a "Persian mosque effect" with a tower, a dome, and a neon sign "visible for miles." The theatre made a statement about Lakeview²⁵:

That much civic pride and patriotism is going into this structure was indicated when it was stated this morning that the owners do not expect to realize on their heavy investment for from two to three years and that the theatre was being built to meet the real public need.

Lakeview Lumber Industry 1928-1940

The June 16, 1927 edition of the Lake County Examiner announced an important piece of news for Lakeview's lumber mills: the Southern Pacific would widen the N-C-O to broad gauge.²⁶

The dreams of a people have been realized.

Those two ribbons of steel extending 150 miles southward from Lakeview to Wendel, now running parallel a distance of three feet apart are to be separated a distance of 56 inches. ...The bottleneck at Wendel, where every ton of freight from Lake County must be handled and transferred will be eliminated. Lake County's fourteen billion feet of pine timber may now proceed to destination intact. Every thousand feet of timber moved heretofore was penalized \$1.50 to \$2.50 for having grown in a county not served by standard gauge rail transportation.

The most immediate response to the prospect for improved transportation was activity in the timber lands market. Favell-Utley Realty reported the sale of several smaller tracts in September and December, and E.T. Dusenbury of San Francisco purchased the old Lakeview Lumber and Box Company holdings. This purchase made Dusenbury one of the major land holders in the

ounty. The Lakeview mills acted to increase their capacity, with the Underwood Lumber Company converting to a band mill, and Edgerton and Adams building a new planing mill during the 1928 season.

In 1929, the mills in the Lakeview district expanded production in a complicated series of ownership changes. During the spring, the Lake County Pine Lumber Company mill increased its capacity to 40 mbf/day, the Fandango mill went into production, the Peterson and Johnson mill west of Lakeview went into production, the Edgerton and Adams mill was sold to Lakeview Manufacturing Company, and the Underwood Box Company was sold to American Box Company. During the summer, the Adams mill doubled production, the Ford and Minton mill moved to Crane Creek, Klamath Moulding announced its intention of building a plant in Lakeview, and the Lakeview Box Company began production. During the fall and winter, the Lakeview Manufacturing Company mill burned, R.S. Adams decided to build a new mill in Lakeview, and E.T. Dusenbury announced plans for a new mill and a logging railroad by the season of 1931.

The Lakeview district's cut for 1929 tallied 47,780,000 board feet--a record for the district, and a significant improvement over 1927's 27 mmbf.

Crane Creek LC (Fandango mill).....	19 mmbf
Crooked Creek LC.....	9.5 mmbf
Lake County Pine LC.....	6 mmbf
Adams LC.....	6 mmbf
Peterson and Johnson.....	3 mmbf
Fish Lake LC.....	1.6 mmbf
Borland and White.....	1.9 mmbf
Camas Prairie LC.....	0.5 mmbf
Mattson Mill.....	0.3 mmbf

Source:Lake County Examiner Jan. 16, 1930)

Through January of 1930, the lumbermen remained optimistic about the market conditions for the new decade. A wet winter promised an abundant California fruit crop, which would require boxes, and the stock market crash would free up money for building, which would require lumber.²⁷

In the economic and social chaos which followed 1929, Lakeview fared better than most lumber-dependent communities. Mills ran--at least sporadically--during the darkest years, and the industry began to show some real signs of life by 1933. By the fall of 1930, it had become apparent that the economy would not bounce back easily or quickly. Lake County production was off 35% from the previous year.²⁸ Production revived slightly in the fall of 1930, with 90 carloads of lumber and 16 carloads of shook

shipped out in November. The DeArmond Brothers planned a new mill, and W.C. Mattson bought the Pennsylvania Door and Sash Company tract. Dusenbury revised his ambitious plans for a logging railroad and a new mill to more modest plans for a truck road and a portable mill.

The next year saw only the Underwood mill and the Mattson mill running steadily. The following year brought an increase in production to the 30 mmbf level and a new roster of mills. Lakeview Lumber Company was operating, as were the DeArmond mill, LaFerniere Lumber Company, Peterson-Johnson, the Illinois Lumber Company, Bailey-Massingill, Martin and Orhan, and the Lake County Pine Lumber Company mill. The 1933 season saw Crane Creek Lumber Company's Fandango mill open after a year's recess, and a new mill--the Buzard Lumber Company--open in the fall.

During the 1933 season, eleven Lake County mills cut 55 mmbf of lumber, a new record. The Woodcock, DeArmond, and R.S. Adams mills ran double shifts, and the Peterson and Johnson and Buzard Lumber Company mills ran single shifts continuously through the season. Both the Timberman and the Examiner estimated the total number of workers employed by the industry at 800--an encouraging number of jobs in a generally discouraging year.

By 1935, Timberman was predicting the Lakeview district cut in the 75 to 80 mmbf range. Lakeview had six large mills: Buzard-Burkhart Lumber Company, Underwood Lumber Company, the R.S. Adams mill, two DeArmond mills, and the Crooked Creek Lumber Company mill. Smaller mills included the A.L. Edgerton mill, the Fields and Wilhelm mill, the Lake County Pine Lumber Company mill, and the Rohr Lumber Company mill. By the end of the 1935 season, all the Lake County mills were running, C.W. Woodcock planned to build a new mill in Lakeview, and the Lakeview Sash and Door Company was remanufacturing local lumber for shipment east.²⁹ Total production for the year actually exceeded 80 mmbf.

During the last four years of the decade, the potential that Lake County had offered for so long seemed closer than ever. Production edged toward 100 mmbf/year. The operating season lengthened, the work force stabilized, and entrepreneurs began new ventures with new confidence. Both mill workers and loggers were unionized by 1941. Lakeview presented a new industrial face. In July, 1936, the Timberman editor commented that "less than two decades ago" the talk in Lakeview was exclusively "beef cattle, range, and cow hands." All that had changed, and the cowboys had now "replaced their high-heeled boots and spurs with the spiked boots of the logger."

When nearing Lakeview from the west, ...[lumber] plants make up a picture of well-founded industry. With the Southern Pacific tracks replacing the old