



HISTORIC PRESERVATION COMMISSION AGENDA

Tuesday, August 4, 2020, 7:00 PM

Virtual meeting at: <https://zoom.us/j/98499633382>

Or join by phone:

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Webinar ID: 984 9963 3382

- I. CALL MEETING TO ORDER
- II. ROLL CALL
- III. ELECTION OF CHAIR AND VICE CHAIR
- IV. PUBLIC COMMENTS: (for items not on the agenda)
- V. APPROVAL OF OCTOBER 15, 2019 MEETING MINUTES
- VI. CERTIFIED LOCAL GOVERNMENT GRANT – INVENTORY OF HISTORIC SIDEWALK FEATURES
- VII. NEXT MEETING: NOVEMBER 17, 2020
- VIII. ADJOURNMENT

FOR QUESTIONS, PLEASE STOP BY, OR CALL 503-537-1240, COMMUNITY DEVELOPMENT DEPT. – P.O. BOX 970 – 414 E FIRST ST.

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: *In order to accommodate persons with physical impairments, please notify the Community Development Department of any special physical or language accommodations you may need as far in advance of the meeting as possible as and no later than 48 business hours prior to the meeting. To request these arrangements, please contact the Office Assistant II at (503) 537-1240. For TTY services please dial 711.*

**NEWBERG HISTORIC PRESERVATION COMMISSION MINUTES
OCTOBER 15, 2019, 7:00 PM
NEWBERG CITY HALL, PERMIT CENTER CONFERENCE ROOM
414 E FIRST STREET**

Chair Fieldhouse called the meeting to order at 7:00 p.m.

ROLL CALL

Members Present: Rick Fieldhouse, Chair
Chuck Zickefoose, Vice Chair
Geary Linhart
Barbara Doyle

Members Absent: Ryan Howard

Staff Present: Doug Rux, Community Development Director
Keshia Owens, Assistant Planner

Guests: Dana Holschuh – Harris Environmental

PUBLIC COMMENTS: None.

CONSENT CALENDAR: Approval of the February 26, 2019 HPC meeting minutes

<p>MOTION: Zickefoose/Linhart made a motion to approve the February 26, 2019 HPC meeting minutes. Motion carried (4 Yes/0 No).</p>

CERTIFIED LOCAL GOVERNMENT GRANT:

AP Owens reviewed the grant application, consultant selection process, scope of work for the project, requirements for Geographic Information System (GIS) layers, requirements for two public meetings and public input opportunities and requirements.

Dana Holschuh from Harris Environmental introduced herself as the selected consultant for the project. She provided some background on herself and her firm which included a couple of sidewalk inventory projects, their GIS will provide analysis of data collected. She noted the need to schedule dates for public open houses. She inquired if there is any local assistance that could be provided such as local resources and where to get information. She noted that the City of Corvallis has a website on their sidewalk inventory features. Also noted were the City of Portland horse ring inventory and their requirement to replace rings if you replace a sidewalk.

Commissioner Doyle inquired if other communities have done inventories like this.

Chair Fieldhouse noted that the process is labor intensive walking around town.

Dana Holschuh indicated that all of the inventoried elements would be located by GPS coordinates and that pictures would be taken.

AP Owens referred the Commissioners to the packet and photos that were provided as part of the Request for Proposal process.

Dana Holschuh asked for clarification if the intent was to inventory street names in curbs and sidewalks if present. The Commission indicated yes.

Commissioner Linhart noted that there may not be many outside of the Edwards Plat. He also shared that the community is losing sidewalks and curb stamps with ADA improvements.

Dana Holschuh asked for clarification on the geography to be covered and it was clarified the railroad tracks on the north, roughly Ninth Street on the south, part of the GFU campus. AP Owens shared a map in the RFP that outlined the study area.

Chair Fieldhouse noted that GFU has a lot of resources.

CDD Rux shared that access onto the GFU campus will require coordination and authorization.

Dana Holschuh asked for clarification on the rail line and what is looking to be inventoried.

Vice Chair Zickefoose provided clarification that in the packet information is incorrect. Red Electric line ran down Meridian Street and inquired if the rails are still in the ground. GFU supposedly has photos.

CDD Rux noted that the intent is to not dig up the road to find the tracks but to gather information to validate the location of the rail line.

Commissioner Linhart shared that the Newberg Graphic copies are at the Library except for the first edition. Up to 1922 copies are at the Oregon Historical Society. The City copies are paper and on microfilm.

Commissioner Doyle asked if there are any other items to inventory.

Chair Fieldhouse indicated what can be done to inventory stamps in private sidewalks.

Dana Holschuh inquired what mail posts are.

Vice Chair Zickefoose noted that the mail posts had letter boxes on them that were picked up by carriers and taken back to the post office where the Post Master opened them.

Dana Holschuh indicated that Commissioners can assist in inventory work if they wish.

Chair Fieldhouse inquired on what the final product would be.

Dana Holschuh noted it would be photos, narrative and GPC coordinates for all of the inventoried features.

CDD Rux shared that we have three State Highways (240, 99W, 219) that ODOT will be interested in. There are no County roads in the study area and that most of the streets are City streets.

Chair Fieldhouse shared with the Commission and Dana that the city is losing history rapidly. He inquired about a future walking tour.

Dana Holschuh indicated there will be data, a written report and the methodology will be outlined.

Chair Fieldhouse asked if there could be volunteers for the project.

Dana Holschuh noted yes there is an opportunity and protocols would need to be developed, introductory project for volunteers.

Commissioner Doyle asked if there would be a list on the City website.

Chair Fieldhouse noted Exhibit A of the Scope of Work orientation issue.

Dana Holschuh asked about progress reports and it was agreed that the starting date was October 15, 2019.

Chair Fieldhouse noted the Historical Society meets the last Tuesday of each month.

EWING YOUNG SAWMILL

Commissioner Linhart indicated an archeologist visited the park site, Dr. Cromwell from Fort Vancouver. The Ramsey sawmill site is known to have been about one-quarter mile upstream from the Ewing Young Sawmill site. Ramsey saw the Young sawmill. He asked about possible signage for the site in the future. The 1931 sign referenced the site and was located near the Hoover swimming hole 1838 sawmill location. Is there grant funds available to fund a sign?

CDD Rux indicated he would have to check to see if any State funding would be available.

Commissioner Linhart noted he believes there is enough information to warrant a new sign.

Chair Fieldhouse asked if there was a possible motion to direct staff to talk with Kuri Gill about funding sources for a sign.

Commissioner Doyle inquired about talking with Doug Root on funding.

CDD Rux noted it could be a possible FY 2020/21 funding request from the City.

There was consensus to have staff ask Kuri on possible funding sources.

OREGON PARKS AND RECREATION DEPARTMENT – OREGON HISTORIC THEATER SUBGRANT PROGRAM

CDD Rux shared the information in the packet and assistance to help Brian Francis and the Cameo Theatre obtain a grant when the solicitation process occurs.

CERTIFIED LOCAL GOVERNMENT WORKSHOP

CDD Rux recapped the pending workshop to be held in Albany and if any Commissioners are interested in attending to let him know.

Commissioner Doyle inquired as to what would be on the agenda. CDD Rux noted he did not know at this time what the agenda would include.

NEXT MEETING:

The next meeting date is scheduled for January 21, 2020.

ADJOURNMENT:

MOTION: Linhart/Zickefoose made a motion to adjourn. Motion carried (3 Yes/0 No).

Chair Fieldhouse adjourned the meeting at 8:12 pm

Approved by the Newberg Historic Preservation Commission on August 4, 2020

Rick Fieldhouse,
Historic Preservation Commission Chair

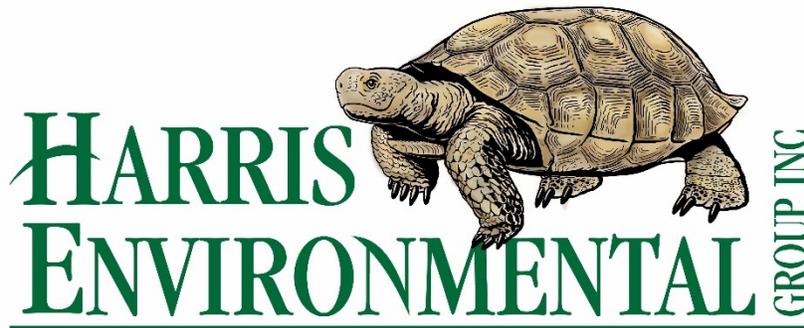
Doug Rux, Minutes Recorder

DRAFT

Inventory of Historic Sidewalk Features, Newberg, Oregon

**Prepared for
City of Newberg**

**Submitted by
Dana L. Holschuh M.A., RPA, Principal Investigator**



**920 SW 6th Ave., Suite 1200
Portland, OR 97204**

July 2020

Contract No. 17-125

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Executive Summary

Harris Environmental Group (Harris Environmental) was contracted by the City of Newberg (the City) to conduct an inventory of historic sidewalk features within an approximately 287-acre project area that encompasses the downtown business and residential district of the city. Four categories of features were originally outlined: horse rings, mail posts, sidewalk and curb stamps and railroad segments. A total of 118 features were recorded during the survey and a fifth, miscellaneous category was added to include those features that didn't fit into the original four.

The category of sidewalk and curb stamps (n=100) was by far the largest, and was further divided into four subcategories, separated by function: paving stamps (n=44), street name stamps (n=45), personal stamps (n=7) and other stamps (n=4). Seven (7) horse rings, five (5) mail posts, one (1) railroad segment, and five (5) other features were recorded. Harris Environmental worked closely with the City and many historical groups throughout the project to research the history of these features and place them into the context of Newberg's history.

The period of growth within the city during the early 20th century was spurred, in part, by the arrival of the railroad, and by the maturation of the agricultural and manufacturing industries in the area. This is reflected in the proliferation of sidewalk features during this time, including increased infrastructure for mail delivery, transportation, and the appearance of pavement stamps in the sidewalks and curbs around town.



Acknowledgements

This project was made possible thanks to support and funding from the Oregon State Department of Historic Preservation (SHPO) and the National Park Service (NPS). It was also dependent on input from the City of Newberg, as represented by Keshia Owens and Doug Rux. Historical information and support were provided by the Newberg Historic Preservation Commission, the Newberg Area Historical Society, the George Fox University Archives and Rachel Thomas. Invaluable information was shared by Newberg resident Chuck Zickefoose. Fieldwork was greatly aided by Karl and Cynthia Holschuh. Dietrich Walker interpreted and corrected the GIS data and shapefiles and provided the maps for the report. Laura Tenen and Jennifer Norman provided quality control, quality assurance, and production support.

DRAFT



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Introduction

Harris Environmental Group (Harris Environmental) was contracted by the City of Newberg to conduct an inventory of historic sidewalk features within a defined area, hereafter referred to as the project area, located in the central portion of the city. The inventory consisted of a pedestrian survey throughout the project area, and the recordation of a total of 118 features therein. This report presents the results of that survey.

Project Background

The City of Newberg received a State Certified Local Government (CLG) grant to conduct an inventory of historic sidewalk features within downtown Newberg. The results of this inventory are intended to supplement the city-wide historic property inventories undertaken within the City in 1985, 1990, 2013 and 2016 and will document the locations of various features throughout Newberg. The previous inventories focused on buildings, while the current inventory will supplement that work with features of the sidewalk environment, an important element of the cultural landscape.

The City's Historic Preservation Committee determined that inventorying historic sidewalk features, including curb and sidewalk stamps, mail posts, horse rings and historic rail tracks, was a high priority and should be the focus of the City's CLG grant. The goal of this project is to successfully locate and document historic sidewalk features in a manner consistent and compatible with the standards and regulations of the State Historic Preservation Office (SHPO) and the National Park Service (NPS).

Project Location

The project area is located in the northwestern portion of Oregon, in the northeastern extent of Yamhill County, within the City of Newberg. It is located entirely within Township (T) 3 South, Range (R) 2 West, Willamette Meridian. The majority of the project area is within the northeastern quarter of Section 19, with some portions in the southeastern quarter of Section 18, the southwestern quarter of Section 17, and the northwestern quarter of Section 20 (Figure 1). It comprises a trapezoidal portion of downtown Newberg and encompasses the downtown commercial corridors of E First and E Hancock Streets, as well as residential areas to the north and south. Included in the eastern portion of the project area is the western portion of the George Fox University campus.

The still operational Union Pacific Railroad tracks running northeast-southwest serve as the northern boundary of the project area, and E Sixth Street serves as the southern boundary. The western boundary comprises Morton Street to the north of the railroad tracks and extends south along the line of Morton Street to the point where it would intersect with E Sixth Street. The western boundary is a line that runs from a point on the railroad track just north of E Cherry Street, south through the George Fox campus, to the intersection of S Columbia and E Sixth Streets (Figure 2). This survey area encompasses approximately 287 acres of commercial and



residential development, and includes 13 streets running east-west, 15 streets running north-south, and Dayton Avenue, which runs northeast-southwest in the southern portion of the project area.

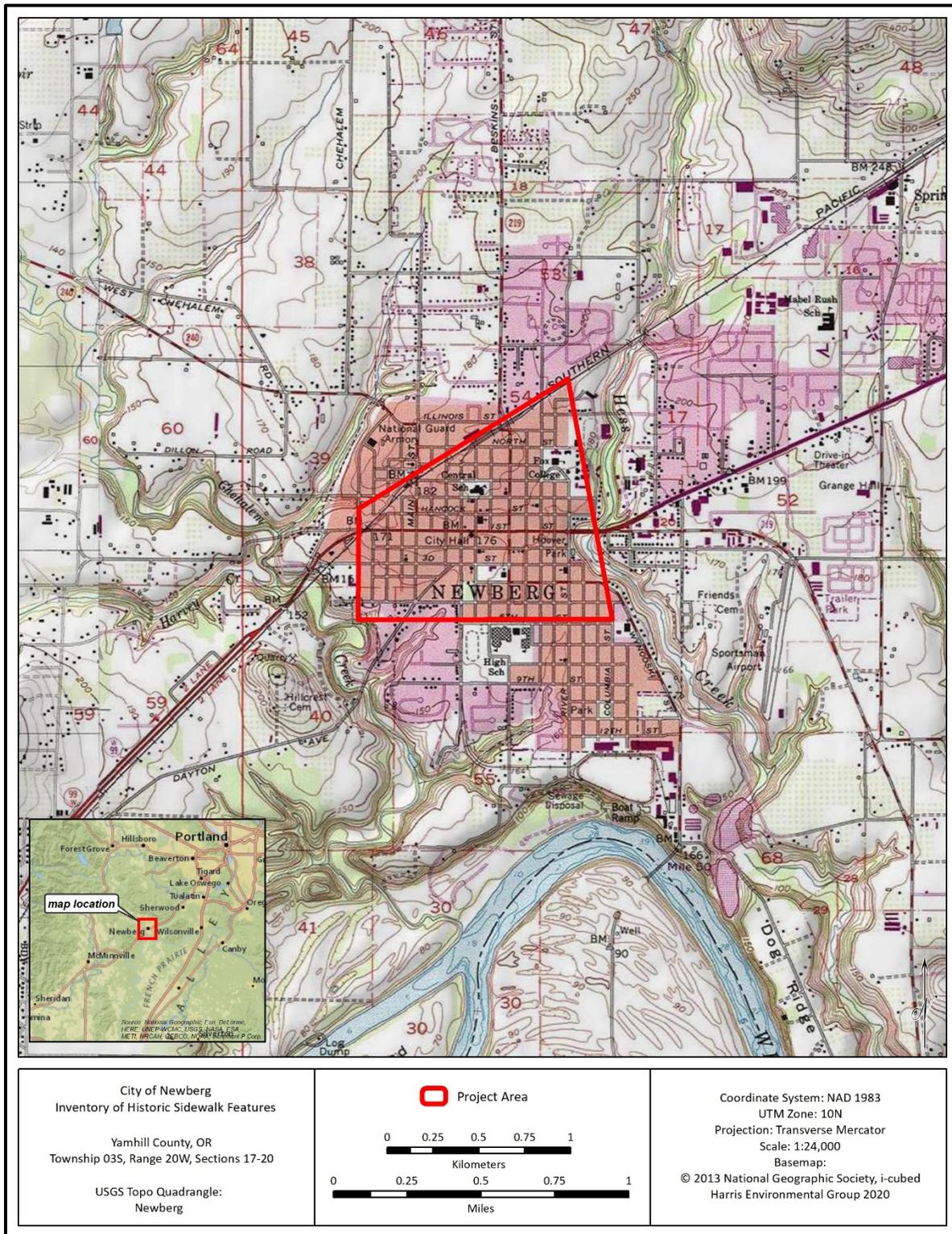


Figure 1. Portion of the Newberg topographic quadrangle overlaid with the project area.

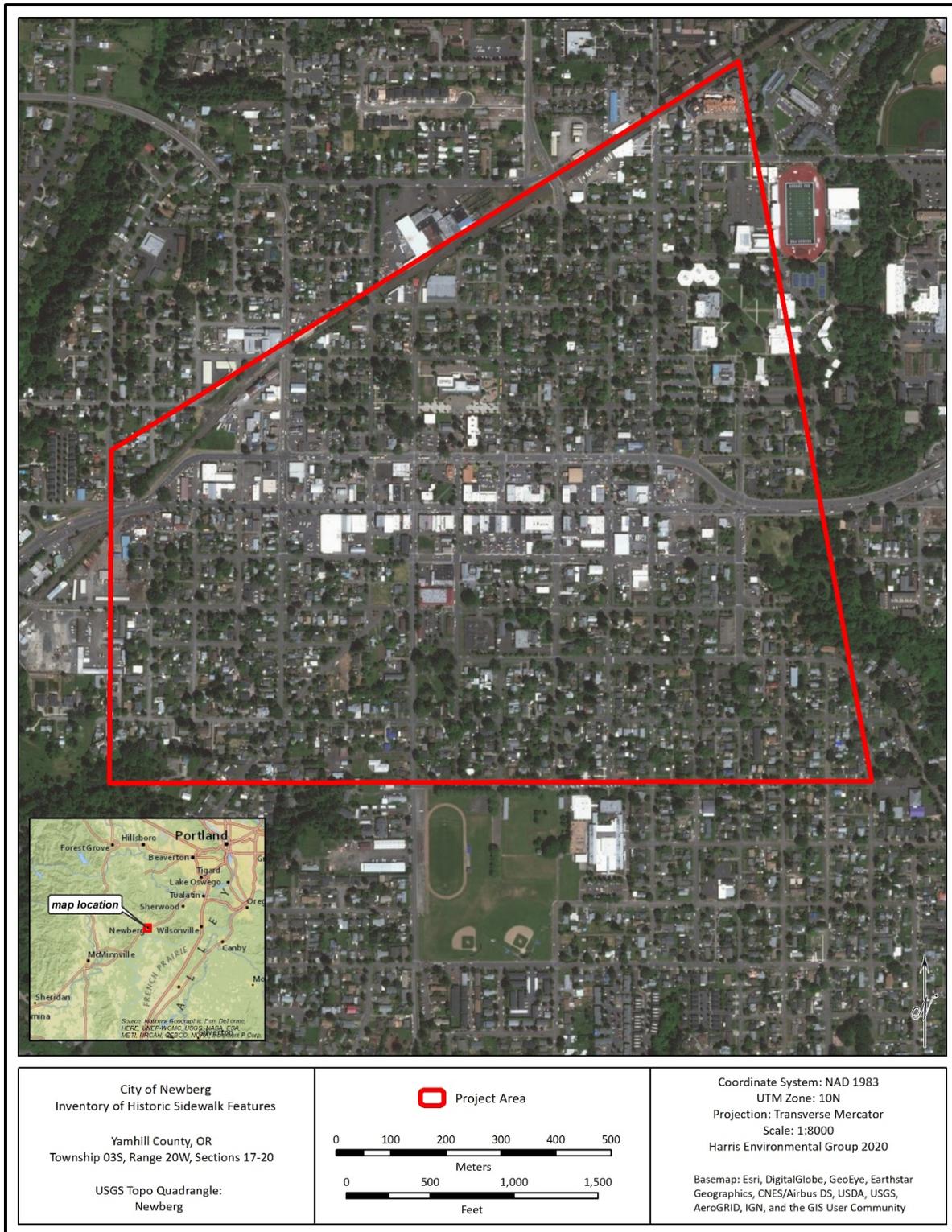


Figure 2. Aerial photomaps overlaid with the project area showing existing conditions.



Coordination and Consultation

This project was conducted in coordination with the City of Newberg and many historical organizations within the city. Coordination and consultation began at the official project kick off meeting with Keshia Owens of the City of Newberg and the members of the Historic Preservation Council on October 15, 2019. This meeting introduced the project team and created a shared understanding of the project goals, outlined the project tasks and solidified the management approach, identified the roles and responsibilities of each party, and confirmed the scope of the project and the schedule to complete each task.

Subsequent coordination and consultation included meetings with Rachel Thomas, president of the Newberg Historical Society and George Fox University archivist on November 8, 2019. The project was presented to the Historical Society on November 26, 2019. Upon completion of the fieldwork, local resident and historian Chuck Zickefoose was consulted to discuss results and to find avenues for more information on February 24, 2020.

Consultation continued throughout the project with monthly progress reports, which have been submitted to the City on or near the 15th of each month from November 2019 until July 2020. These reports shared updates on the project's schedule and budget, as well as any issues that had arisen during that period.

Two public meetings have been held to share the project with the community in Newberg. The first was held on December 11, 2019. When no audience attended this first meeting, a second meeting was held on December 19, 2019 with a small audience.

Background Research

Background research was undertaken throughout the course of the project, using resources available online and at local repositories, including the Yamhill County Library and the George Fox University archives. The results of this research were used to establish a context for the features recorded during this project and to inform their identification and interpretation.

Newberg History

The first Euro-American presence in the Newberg area was Hudson Bay Company traders and trappers, including Ewing Young in 1836, who settled the west bank of the Willamette and claimed the entire Chehalem Valley. Among many other important contributions, Young built the first saw mill in the area near the mouth of Chehalem Creek in 1838. He never married and had no children, therefore his death in 1841 exposed the need for some form of government to settle his large estate holdings. A vote was held at Champoeg, approximately 7 miles (11.26 km) to the southeast of Newberg, establishing the first provisional government (Edwards 1976; Follansbee 1979; Morrison and Pinger 1985).

Throughout the 1840s and 1850s, settlers began to populate the Chehalem Valley. An influx of pioneers subsequently found the Newberg area an attractive place to settle and began clearing



land for farming (Edwards 1976; Newberg Area Chamber of Commerce 2020). This settlement was spurred by the Oregon's inclusion in the growing U.S. and the Donation Land Act, which allowed settlers to claim up to 640 acres of land. Wheat was a staple crop in these early years, as well as livestock. The General Land Office (GLO) map depicts early settlement in the vicinity of the project area, including plowed fields and a dot indicating a property attributed to "Durkins" (likely a variation on Deskins, one of the first settlers in the Newberg area). A road is shown running north/south through the center of the project area, as well as one branching west to the south; a saw mill is shown to the south of the project area as well, at the approximate crossing of Chehelem Creek by the western-branching road. This map indicates that the vicinity was largely farmland with sparse settlement. The Rogers settlement is shown along the northern bank of the Willamette River (Figure 3) (GLO 1852).

Joseph Rogers was another notable settler who came to Newberg in 1848 and gave his name to a small, early settlement established along the Willamette River, known as Rogers Landing. The 1860 GLO map depicts Donation Land Claims (DLCs), with the majority of the project area overlaying that to Daniel D. Durkins (Deskins) (claim 54, measuring 322.6 acres) in the northern portion, as well as those held by Joseph B. Rogers (claim 55, measuring 643.62 acres) in the southern portion, David Ramsay (claim 40, measuring 291.43 acres) in the southwest and John H. Hess (claim 39, measuring 326.91 acres) in the northwest (GLO 1860). Present day East First Street runs along the dividing line between the Rogers and Durkins claims in the center of the project area (Figure 4).

Throughout the 1860s and 1870s, Newberg developed into a small community with a blacksmith shop, saloon and general store. The city was named in 1869 by its first postmaster, Sebastian Brutscher, after his home in Neuburg an der Donau, Germany (Edwards 1979; Fuller and Van Heukelem 2010).

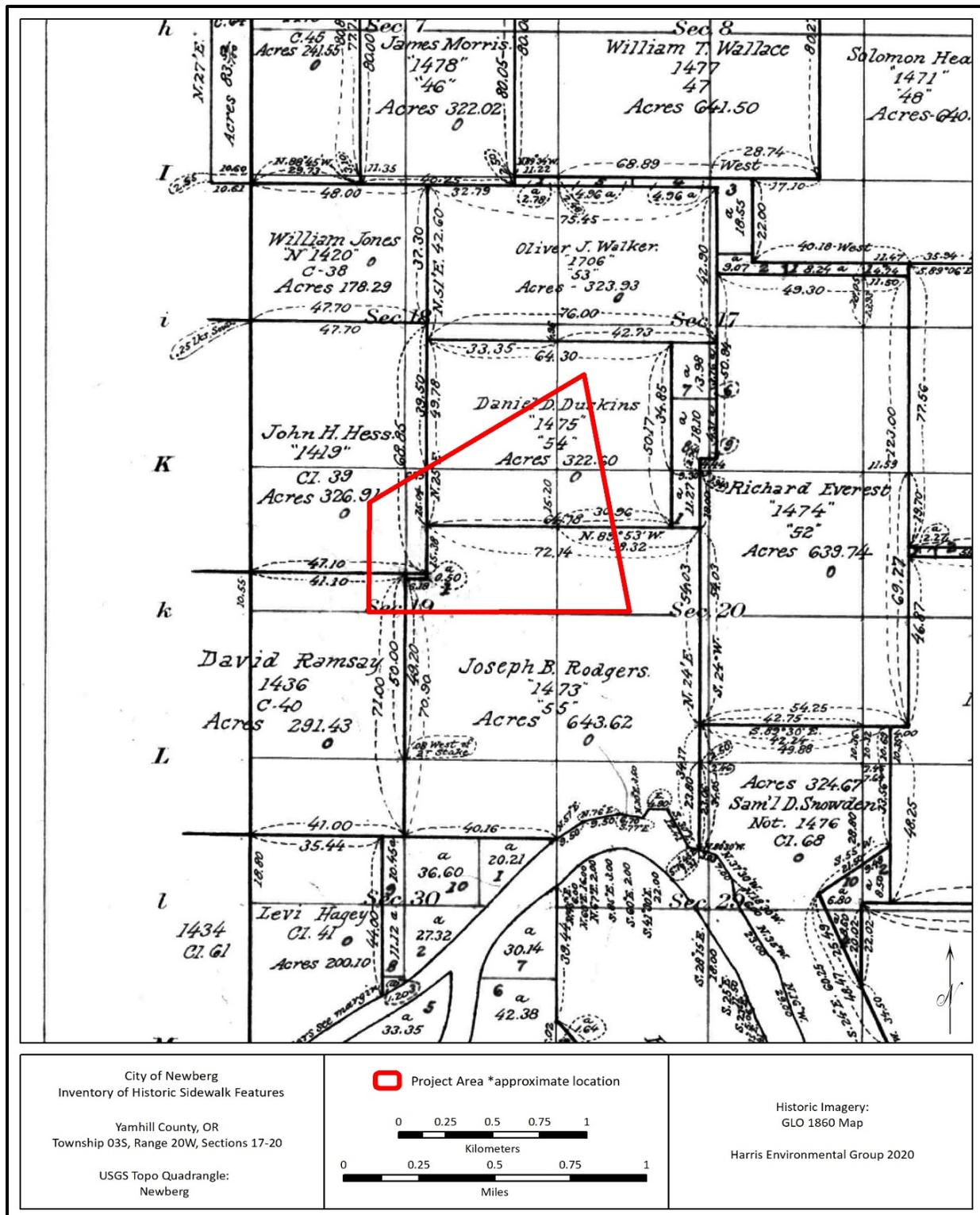


Figure 4. Portion of the 1860 GLO map, overlaid with the project area.



The early years of Newberg were heavily influenced by the Friends Church. In 1876, William Hobson, a Quaker minister, visited Oregon from Iowa. Seeking a good location for other members of the Society of Friends who wanted to settle in the west, he reached Chehalem Mountain and settled in the Chehalem Valley to begin preaching. He attracted a sizable number of members of the Religious Society of Friends to the valley, mainly from Indiana and Iowa. The followers of the Quaker religious movement were drawn to the settlement and established the first Friends church in 1880 near the blacksmith shop, saloon and store (Edwards 1976; Williams-Larson et al. 2015).

While the original town site had been located closer to the river, early settler Jesse Edwards, a leading businessman and Quaker, set Newberg's street pattern in its current location. The new plat was farther north and closer to the Southern Pacific narrow-gauge railroad. Edwards is credited by many as the "father of Newberg." He had mercantile interests, was instrumental in the construction of the Friends Church, and was one of the founders of the Pacific Academy, which eventually became George Fox University (George Fox University 2020).

The 1879 map of Yamhill County shows the project area in an area labeled "East Chehalem." The town is not yet platted, and the map depicts DLCs, including those attributed to J.D. Rogers and D. Duskins. It shows a property labeled Yamhill Mills along Chehalem Creek in the southern portion of the town, as well as the Friends Church building (Yamhill County 1879).

Throughout the 1880s, improved roads and the arrival of the railroad opened up the fruit and agricultural market and spurred growth in the city. Many businesses in Newberg were well situated to take advantage of the resources of the surrounding valley. Fruits, nuts, grains and berries were all grown in the Chehalem Valley nearby, and canneries, drying operations and processing plants grew up within the town by the 1890s. In the December 22 edition of the *Newberg Graphic*, the editor wrote, "In addition to about 15 business houses, representing nearly every line of business, there are near Newberg five good saw mills, one flouring mill, three grain warehouses, two fruit drying houses, and another brickyard to start soon, a company organized to buy a fruit cannery, and the prospect of a new roller process flouring mill" (Newberg Graphic 1888). Development continued in the 1890s with notable businesses established, including W.K. Allen's Allen Fruit Company (1892), which included a large fruit dryer built on Blaine Street, and Chas. K Spaulding's Spaulding Lumber Company (1894) in the southern portion of town.

History of Sidewalks in Newberg

The development of the town in the late 1800s and early 1900s necessitated construction of sidewalks to provide access to its many storefronts and residences. The first sidewalks within the town were wooden, constructed of thin, parallel planks that were nailed to larger sleeper boards. The first ordinance regulating the construction of wooden sidewalks is Ordinance 30, dated December 4, 1890. This set out that all persons or entities who wanted to construct sidewalks within the town of Newberg must first obtain consent from the common council and set the fine for disregarding this between two and twenty dollars. This ordinance was repealed a year later by Ordinance 42, dated September 29, 1891. This new ordinance raised the fine for unauthorized construction of sidewalks to between five and fifty dollars and also set out the specifications for



the sidewalks themselves. They were to measure four feet wide and be comprised of one-inch planks laid upon and properly nailed to three sleepers of 2x4s.



Figure 5. Panorama of Sheridan (left) and Main Streets, with wooden sidewalks, date unknown (pre-1905).

The first specific section of sidewalk to be commissioned was located “on the south side of Fifth Street, between River and Winooski Streets.” The ordinance (no. 46, dated October 11, 1891) also authorized the commissioner to install crossings where several streets cross Fifth between these two streets. The ordinance goes on to specify that the sidewalk should follow the construction guidelines set out in Ordinance 42, allowing the use of “one and done quarter inch plank in place of the one-inch plank,” but stipulated that the walk must be level.

In December of 1891, many more sidewalks were commissioned, including those along both sides of Main Street, from First to Dayton and on the south side of First and Second Streets, between Main and Harrison. These sidewalks were to follow the specifications of Ordinance 42. Ordinances specifying the construction of various additional sections of wooden sidewalk throughout the town continue through the 1890s. In addition to the various ordinances that added sidewalks to the growing network around the city, there are also several ordinances regarding the use of these sidewalks by pedestrians and bicycle traffic. The sidewalks constructed in the busy downtown areas, along First Street between Main and Central, for instance, were larger than other sidewalks to accommodate more traffic.

The first ordinance that outlines the construction of concrete sidewalks is Ordinance 181, dated June 8, 1905. This ordinance specifies that any sidewalk built after this date along a portion of First Street (between Main and Center Streets) shall be constructed of “concrete and cement finish.” It establishes the fines for not following this ordinance and repeals any that go against this decree. Following this ordinance, several others are enacted that outline the construction methods, materials and contractors for the installation of concrete sidewalks throughout the town of Newberg. The first of these specifies that the sidewalk will measure four inches thick and be constructed of “seven parts good gravel to one-part good cement” with a covering that measures one-half inch thick and is composed of three parts coarse sand and two parts good cement (Ordinance 217, September 15, 1908).



The first contractor to appear in the City Ordinances is S.W. Anthes, who was hired to install concrete “crosswalks” at all street crossings along both the north and south sides of First Street and the east and west sides of Main Street (Ordinance 229, August 9, 1909). Subsequent ordinances specify the timeline and process for the sidewalks that are ordered to be constructed (Ordinances 231, 285). Over the next several years, the network of sidewalks within the town was expanded and the construction process was streamlined, including regulating the consistency of sidewalk construction and appearance (Ordinances 239, 285, 360), their use (Ordinances 243, 247, 322), and upkeep (Ordinance 337, 346).

Ordinance 344, dated November 26, 1913, named a second contractor, John Groff, as responsible for specific portions of sidewalk to be constructed within the downtown area. He is specifically contracted to install sidewalk along the south line of First Street from the railroad company to Lincoln Street, along the south line of First Street from Grant Street to the alley, along the east side of Main Street between First and Second Streets and between Second and Third Streets, along the west line of Garfield Street from First to the alley, and a portion of Sheridan Street. The ordinance specifies that Groff would furnish all labor and materials and sets his wage at 9 cents per square foot for all cement walk laid and 13 cents for the section along E First Street.

The most comprehensive ordinance on sidewalk specifications is Ordinance 360, dated August 3, 1914. This ordinance lays out the general plan for the construction of sidewalks and curbs, including their dimensions, composition, appearance and other considerations. It specifies that all sidewalks should be four feet in width (with some exceptions), that they should be in line with the elevation of the street, that they should be composed of sand, gravel, cement and lamp black, with regulations on the composition of each of these components. It goes on to outline the dimensions and lay out of curbs, the slope of sidewalks and the finishing of both.

Ordinance 360 explicitly sets rules for lettering within the sidewalks and curbs in the city. Section 14 states, “At the street intersections where each sidewalk approaches the curbs the name of the street shall be stamped into the sidewalk before the cement shall be set, in a position to be read from the walk. The letters to be used shall be two and one-half inches in height” (Ordinance 360 1914). Section 15 pertains to makers’ names: “Each piece of sidewalk constructed shall have stamped thereon the name of the constructor who constructed it and the year in which it was constructed. Such stamp shall not be placed in a position where it might be mistaken for the name of the street. The letters used shall not be more than one and one-fourth inches high (Ordinance 360 1914). The ordinance goes on to outline the permitting, licensing and other regulatory processes to be followed.

Ordinance 362, dated September 8, 1914, further specifies that paving stamps may take the form of an approved brand or mark to be imprinted on each piece of sidewalk constructed in lieu of makers’ name and date. These marks had to be approved by and filed with the city prior to their use.



Methods

The project area was surveyed on December 11 and 19, 2019 and January 3, 20, 24, 2020. The GPS survey took place on March 20, April 23 and 28, and June 9, 2020. The survey consisted of a pedestrian survey of all the sidewalks throughout the project area. This included both sides of each street, where sidewalks were present. When a feature was encountered, the feature was assigned a unique number, photographed and notes were taken of its appearance and location. Later, during the GPS survey, a GPS point was taken of its location to be included in the shapefiles for the project, and to generate distribution maps for the features recorded. All of this data was uploaded to the feature list table in Appendix A.

The survey of features was limited to those that were inferred to date to the time period under study, ca. 1900, when concrete sidewalks were first installed, through the mid-20th century. Stamps and other features that were obviously from the modern era, including several dating to the 2000s, were omitted. If the date of origin was unclear, the feature was included in the final count, even when determined to be modern after its recordation.

Feature Categories

There were four initial categories included in the survey: horse rings, mail posts, railroad segments and sidewalk stamps. The broad category of sidewalk stamps was further divided into four subcategories: 1) paving stamps, 2) street name stamps, 3) personal stamps and 4) miscellaneous stamps. During the survey a fifth category was included, that of miscellaneous, which was added in order to encompass those features that didn't fit into the original four. Each category is described below, along with relevant general and local history on that feature type and the results of the survey.

Results

A total of 118 features were recorded within the project area. The features can be sorted into five categories, as described above, and as depicted in Figure 6. A discussion of the features observed within each category is given below. The complete list of features is located in Appendix A.

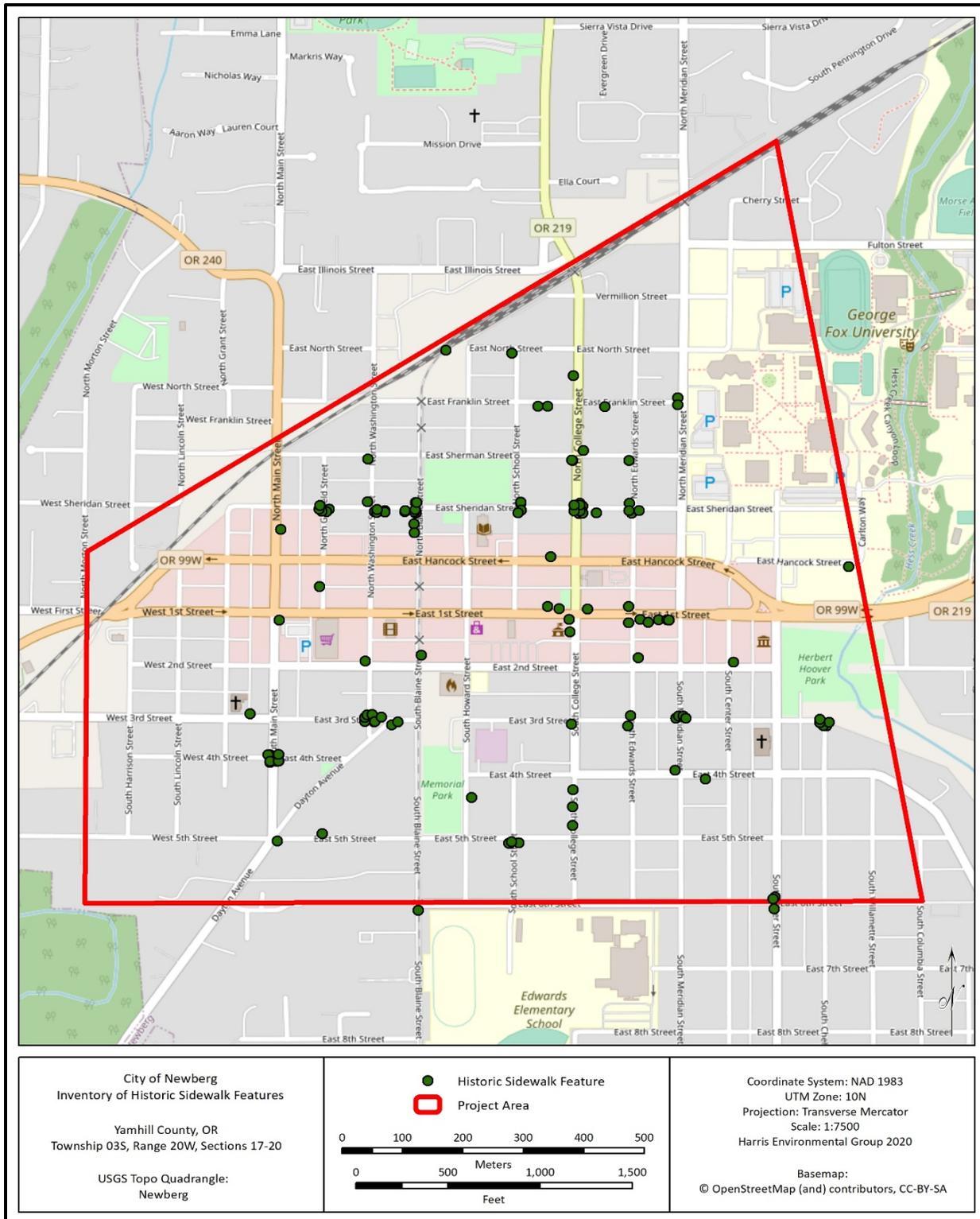


Figure 6. Map showing the locations of all 118 features recorded within the project area during the inventory of sidewalk features.



Horse Rings

The category of horse rings is made up entirely of round metal tethering rings that are affixed to the curb and/or sidewalk in various locations around town. These rings are common in cities that developed during the mid-to-late 19th century and the beginning of the 20th century, such as Newberg, and can be found in many cities in Oregon, including Portland, McMinnville and Corvallis. They were used as anchoring points to tether a horse or carriage team outside a building when shopping or visiting around the town. Typically, the rings are small, round in profile and made of undecorated ferrous metal affixed to the sidewalk or curb with a metal pin.

There are no ordinances that specifically govern the use or distribution of these horse rings in the City's records.

A total of seven (7) horse rings were observed and recorded during the survey across the project area (Figures 7-13). HRs 1-6 are iron rings that are affixed to the curb or sidewalk with a looped metal fastener (Figures 7-12), while HR 7 is the worn ring in the curb where an iron ring once was located (Figure 13). The metal fastener pin is still in evidence. Six of the seven rings measure 3.5 inches in diameter from outer edge to outer edge, with one (HR 6) being much larger and measuring 5 inches in diameter from outer edge to outer edge (Figure 12).

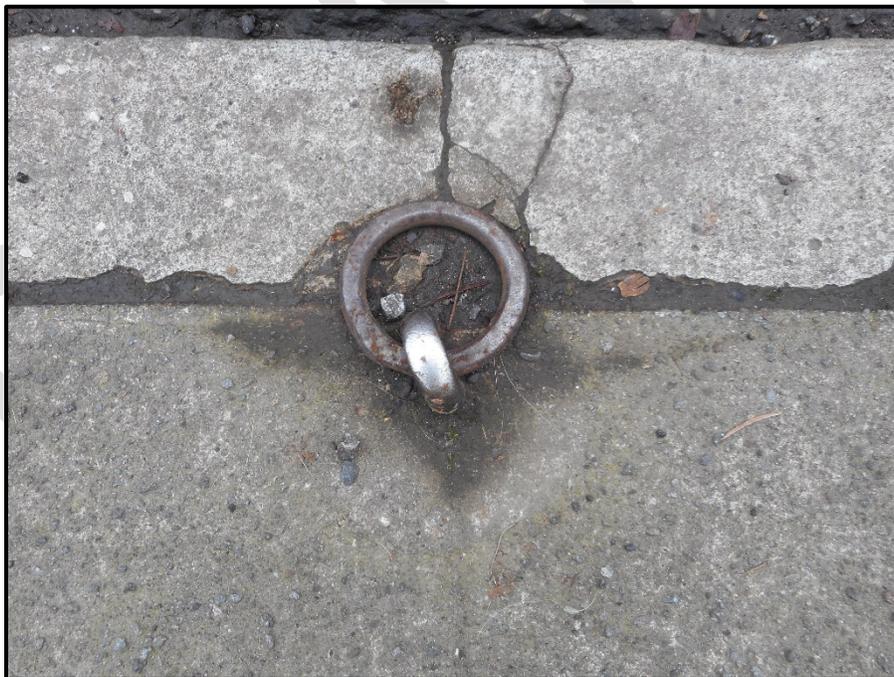


Figure 7. HR 1, located outside 701 E First Street, along the north side of the street.



Figure 8. HR 2, located outside 814 E First Street, along the south side of the street.



Figure 9. HR 3, located outside 814 E First Street, along the south side of the street.



Figure 10. HR 4, located outside 814 E First Street, along the south side of the street.



Figure 11. HR 5, located on the north side of E Hancock Street, between College and School Streets.



Figure 12. HR 6, located in front of the residence at 302 E Sheridan Street, along the south side of the street.



Figure 13. The remnants of HR 7, located at the intersection of E Sheridan and N Blaine Streets.



The distribution of the horse rings is given in Table 1 and Figure 14 below. HR 1 through HR 5 are located within the curbs on either E First or E Hancock Streets. HR 6 and HR 7 are located in the sidewalk in front of private residences. HR 7 is missing, with only a portion of the fastener and the circular impression of the ring in the concrete left to indicate its location.

Table 1. Horse rings (HR 1-7) recorded within the project area

Horse Ring	Location	Description
HR 1	North side of E First Street, in front of business at 701 E First St. (Chapters Books and Coffee)	3.5 inches in diameter
HR 2	South side of E First Street, in front of 814 E First St. (Lineage Clothing)	3.5 inches in diameter
HR 3	South side of E First Street, in front of 814 E First St. (Lineage Clothing)	3.5 inches in diameter
HR 4	South side of E First Street, in front of 814 E First St. (Lineage Clothing)	3.5 inches in diameter
HR 5	North side of E Hancock Street, between College and School Streets	3.5 inches in diameter
HR 6	South side of E Sheridan Street, in front of residence at 302 E Sheridan St.	Large ring- 5 inches in diameter
HR 7	Corner of E Sheridan Street and N Blaine Street	Ring missing- spike and circular impression in pavement- 3.5 inches in diameter

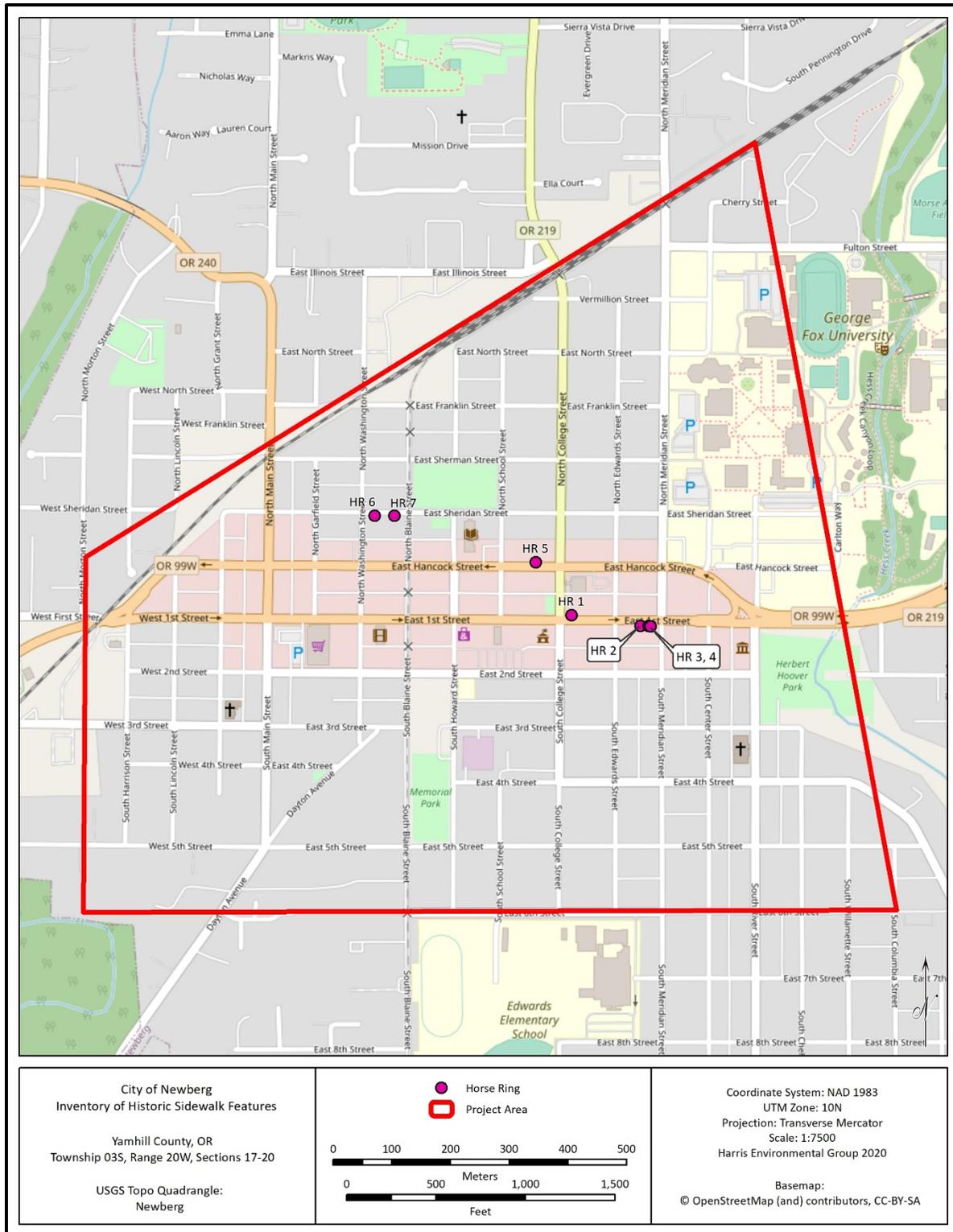


Figure 14. Map showing the distribution of horse rings (HR) 1-7 within the project area.



The horse rings are all located along E First Street, E Hancock Street and E Sheridan Street (Figure 14). Map research revealed the buildings that historically occupied several of these locations and indicated that the majority of them were centers of commerce for the city and were destinations for shopping and other commercial pursuits. In the instance of HRs 6 and 7, the rings were located outside historic residences.

HR-1 is located directly in front of the building at 701 E First Street, at the northeastern corner of its intersection with S College Street. This building is currently occupied by the Chapters Bookstore and Coffee Shop. The building was constructed in 1890 and was originally owned by Sarah Deskins, the wife of pioneer Daniel Deskins. It is one of the oldest surviving commercial buildings in town. In 1891, it was occupied by the Morris and Mills Co. General Store, and continually housed a general store until 1929 (Figure 15) (Morrison and Pinger 1985).



Figure 15. Morris, Mills and Co. Store at the northeast corner of E First and S College Streets (College Street in foreground), with wooden sidewalks apparent along the storefront.



Street is labeled as “D.G. and Clo. Offs. 2D.” To the west on this block are businesses including a barber, bicycle repair shop, and a meat shop (Sanborn 1902). The office is still in the building in 1905, along with a warehouse in the rear (south) of the building. To the west, the block has developed significantly and now includes a confectioner, meat shop, plumbing shop, drug store and jewelry store (Sanborn 1905) (Figure 17). The entire block is filled with commercial buildings in 1912, including a grocer within the building at 814. To the immediate west is a fire-ruined building, with a meat store, glove factory, jeweler and bakery. There is a hay, grain and feed warehouse to the south of the building at 814 on this map (Sanborn 1912). By 1929, the building is a grocer, with an empty space to the west and businesses including a tire shop, flour and feed store, paint and wallpaper store, meat shop and two restaurants (Sanborn 1929).

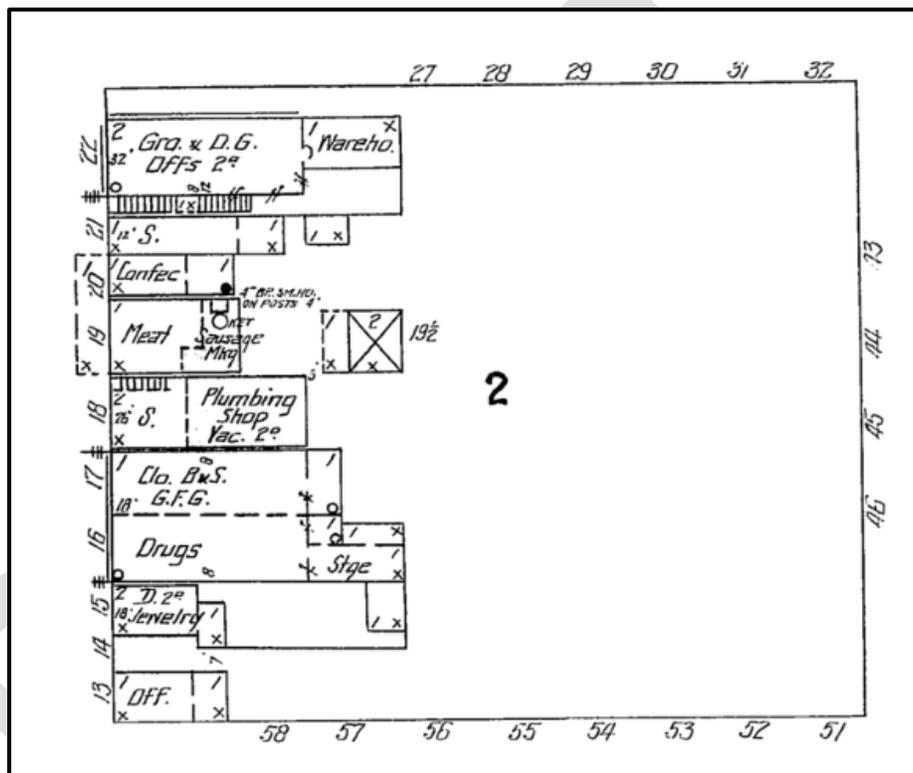


Figure 17. 1905 Sanborn Fire Insurance Map of the intersection of E First (left) and S Meridian (top) Streets. North is to the left.

HR 5 is located along the north side of E Hancock Street, between N School and N College Streets. This block is occupied by residences throughout the period covered by Sanborn Insurance maps, but at the northwestern corner of the intersection of College and Hancock is the Newberg Steam Laundry (Sanborn 1892, 1902, 1905, 1912, 1929) (Figures 18 and 19). The ring could have served as a place to tie horses while either visiting the residences or patronizing the laundry.

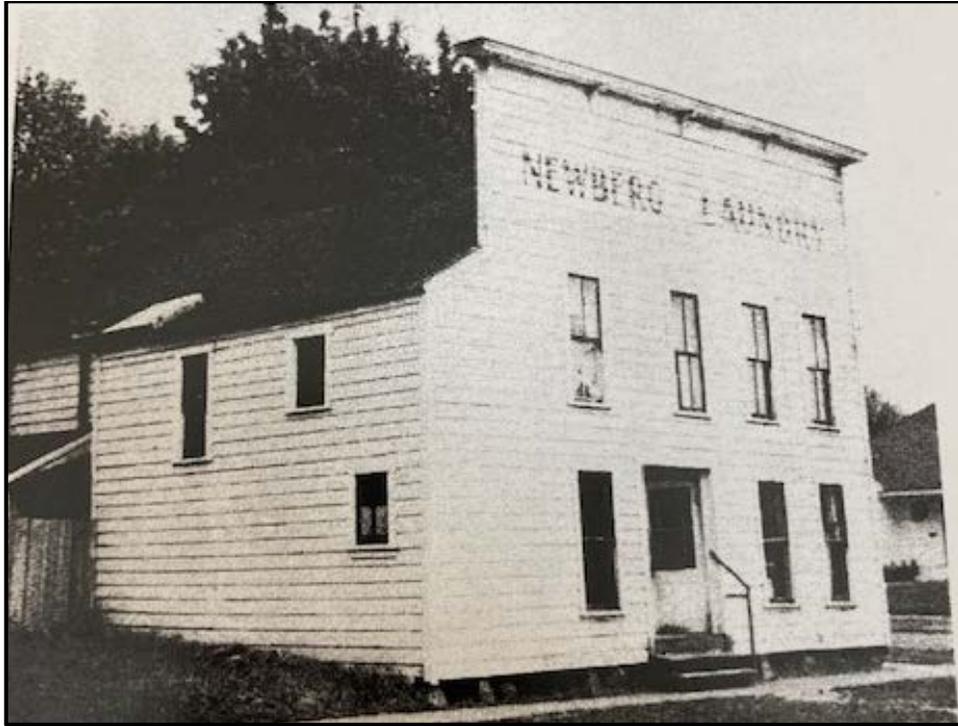


Figure 18. Photograph, ca. 1948, of the Newberg Laundry building.

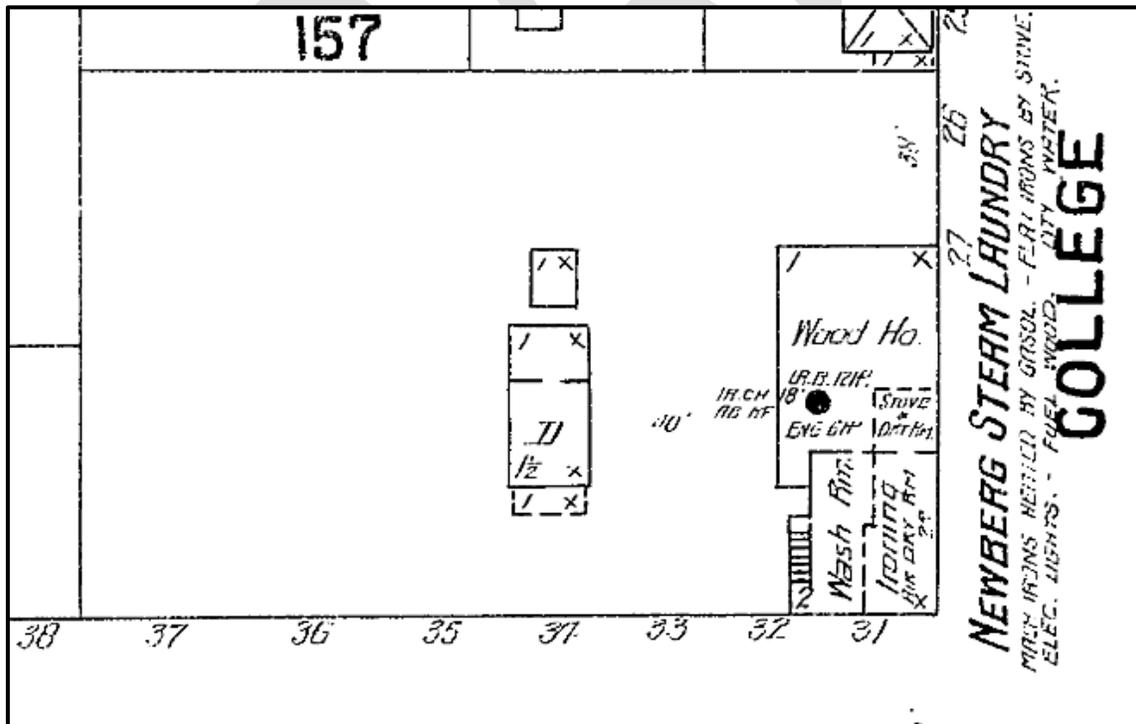


Figure 19. 1905 Sanborn Fire Insurance Map of the intersection of E Hancock (right) and N College (bottom) Streets. North is at the top of the image.



HR 6 and 7 are located on the southern side of E Sheridan Street, on the block between N Washington and N Blaine Streets. HR 6, the large horse ring, is located on the sidewalk in front of the residence at 302 E Sheridan Street, the historic home of Dr. F. H. Caldwell, a physician who moved to Newberg in 1901 and opened a drugstore with his brother-in-law Lynn B. Ferguson in 1901. Ferguson lived next door at 312 E Sheridan Street and the two homes shared a carriage house, which has since been converted to a residence (Figure 20) (Morrison and Pinger 1985). The remnants of HR 7 are located in front of the Ferguson home. Both of these large residences have personalized names stamped in the walkways adjacent to the sidewalk outside (see *Paving Stamps*). The two residences and their shared carriage house all appear for the first time on the 1912 Sanborn map and do not change between that map at the one dating to 1929 (Sanborn 1912, 1929).

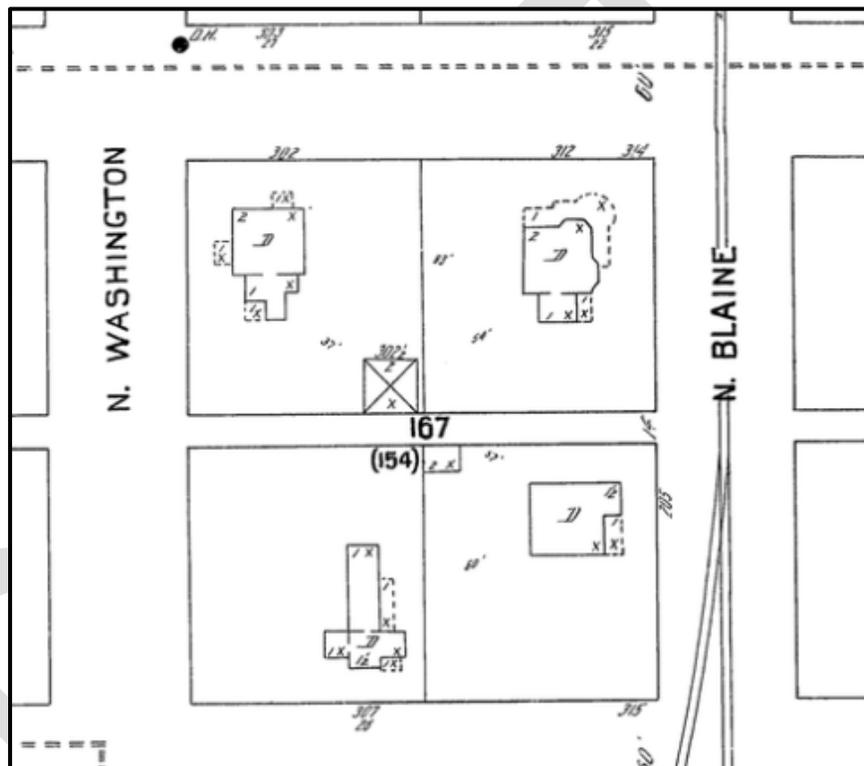


Figure 20. 1912 Sanborn map of the residences at 302 (F.H. Caldwell) and 312 (L.B. Ferguson) N Sheridan Street.

The majority of the horse rings identified in the project area are located in public areas where commercial businesses would have been the draw for visitors and where horses or teams would have been tied outside while customers shopped. The four on E First Street are located in front of historic commercial buildings that are still extant.

HR 5 is located on E Hancock Street, where there are currently no historic buildings in evidence. The two (HR 6 and HR 7) located on E Sheridan Street appear to represent the result of wealthy homeowners, who invested in the installation of the rings outside their homes, along with their names stamped into the pavement with the date (1907 and 1908), see *Personalized Stamps*, below.



Mail Posts

The category of mail posts includes concrete and metal posts that were once the locations of letter boxes for the deposit of U.S. Mail. These boxes first appeared on the streets of American cities in the late 1850s, when collection mailboxes began to be installed so people didn't have to go to the post office to send letters. The earliest boxes were attached to lampposts or buildings, but these units were later replaced by larger, free-standing mailboxes in 1894 (National Mailboxes 2020).

There were several types of these mailboxes, in several shapes and styles, patented by the turn of the 20th century, including the flat-top, round-top, and the Clouse or Scheble boxes, named for their patentors (USPS 2017). These boxes came in various sizes and were constructed of sheet metal. There was a period of controversy involving the conflict of interest that arose when their manufacturers campaigned for them to be installed at more locations, as well as many iterations of the box style. In 1908, First Assistant Postmaster General Charles Grandfield appointed a committee to reconsider the style, capacity, material and construction of these street letter boxes. Over the next several years, the pole-mounted letter box was perfected in the U.S. (USPS 2017).

A total of five (5) concrete and metal mail posts were observed and recorded during the survey. The mail posts comprise steel and large-tempered concrete and are square in cross-section, measuring 4.5 inches on each side with beveled corners. They stand 52 inches tall with a gabled point, and four of the five display a ferrous metal attachment plate or clip on one face, where the mailbox would have been attached (Figures 21-27). These plates measure 8 inches tall and 3 inches wide and are embossed with "PAT/JUNE 22/1909" above and below the attachment point (Figure 22). The plates are held to the posts with round-bodied, threaded metal bolts and square nuts (Figure 27).

Research into patent records revealed that this patent, No. 925,524, was filed on April 13, 1909 and granted June 22, 1909 to J. A. Steinmetz of Philadelphia. He patented improvements to the letterbox system, including "a mechanism for supporting letter boxes.... With a flanged base piece or bracket, commonly fixed to a post. The bracket is provided with holes through which screws may be passed to secure it in position, with the outwardly extending vertical flanges adapted for guiding and holding flanges on a shoe, and with the spring adapted for engaging a notch or projection on a shoe to prevent its withdrawal from the bracket" (U.S. Patent Office 1909). All of the posts within the project area, with the exception of MP 5, have brackets that adhere to this description.

Mail Post 1 was the only post observed with an intact bracket, including the long vertical flange in the center (Figures 21 and 22). MPs 2, 3 and 4 all exhibited a broken flange (Figures 23-26). The entire bracket on MP 5 was missing, with only the bodies of the metal bolts still in evidence (Figure 27).



Figure 21. Mail Post (MP) 1, located at the intersection of E Sixth and S River Streets.



Figure 22. Close up of intact bracket observed on MP 1.



Figure 23. MP 2, located at the intersection of S School and E Fifth Streets.



Figure 24. MP 3, located at the intersection of E Franklin and N Meridian Streets



Figure 25. MP 4, located at the intersection of E First and S Edwards Streets.



Figure 26. Close up of the broken bracket that was observed on three out of the five Mail Posts.



Figure 27. Close up of missing mailbox attachment on MP 5, located at the intersection of E First and S Main Streets.



The mail posts (MP 1-5) are located on street corners throughout the city, given in Table 2 and Figure 28. It is likely that the placement of these posts, in strategic locations around town, was done purposefully to provide coverage across the metro area. MP 3, for instance, is located across from the current George Fox University, where previously the buildings of Pacific Friends' College were located (Sanborn 1892, 1902, 1905, 1912, 1929). In addition to MP 3, adjacent to the university, there are two mail posts (MP 4 and MP 5) located along E First Street, on either end of the business district, and two located in the southern, residential portion of the project area.

Table 2. Locations of mail posts (MP 1-5) recorded within the project area.

Post	Location	Description
MP 1	NW corner of the intersection of E Sixth and S River Streets	Intact bracket, including flange
MP 2	SW corner of the intersection of E Fifth and S School Streets	Broken flange on bracket
MP 3	SW corner of the intersection of N Franklin and E Meridian	Broken flange on bracket
MP 4	SW corner of the intersection of E First Street and S Edwards	Broken flange on bracket
MP 5	SE corner of the intersection of E First and S Main	Missing metal bracket entirely

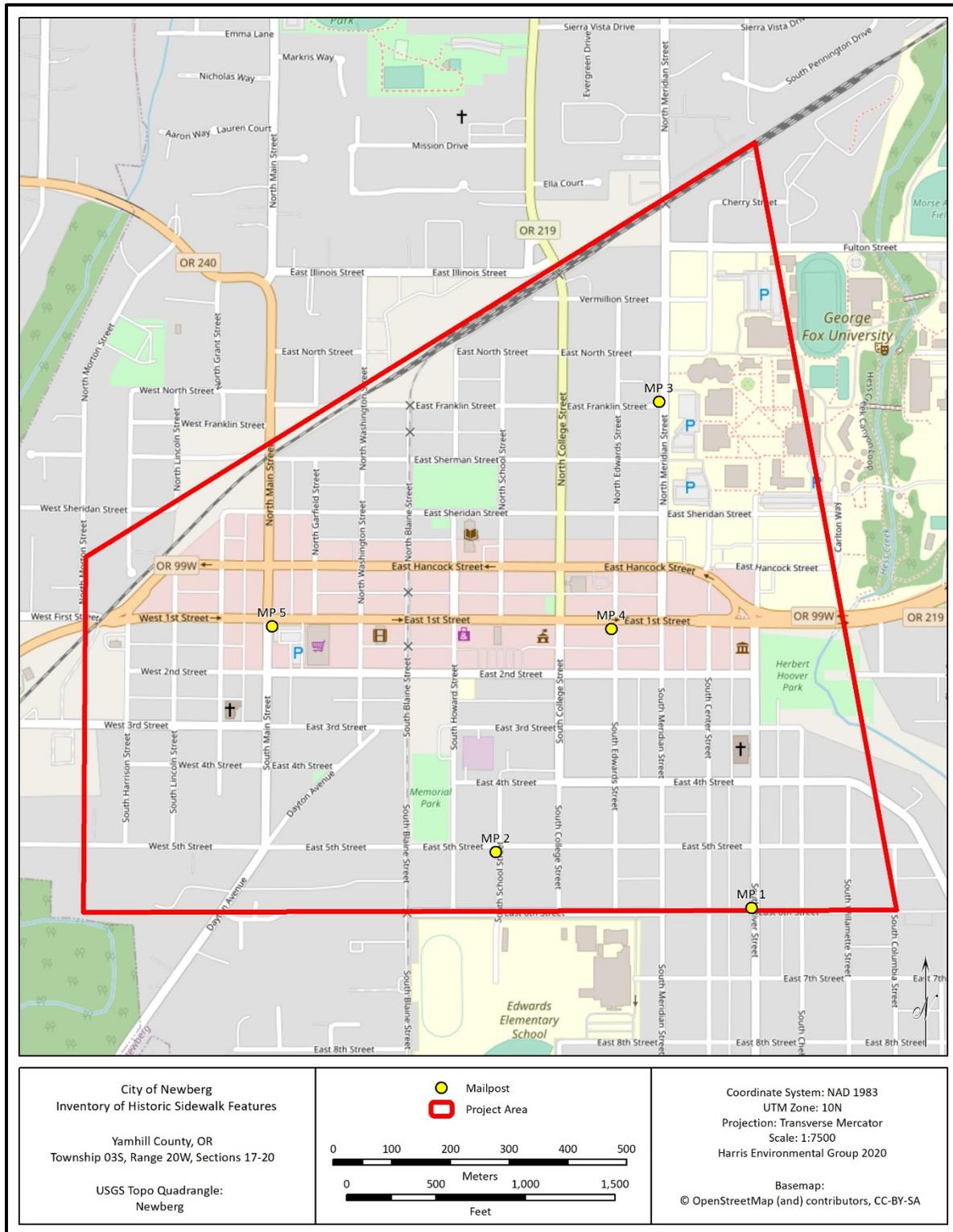


Figure 28. Map showing the distribution of Mail Posts (MP) 1-5 within the project area.



Sidewalk and Curb Stamps

The category of sidewalk stamps includes all embossed letters, numbers and symbols found stamped into the fabric of the sidewalk and/or curbs around town. This was the largest category of features recorded within the project area (n=100). The stamps served various functions, and the category was further broken down by function into the subcategories of paving stamps (n=44), street name stamps (n=45), personal stamps (n=7), and other/miscellaneous (n=4).

Paving Stamps

Paving stamps are those that comprise letters, numbers and/or symbols pertaining to the installation of the sidewalk at that location. They often display a name and date that indicate the individual paver or contracting entity who performed the installation of the section of sidewalk and the date of its construction. These effectively functioned as advertisements for the firm in question, or as a way for the pavers to sign their work.

As described above, the lettering was regulated in Ordinance 360, which limited lettering to 1.25 inches in height. The paving stamps observed ranged in date from 1908-1952. All 44 paving stamps recorded were stamped in all-capital, block lettering, adhering to the specifications in Ordinance 360, measuring approximately 1.25 inches in height. The distribution of the paving stamps is given in Table 3 and Figure 29 below.

Table 3. Paving stamps recorded within the project area.

Feat.	Location	Description
PS 1	SW corner E 5 th and S School St.	“J GROFF/CONTRACTOR”
PS 2	SE corner E 5 th and S School St.	“ET 1952”
PS 6	NE corner E 5 th St. and S Dayton Ave.	“J. GROFF 1914”
PS 7	SE corner E 4 th and S Main St.	“W.C.CO.191...”
PS 8	NW corner E 4 th and S Main St.	“W.C.CO. 1913”
PS 9	SW corner E 4 th and S Main St.	“W.C.CO. 1913”
PS 10	N side E 3 rd , between S Washington St. and S Dayton Ave.	“ET”
PS 11	SW corner of E North and N School St.	“CONTRACTORS/JOHN GROFF & SON 1920”
PS 12	SE corner E Sheridan and N College St.	“W.C. Co. 1913”
PS 13	NE corner E Sheridan and N College St.	“W.C. Co. 1913”
PS 14	SW corner E Sheridan and N College St.	“W.C. Co._ 1913”

**Table 4.** Paving stamps recorded within the project area. (continued)

Feat.	Location	Description
PS 15	NW corner E Sheridan and N College St.	“W.C. Co._ 1913”
PS 16	SW corner E Sherman and N College St.	“JOHN GROFF/CONTRACTOR/1910”
PS 17	S Side E Hancock, W of Carlton St.	“ET”
PS 18	W side N Blaine, N of E Hancock St.	“E. Wright”
PS 19	SW corner E Sherman and N Washington St.	“JOHN GROFF CONTRACTOR/1919”
PS 20	E side N Main St, between E Hancock and E Sheridan St.	Unknown “...FOR...IHO/RO...T/190..”
PS 21	S side E 4 th , between S Meridian and S Center St.	“JOHN GROFF & SON”/CONTRACTOR 1919”
PS 22	NW corner E 4 th and S Meridian St.	“ET”
PS 23	W side N Garfield, between E 1 st and E Hancock St.	“J GROFF”
PS 24	SE corner E 2 nd and S Blaine St.	“ET”
PS 25	N side E 1 st St., between pub and market	“JOHN.../CONTRACTOR 1909”
PS 27	E side S Edwards, north of E 2 nd St.	“ET”

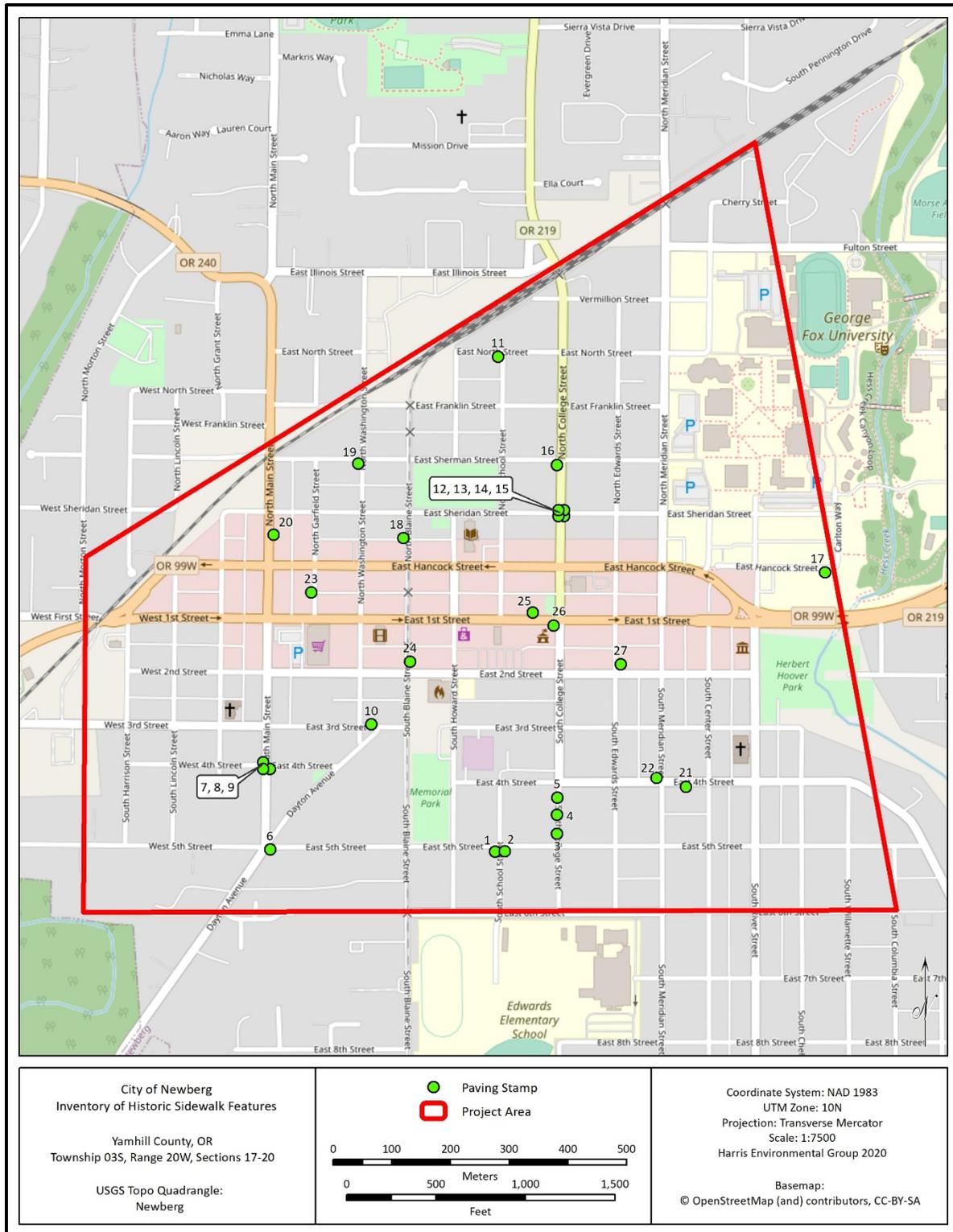


Figure 29. Map showing the distribution map of paving stamps recorded within the project area



A total of four (4) named pavers were represented in the features observed and recorded across the project area.

John Groff Contractor

The most prolific of the paving stamps signify Groff, one of nine contractors named in the city ordinances. A total of eight (8) stamps attributed to John Groff, with dates ranging from 1910 to 1920, appear across the project area. Groff's mark is inconsistent across the project area, and his work is variously represented with "J. GROFF" (PS 6, with a period, dated 1914; PS 23 with no period and no date indicated) (Figures 31 and 36), "J GROFF CONTRACTOR" (PS 1, no period, no date indicated) (Figure 30), "JOHN GROFF CONTRACTOR" (PS 19, dated 1919, and PS 16, dated 1910) (Figures 33 and 34), "JOHN GROFF & SON CONTRACTOR" (PS 21, dated 1919) (Figure 35), "CONTRACTORS JOHN GROFF & SON" (PS 11, dated 1920) (Figure 32), and a partially legible stamp that reads "JOHN...CONTRACTOR" (PS 25, dated 1909) (Figure 37).

The majority of the stamps attributed to Groff are outside of contracted locations. Groff was awarded a contract with the City of Newberg per City Ordinance 344, dated November 26, 1913. The ordinance stipulates that Groff would install concrete sidewalks along sections of First, Main, Garfield and Sheridan Streets. He was to be responsible for furnishing all materials and labor, for levelling the space between the curb and the sidewalk line and removing all trees that would be in the way. For his efforts, Groff would be paid nine cents per square foot for all cement laid and thirteen cents per square foot for all walk laid (Ordinance 344, 1913).

In addition to the initial contract under Ordinance 344, John Groff is named as a contracted paver in four additional ordinances, Ordinance 354, dated May 18, 1914, indicates his contract to improve portions of E Hancock Street, from Meridian to River Street, as well as along River Street from Hancock to Sheridan (Ordinance 354, 1914). No paving stamps were recorded in these locations.

Ordinance 355, also dated May 18, 1914, addressed improvements to Fifth Street, from the east line of Dayton Avenue east to the bridge west of Blaine Street (Ordinance 355, 1914). PS 6, the only curb stamp with Groff's mark, is located at the corner of E Fifth Street and S Dayton Avenue, consistent with Ordinance 355 (Figure 31).

Groff was initially listed as the contractor who would perform improvements on Third Street, from Church Street east to the city limit in Ordinance 356, also dated May 18, 1914. However, his name has been crossed out and replaced by "Wilson and Ferguson" on this ordinance (Ordinance 256). No stamps were recorded on this stretch of Third Street.

The final ordinance to name Groff as contractor is Ordinance 364, dated September 8, 1914, which contracts him for improvements to the intersection of Dayton Avenue, Main and Fifth Streets, which also corresponds to the location of PS 6 (Ordinance 364 1914) (Figure 31).



Figure 30. PS 1, located at the southwestern corner of the intersection of S School and E Fifth Streets.



Figure 31. PS 6, located at the northeastern corner of the intersection of E Fifth Street and S Dayton Avenue, as described in Ordinance 344 (1914).



Figure 32. PS 11, located at the SW corner of E North and N School St.



Figure 33. PS 16, located at the SW corner of E Sherman and N College St.



Figure 34. PS 19, located at the corner of SW corner E Sherman and N Washington St.



Figure 35. PS 21 located on the southern side of E Fourth Street, between S Meridian and S Center Streets.



PS 23, located on the western side of N Garfield Street to the north of E First Street corresponds to the sections of paving that were described in Ordinance 344 (1913).



Figure 36. PS 23, located on the W side of N Garfield St., above E First St



Figure 37. PS 25, located on the northern side of E First Street.

One entry for John Groff appears in the 1900 Yamhill County Census. He is listed as 22 years old, married for 3 years to Lillie, with one son, Vernon, who was 2 years old. His occupation is



listed as “Farmer,” so it is unclear if this entry represents the same individual who did the paving (Yamhill Co. 1900).

W.C. Co.

W.C. Co. was the stamp of the Warren Construction Company, a paving company awarded numerous contracts with the City of Newberg in 1912 and 1913. The awards are announced in Ordinances 303, 310, 323-325, 327, 328, 333 and 334.

A total of seven (7) stamps indicating the Warren Construction Company were recorded at two intersections within the project area. PS 7, 8 and 9 are all located at the intersection of E Fourth and S Main Streets (Figure 29). This intersection is included in the area covered in Ordinance 303, dated January 6, 1913. This ordinance sets out the award of contract to W.C. Company for the improvement of a section of Main Street from the south line of First Street south to the northwesterly line of Dayton Avenue. There are three surviving paving stamps at the intersection, at the southwest, southeast and northwest corners. The northeastern corner is overgrown with vegetation and no stamp was observed. All of these stamps read “W.C. Co. 1913.” (Figure 38).

PS 12-15 are all located at the intersection of E Sheridan and N College Streets (Figure 39). This is included in the area specified in Ordinance 323, dated June 2, 1913. This ordinance specifies that W.C. Co. will improve the section of College Street from the south line of Hancock Street to the south line of North Street. All of these stamps are dated 1913 and read “W.C. Co.-1913.”



Figure 38. PS 8, the most legible of this group of stamps attributed to the Warren Construction Company, located at the northwestern corner of the intersection of E Fourth Street and S Main Street.



Figure 39. PS 15, at the northwestern corner of the intersection of E Sheridan and N College Streets.

The other ordinances regulate the proposed improvements to Main Street, from Franklin to Sherman (Ordinance 310), Sheridan Street from School to Edwards, except the intersection with College (Ordinance 324), Meridian Street between First and Second (Ordinance 325), Howard Street from First Street to Dayton Avenue (Ordinance 327), First Street from Center to River (Ordinance 328), College Street from Second to Sixth (Ordinance 333), and First Street from Main to the railroad (Ordinance 334). No marks were observed in the sidewalks or curbs of these sections of roadway.

E. Wright

There is one stamp that can be attributed to Elsia or Elza Wright that was recorded within the project area. This stamp, reading “E. WRIGHT,” is located on the western side of N Blaine Street, between E Hancock and E Sheridan Streets (Figure 40). Wright was a contractor and architect who was responsible for several segments of sidewalk around Newberg, as well as the construction of the Union building at the corner of E First and S College Streets. The National Register of Historic Places (NRHP) nomination form for the Union Building states that Wright is presumed to be the contractor, as his name and the date “1907” were stamped into the sidewalk outside of the building (Wright 1999). This stamp has been removed since 1999, as no such stamp was observed during the current inventory.



Figure 40. PS 20, located on the western side of N Blaine Street, between E Hancock and E Sheridan Streets.

Polk's Directory of 1912-13 for McMinnville, Oregon, lists Wright's occupation as cement worker. Other sources name him as a contractor building sidewalks in McMinnville, as well as a harness maker. There are three sections of sidewalks in Newberg that are presumed to have been laid by Wright: the west side of S. College Street south of First Street, the west side of Blaine Street, from E. Sheridan Street south on Washington St., and the west side of Main St. north of Hancock to Franklin Street (Zickefoose 2020). PS 20 is located within the third section to be attributed to him, along the west side of N Blaine Street, to the south of E Sheridan Street.

All of the segments of sidewalk that are attributed to Wright display a characteristic pattern in the concrete that resembles smears of white paint. This pattern extends along all of the sidewalks that circle the Caldwell House at 302 E Sheridan Street. Wright's stamp on N Blaine Street leads to the assumption that he installed that portion of sidewalk, likely in 1907 or 1908, and that he likely installed the portions of sidewalk surrounding the house on E Sheridan and N Washington Streets as well. P 3, located on the western side of N Blaine Street and is dated to 1908. The 1907 mark at the Caldwell house may confirm the validity of the 1907 date at the Union Block on College Street (Zickefoose 2020). The next ordinance that applies to the section of Blaine Street is dated 1921; however, the Wright stamp and the paint smear markings remain.

ET

A total of six (6) stamps reading "ET" in block capital lettering were recorded across the project area (Figures 41 and 42). Only one had any other information, PS 2, which also had the date of 1952 in the same block lettering (Figure 42). Consultation with Chuck Zickefoose revealed that this stamp is attributed to Edward Trubee.



Figure 41. PS 2, located at the southeastern corner of the intersection of E Fifth and S School Streets.



Figure 42. PS 10, located on the north side of E Third Street, between S Washington and S Dayton Streets.



Unknown

There is one stamp (PS 20) that was recorded on the eastern side of N Main Street, outside of the Jem 100 Ice Cream Saloon business. The stamp is hard to decipher and reads "...FOR...IHO/RO...T/190..". The date appears to be 1908 or 1909 (Figure 43).

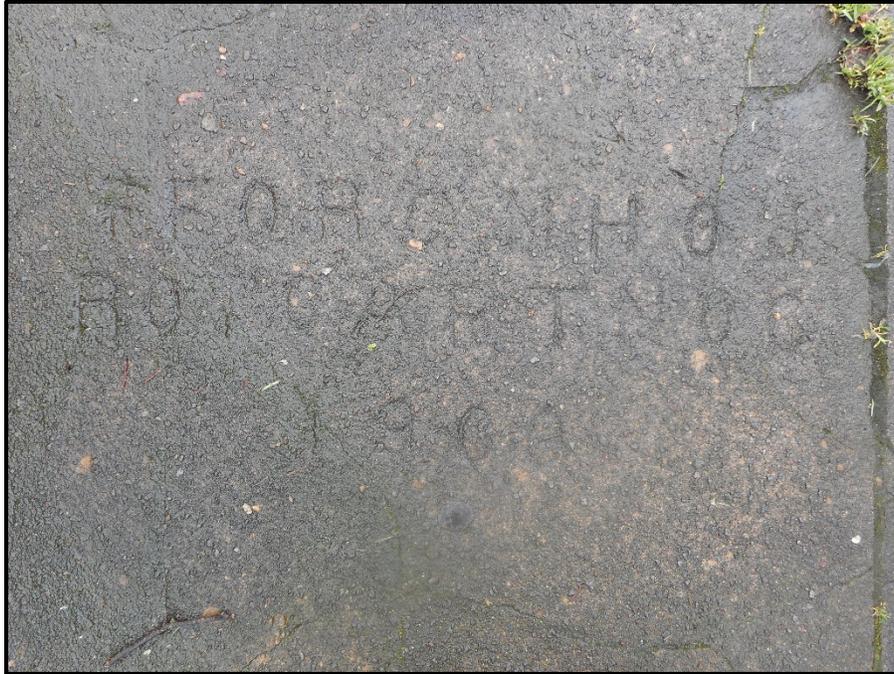


Figure 43. PS 20, located on the east side of N Main Street, north of E Hancock

Ordinances governing the construction of sidewalks along this portion of Main Street in the early 1900s are all dated to 1908 (Ordinances 211, 213, 214, and 217). None of these ordinances identify the contractor selected to perform the construction at that time.

Horseshoes

In addition to the paving stamps bearing names and/or initials, there were several stamps observed within the project area that bear symbols. These include horseshoes, circles, and circles with crosses inside (Figures 44-53). The locations of these stamps are given in Tables 4 and 5, and Figures 44 and 49, below.

While there are no paving companies that encompass every location of these horseshoe-shaped marks, the firm of Chase and Linton was contracted to pave seven of the locations, as specified in Ordinance 374, dated December 7, 1914. HS 3, 7, 8, and 10-13 all correspond to the segments of sidewalk that are outlined in that ordinance (Ordinance 374, 1914).

Advertisements for the Chase and Linton gravel company were found in the Newberg Graphic dating from 1908-1918. The advertisements indicate the company supplied gravel for "concrete



work, cement blocks, or wood work furnished on short notice,” with a telephone number given in the later years (Newberg Graphic 1909-1918).

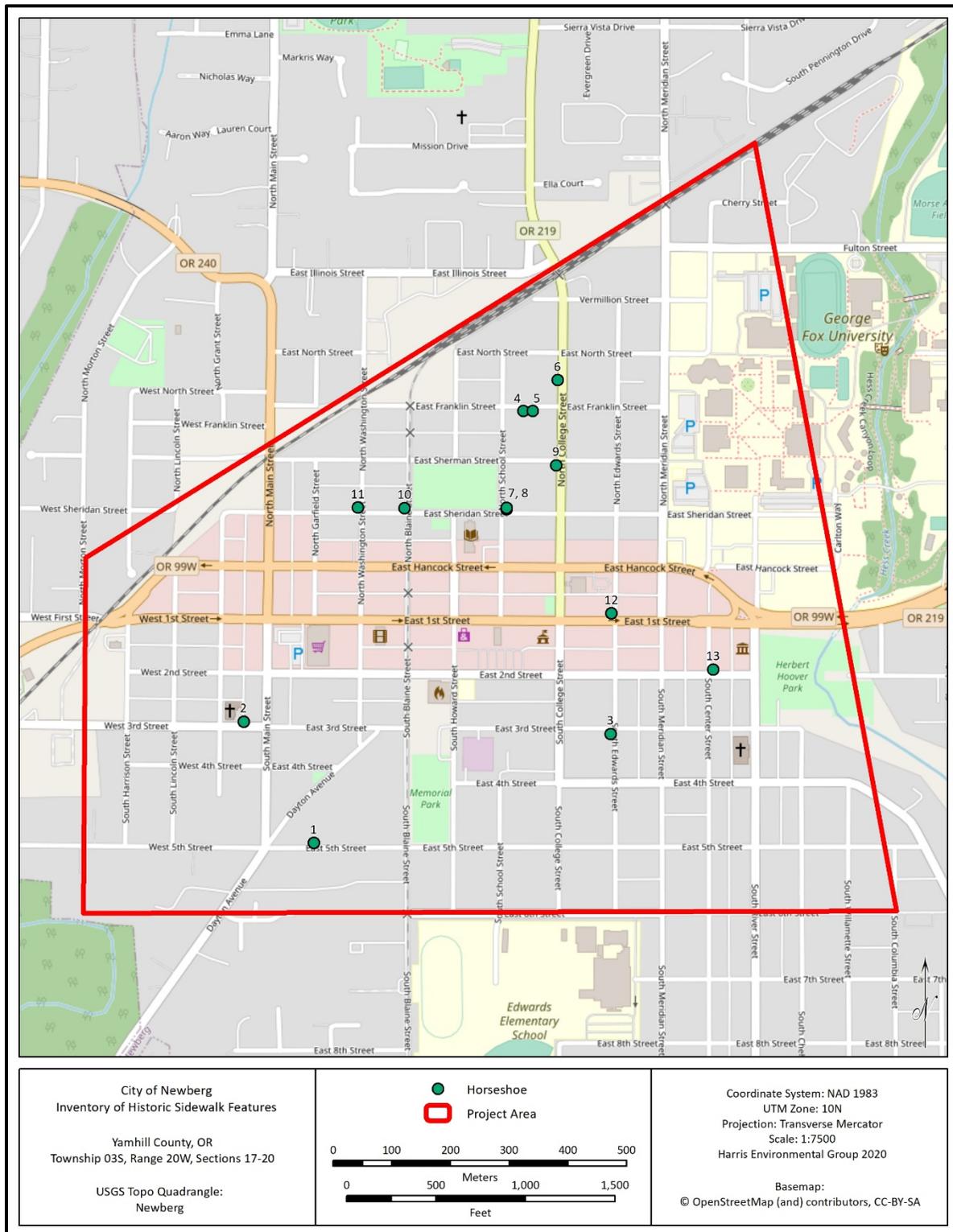


Figure 44. Map showing the distribution of horseshoe stamps (HS 1-13) across the project area.

**Table 5. Horseshoe stamps (HS 1-13) recorded within the project areas.**

Feat.	Location	Description
HS 1	N side of E 5 th , between S Blaine and S Dayton Ave.	Horseshoe with "17" inside
HS 2	N Side W 3 rd , between S Grant and S Main St.	Horseshoe with "17" inside
HS 3	SW corner E 3 rd and S Edwards St.	Horseshoe with illegible number inside
HS 4	S side of E Franklin, between N School and N College St.	Horseshoe with "21" inside
HS 5	S side of E Franklin, between N School and N College St.	Horseshoe with "15" inside
HS 6	W side of N College, between E Sherman and E Sheridan St.	Horseshoe with "17" inside
HS 7	E Sheridan and S School St.	Horseshoe with "17" inside
HS 8	E Sheridan and S School St.	Horseshoe with illegible number inside
HS 9	SW corner E Sheridan and N College St.	Horseshoe with "14" inside
HS 10	NW corner E Sheridan St and N Blaine St.	Horseshoe with illegible number inside
HS 11	NW corner E Sheridan St and N Washington St.	Horseshoe with "15" inside
HS 12	NW corner of E 1 st and S Edwards St.	Horseshoe with "17" inside
HS 13	NE corner E 2 nd and S Center St.	Horseshoe with "17" inside

The horseshoe stamps are either plain, with no numbering (Figure 45), or have a number, presumably the last two digits of the date of the stamp, inside the horseshoe. The numbered horseshow stamps include 14, 15, 17 and 21 (Figures 46-48), with four (4) that are illegible.



Figure 45. HS 3, located the southwestern corner of the intersection of E Second and S Edwards Streets.



Figure 46. HS 11, located at the northwestern corner of the intersection of E Sheridan and N Washington Streets.



Figure 47. HS 4, located on the southern side of N Franklin Street.



Figure 48. HS 6, located on the west side of S College Street, between E Franklin and E North Streets.



Rings

There are six (6) stamps that are either plan rings, or rings with a cross on the inside, resembling a gun sight. These were recorded at locations across the project area (Figure 49, Table 5).

Table 6. Ring and ring/cross stamps (R 1-6) recorded within the project area.

Feat.	Location	Description
R 1	E side S Howard, between E 4 th and E 5 th St.	Ring with cross, "1918" bubble lettering; horseshoe with illegible number adjacent
R 2	NW corner E Sheridan and N Edwards St.	Ring
R 3	SW corner E Sherman and N Edwards St.	Ring
R 4	NE corner E Sherman and N College St.	Ring with cross, "1919" in bubble lettering
R 5	SW corner E 2 nd and S Washington St.	Ring with cross inside
R 6	S side E Franklin, between N College and N Edwards St.	Ring

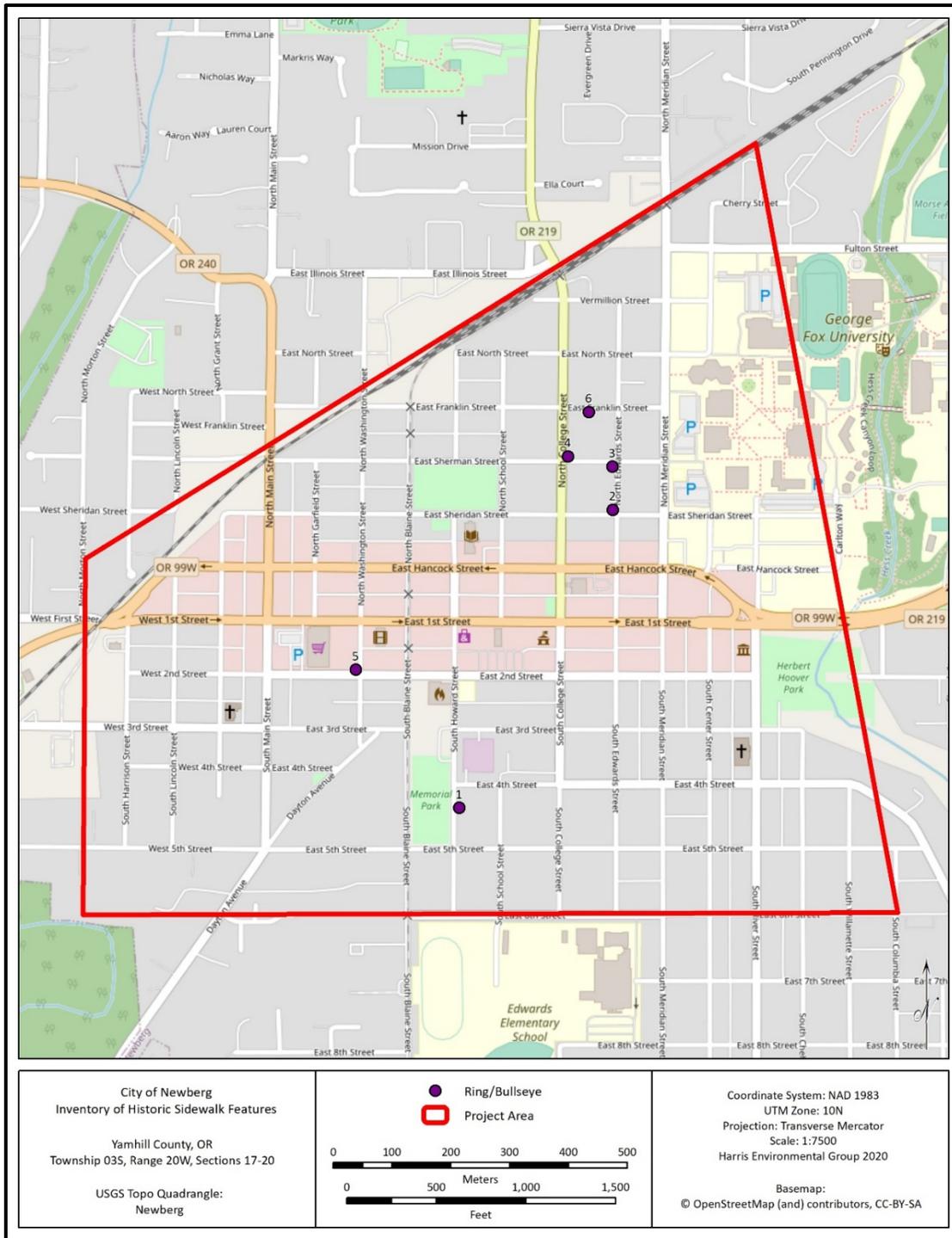


Figure 49. Map showing the distribution of rings and rings with crosses recorded across the project area.



R 2, 3 and 6 are all plain rings, located at the corner of sidewalk pavement sections (Figure 50). R 5 is a ring with a cross (Figure 51).



Figure 50. R 2, located at the northwestern corner of the intersection of E Sheridan and N Edwards St.



Figure 51. R 5, located at the southwestern corner of E Second and S Washington Streets.



In two instances, the circle with a cross symbol was accompanied by bubble lettering giving dates of 1918 (R 1) (Figure 52) and 1919 (R 4) (Figure 53). The locations of these two stamps correspond with those described in Ordinances 430 (dated October 5 1917 and covering College and Sherman Streets) and 437 (dated May 6 1918 and covering Howard Street below E Fourth Street), both of which indicate that the firm of Burns and Fortune was contracted to construct the concrete sidewalks in these areas.



Figure 52. R 1, located on the east side of S Howard Street, between E Fourth and E Fifth Streets.



Figure 53. R 4, located at the northeastern corner of the intersection of E Sherman and N College Streets.

Street Name Stamps

Street name stamps are located at intersections and identify the name of the cross-street being encountered. These stamps were subject to the rules laid out for stamp lettering in Ordinance 360, which specified that lettering for street name stamps must measure 2.5 inches in height. These stamps are most commonly located on curbs (Figures 55-60), but some are found stamped into the sidewalk panels themselves (Figure 61). The letters for all of the stamps recorded conformed to the specifications of Ordinance 360 and all measured between 2.5 inches in height.

A total of 47 street name stamps were recorded across the project area. All of them were located at intersections. The distribution of street name stamp features recorded within the project area is given in Table 6 and Figure 54, below.

While all of the street name stamps recorded were stamped in block letters consistent with Ordinance 360, there was significant variation in the format of the stamps. Numbered streets were represented both alphabetically and numerically (Figures 55 and 56). For named streets, there was often, but not always a period, hyphen or underscore between the name and the suffix (Figures 57-60). The suffix was always abbreviated (ST. rather than Street; Ave. rather than Avenue), however there was significant variation in whether a period was placed after the abbreviation or omitted (Figures 55-60).

**Table 7.** Street name stamps (SNS 1-47) recorded within the project area.

Feat.	Location	Description
SNS 1	SW corner E 6 th and S River St.	"RIVER ST."
SNS 2	NW corner E 6 th and S River St.	"RIVER ST."
SNS 3	NW corner E 4 th and S Main St.	"FOURTH-ST."
SNS 4	SW corner E 4 th and S Main St.	"MAIN ST"
SNS 5	SE corner E 4 th and S Main St.	"4TH ST"
SNS 6	NE corner E 4 th and S Main St.	"4TH ST."
SNS 7	SW corner E 3 rd and S Washington St.	"THIRD ST"
SNS 8	SE corner E 3 rd St. and S Dayton Ave.	"DAYTON AVE"
SNS 9	SE corner E 3 rd St. and S Dayton Ave.	"THIRD_ST."
SNS 10	SE corner E 3 rd and S Chehalem St.	"CHEHALEM ST"
SNS 11	SW corner E 3 rd and S Chehalem St.	"CHEHALEM ST."
SNS 12	N side E 3 rd and S Chehalem St.	"THIRD ST"
SNS 13	SE corner E 3 rd and S Chehalem St.	"THIRD ST"
SNS 14	SW corner E 3 rd and S Chehalem St.	"THIRD ST"
SNS 15	NE corner E 3 rd and S Meridian St.	"...IRD ST"
SNS 16	NE corner E 3 rd and S Meridian St.	"MERIDIAN ST"
SNS 17	NW corner E 3 rd and S Meridian St.	"MERIDIAN ST"
SNS 18	NW corner E 3 rd and S Meridian St.	"THIRD ST"
SNS 19	NW corner E 3 rd and S Edwards St.	"EDWARDS ST"
SNS 20	NE corner E 3 rd and S Washington St.	"WASHINGTON ST"
SNS 21	NW corner E 3 rd and S Washington St.	"WASHINGTON ST"
SNS 22	NW corner E 3 rd and S Washington St.	"THIRD ST"
SNS 23	SW corner E 3 rd and S Washington St.	"THIRD ST."
SNS 24	NW corner N Garfield and E Sheridan St.	"SHERIDAN_ST"
SNS 25	SW corner N Garfield and E Sheridan St.	"SHERIDAN_ST"
SNS 26	SW corner N Garfield and E Sheridan St.	"GARFIELD_ST"
SNS 27	SE corner N Garfield and E Sheridan St.	"GARFIELD_ST"

**Table 8.** Street name stamps (SNS 1-47) recorded within the project area. (continued)

Feat.	Location	Description
SNS 28	SE corner N Garfield and E Sheridan St.	"SHERIDAN_ST"
SNS 29	SE corner E Sheridan and N Washington St.	"WASHINGTON_ST"
SNS 30	SE corner E Sheridan and N Washington St.	"WASHINGTON_ST"
SNS 31	SE corner E Sheridan and N Washington St.	"SHERIDAN_ST"
SNS 32	SE corner E Sheridan and N Washington St.	"SHERIDAN. ST."
SNS 33	NW corner E Sheridan and N Blaine St.	"BLAINE_ST"
SNS 34	SW corner E Sheridan and N Blaine St.	"SHERIDAN_ST"
SNS 35	SW corner E Sheridan and N Blaine St.	"SHERIDAN ST"
SNS 36	SW corner E Sheridan and N Blaine St.	"BLAIN ST"
SNS 37	SW corner E Sheridan and N Blaine St.	"BLAINE_ST"
SNS 38	SE corner E Sheridan and N School St.	"SHERIDAN_ST"
SNS 39	SW corner E Sheridan and N School St.	"SCHOOL_ST"
SNS 40	NE corner E Sheridan and N School St.	"COLLEGE-ST"
SNS 41	NE corner E Sheridan and N School St.	"SHERIDAN-ST"
SNS 42	SE corner E Sheridan and N College St.	"SHERIDAN-ST"
SNS 43	SE corner E Sheridan and N College St.	"COLLEGE-ST"
SNS 44	SW corner E Sheridan St N Edwards St.	"SHERIDAN_ST"
SNS 45	SW corner E Sheridan and N Edwards St.	"EDWARDS ST"
SNS 46	SE corner E Sheridan and N Edwards St.	"SHERIDAN_ST"
SNS 47	SW corner E 5 th and S School St.	"FIFTH ST"

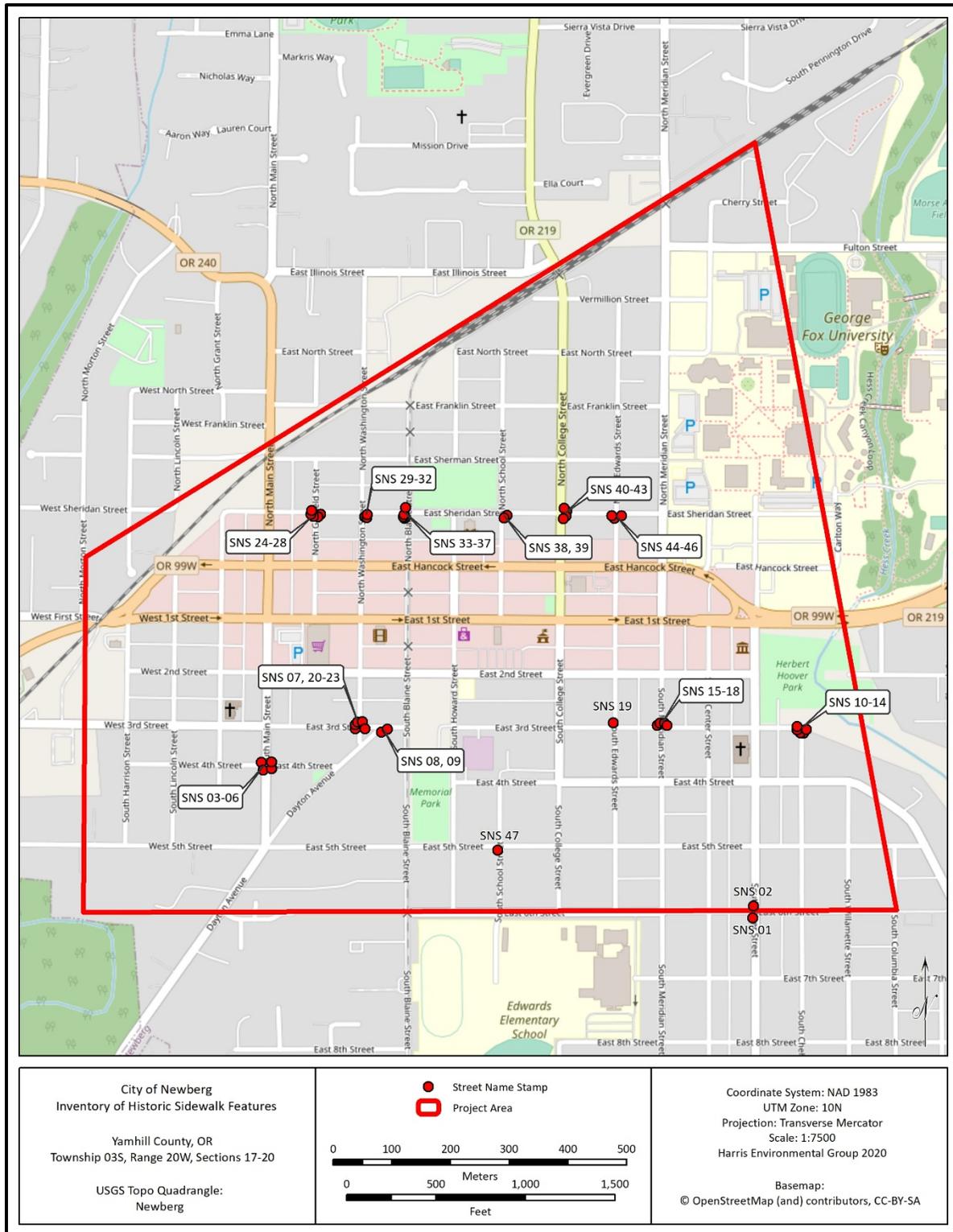


Figure 54. Map showing the distribution of street name stamps within the project area.



Figure 55. SNS 5, located at the southeastern of E Fourth and S Main Streets.



Figure 56. SNS 13, located at the southeastern corner of the intersection of E Third and S Chehalem Streets.



Figure 57. SNS 1, located at the southwestern corner of the intersection of E Sixth and S River Streets.



Figure 58. SNS 24, located at the northwestern corner of the intersection of N Garfield and E Sheridan Streets.



Figure 59. SNS 8, located at the southeastern corner of the intersection of S Dayton Avenue and E Third Street.



Figure 60. SNS 43, located at the southeastern corner of the intersection of E Sheridan and N College Streets.

In one instance (SNS 36), the street name was misspelled: “Blain St.” rather than “Blaine St.” as it was depicted in all other instances, including one immediately adjacent (SNS 33 and 37) (Figure 61).



Figure 61. SNS 33, located at the southwestern corner of the intersection of N Blaine and E Sheridan Streets.

Personal Stamps

This category encompasses stamps with names and dates that are not indicating pavers or paving companies, but other citizens. This includes advertising stamps for various businesses, as well as those located in the sidewalks and walkways outside of historic homes that indicate the name of the person who inhabited the home. These have names and sometime a date to indicate the installation of the stamp itself. There are no specific ordinances regarding these stamps, and it is assumed that they were commissioned by individuals.

A total of five sidewalk stamps were identified to represent personalized stamps that do not indicate a paver, but a business or residential identity. These are located outside of historic commercial or residential buildings within the project area. The distribution of the personal stamps recorded within the project area is given in Table 7 and Figure 62, below.

**Table 9.** Locations of personal stamps (P 1-7) recorded within the project area.

Feat.	Location	Description
P 1	302 E Sheridan, between N Blaine and N Washington St.	"F.H. Caldwell/1907"
P 2	312 E Sheridan St.	"LYNN B FERGUSON/1908"
P 3	W side N Blaine, between E Hancock and E Sheridan St.	"LYNN B FERGUSON/1908"
P 4	617 E 1 st St.	"C.A. BUMP"
P 5	804 E 1 st St.	"C.F. MOORE"
PS 6	SE corner E Sheridan and N College St.	"C. LOKDAM/1913"
PS 7	E Sheridan St., between N College and N Edwards St.	"C. LOKDAM/1913"

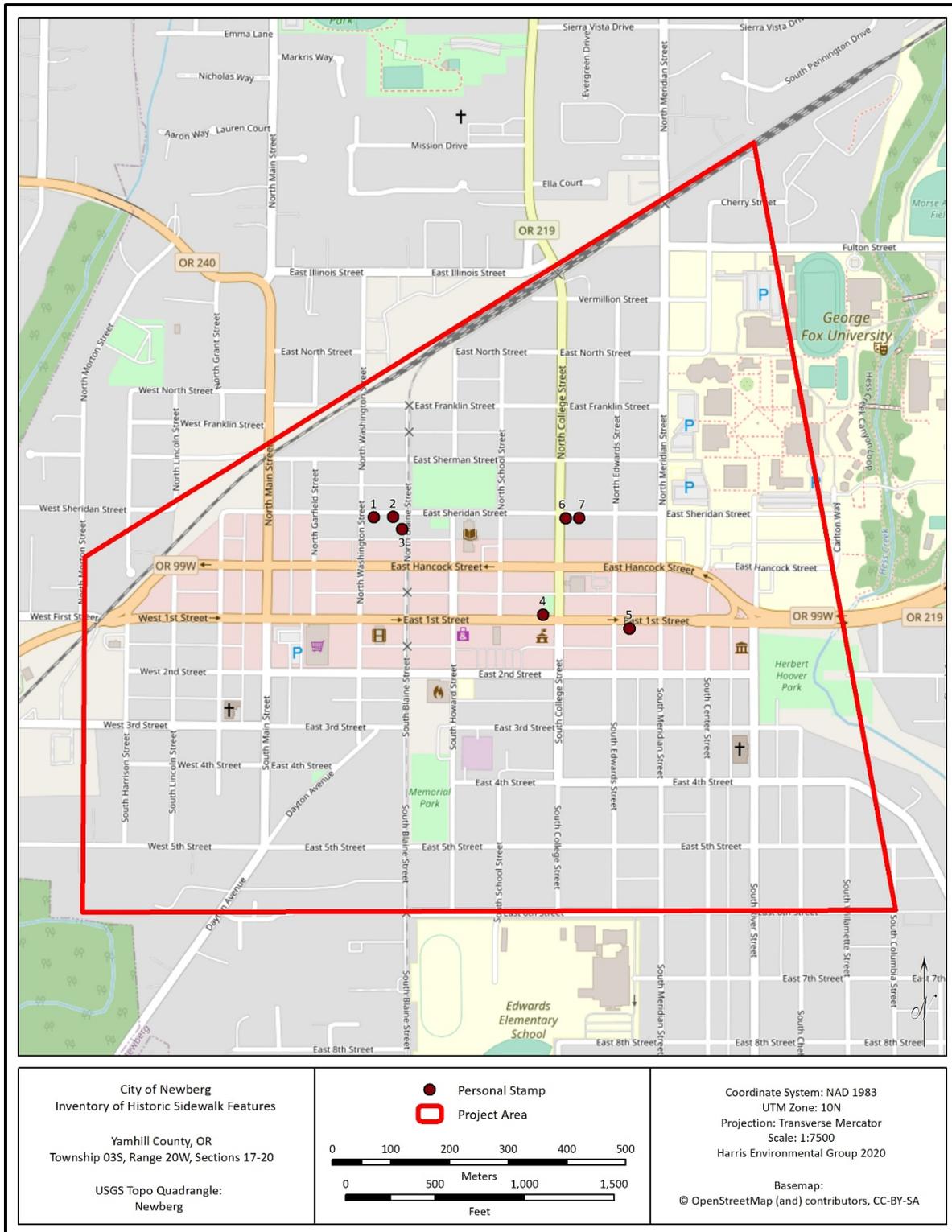


Figure 62. Map showing the distribution of personal stamps recorded within the project area.



Ferguson and Caldwell

P 2, P 3 and P 4 are all associated with Dr. Frank H. Caldwell and Mr. Lynn B. Ferguson. These stamps are located outside of the residences at 302 and 312 E Sheridan Street. PS 2 and PS 3 both read “Lynn B. Ferguson 1908” (Figures 63 and 64).



Figure 63. P 2, located at the northern side of the property and residence at 312 E Sheridan Street.



Figure 64. P 3, located on the eastern side of the property and residence at 312 E Sheridan Street.



Figure 65. Residence at 312 E Sheridan Street (with P 2 visible just above the sidewalk).



The house at 312 E Sheridan Street was built by Lyman B. Ferguson ca. 1905. Twenty-two-year-old Ferguson is listed in the 1900 Yamhill County census as a “drug clerk” and is shown to be living at that time with his brother-in-law Frank H. Caldwell (see below) and Caldwell’s wife, Maggie, who was Ferguson’s sister (Yamhill County 1900). Ferguson started working as a pharmacist in 1897, joining the Caldwell and Co. drug firm in 1901. He later worked out of his drugstore, Ferguson Rexall Drugs, located at 302 E First Street. He is listed as operating a Drug Company on First Street in 1936 (Miller 1936-1938).

P 1 is located immediately adjacent to the sidewalk, just within the property at 302 E Sheridan Street and reads “F.H. Caldwell/1907” (Figure 66).



Figure 66. P 1, located in front of the residence at 302 E Sheridan Street, reading “F.H. Caldwell/1907”.

Dr. Frank H. Caldwell was born in Jackson County, Oregon in 1871. At the age of 18, he started in the pharmaceutical business, passing the Oregon State Board of Pharmacy in 1893. He bought a drugstore in North Yamhill in 1897 and worked there for four years before moving to Newberg and opening the F. H. Caldwell and Co. Drugstore with his brother-in-law Lynn B. Ferguson (Miller 1936-1938).

Caldwell had the house at 302 E Sheridan Street built in 1907, next door to Ferguson’s residence at 312 E Sheridan Street. The two houses shared a common carriage house, which has since been converted to a residence (Chehalem Valley Chamber of Commerce n.d.).



Figure 67. Residence at 302 E Sheridan Street, with P 1 beneath the fence (and HR 7 in the sidewalk).

C.A. Bump

There are two stamps located within the sidewalks in front of historical businesses on E First Street, within the downtown business district.

P 4 is located along the north side of E First Street and indicates C.A. Bump (Figure 68). Dr. Chester Bump was a physician in Newberg. He appears in an ad in a 1935 publication for “C.A. Bump, M.D./Physician and Surgeon/Office over U.S. National Bank” (George Fox Archives 1935). Dr. Bump is listed as a physician operating on E First Street in 1936 (Miller 1936-1938). Later ads describe the office at 617 E First Street, the location where the stamp was observed (Newberg Graphic 1952).

The 1929 Sanborn map shows the building at 617 as “Movies.” The Baker Theater operated in this location until it was purchased by Ted Francis in 1927. The name was changed in 1936 to the Francis Theater, before being taken over in 1941 by Dr. Bump to use as his office. Dr. Bump moved into the residence at 709 E Sheridan Street in 1936 and lived there for many years (Chehalem Chamber of Commerce n.d.). He was well-known as a colorful local figure who, according to local legend, operated on his patients with a cigar in his mouth (Chuck Zickafoose



personal communication). The stamp is located in front of the building at 617 E First Street within a cut portion of pavement that appears to have been previously preserved (Figure 68). It therefore can be dated to post-1941, the date that Bump took over the space at this location.



Figure 68. P 4, an advertising Stamp for C.A. Bump, physician and surgeon, located on the northern side of E First Street.

C.F. Moore

P 5 is a stamp located on the southern side of E First Street, within the sidewalk directly outside of 804 E First Street. This building at the southeastern corner of the intersection of E First and S Edwards Streets is the current Hopp Insurance business. The stamp is the only feature recorded as part of this project that is written in cursive script. It depicts the name “C.F. Moore” (Figure 69).

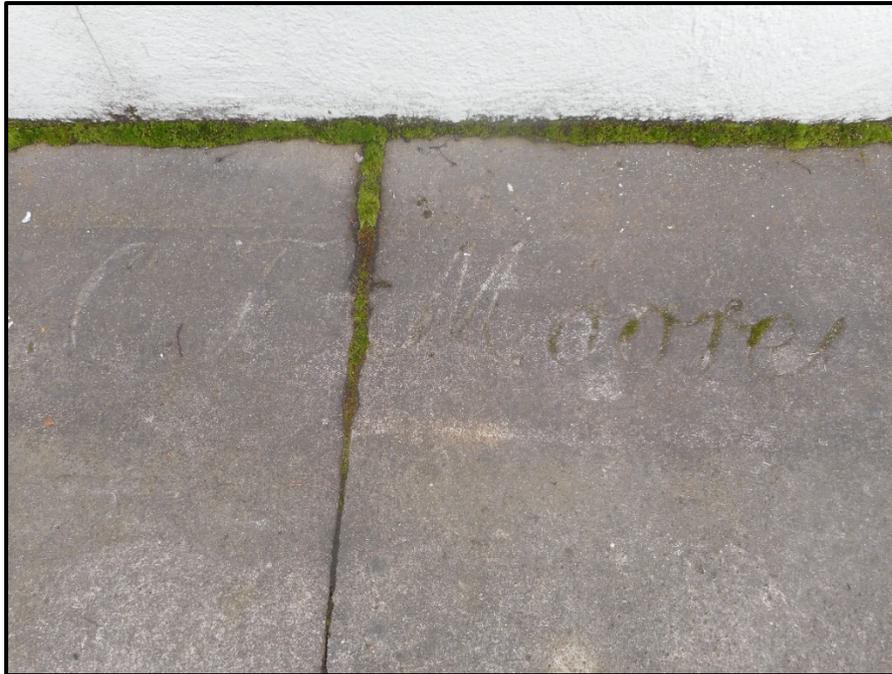


Figure 69. P 5, located outside the business at 804 E First Street, on the southern side of that street.

Charles, or Chas. F. Moore was listed in the 1900 Yamhill County census as a druggist in the town of Newberg. He was born in 1856 in Iowa, and in 1900 had been married to Mary Moore for 13 years with two children, Pearl and Baril (Yamhill County 1900). The drugstore was established in 1892 and is considered Newberg's first pharmacy (McIntyre 1948). Ads in the Newberg Graphic for the Moore Pharmacy and testimonials for various products sold by C.F. Moore and Co. date as far back as 1895 and show Moore selling a diverse array of goods, including books, stationery, school supplies, cameras, stamp albums, wallpaper as well as various cosmetic and pharmaceutical products (Newberg Graphic 1895, 1897). Ads from 1889 and 1890 indicate that the business operated out of the "post Office Drug Store at the Cor. 2nd & Center Streets" (Newberg Graphic 1889, 1890). By 1900, the business had moved to the building at 804 E First Street.

The 1902 Sanborn Maps label the building at 804 E First Street as "Drugs and Oils," while in 1905, it is labeled simply as "Drugs." The building is vacant by 1912 and is labeled as "Meat" on the 1929 map (Sanborn 1902, 1905, 1912, 1929). The stamp therefore dates to the time between ca. 1900 and 1912 when Moore occupied the building.

C. Lokdam

Two stamps (P 6 and 7) are located on the north and west sides of the residence at 700 E Sheridan Street. Both of these stamps read "C. LOKDAM/1913" (Figure 70).



Figure 70. P 6, located at the southeastern corner of the intersection of E Sheridan and N College Street.



Figure 71. P 7, located on E Sheridan Street, in front of the residence at number 700.



The house at 700 E Sheridan Street was built in 1911. Little information could be located regarding either the house or C. Lokdam. A search of newspapers revealed a Charles Lokdam, who is listed as the President of the Danish-American society in North Bend, Oregon in July 1913. In that same newspaper, he is included on the passenger list of the Drain-Gardiner stage coach set to depart on February 12, 1913 (Coos Bay Times 1913). A C. Lokdam (of North Bend) is mentioned as an expert in myrtle work who made a mount for a prize set of spike buck horns (Coos Bay Times 1914). No other mentions could be located. It is assumed, given the location of the stamps, that Mr. Lokdam occupied the residence at 700 E Sheridan and commissioned the sidewalk stamps in 1913.

The Warren Construction Company was contracted to improve the stretch of sidewalk on E Sheridan Street from School to Edwards, including the stretch that includes P 7 (Ordinance 324 1913).

Other Stamps

Included in this category are stamps that cannot be put into any of the above functional categories. In one instance, the stamp denotes a charitable group, the local Rotary Club. These stamps were originally recorded as Paving Stamps, and retain their numbering (Table 8).

Table 10. Miscellaneous Stamps (PS 3-5; 26) recorded within the project area.

Feat.	Location	Description
PS 3	W side of S College, between E 4 th and E 5 th St.	“S” in curb and street
PS 4	W side of S College, between E 4 th and E 5 th St.	“S” in curb and street
PS 5	W side of S College, between E 4 th and E 5 th St.	“S” in curb and street
PS 26	SW corner E 1 st and S College St.	Rotary gear symbol

PS 28 is the imprint of the rotary club gear symbol, adjacent to a wooden bench at the southwestern corner of the intersection of E First and S College Streets (Figure 72). This stamp is modern in origin can be dated to the Rotary Club’s revitalization project along the south side of E First Street that kicked off in 2010.



Figure 72. PS 26, located on the southwestern corner of the intersection of E First and S College Streets.

In three other instances, the function of the stamp cannot be inferred, and they are therefore placed within the miscellaneous category. PS 3, 4 and 5 are identical stamps located in front of three residences along the west side of S College Street, between E Fourth and E Fifth Streets, that were comprised of a single “S”, stamped once in the curb and once in the street directly below (Figure 73). It is hypothesized that these stamps may serve to indicate the location of a sewer or storm water line leading to the residences from the central line within S College Street.



Figure 73. PS 4, one of three identical stamps on the western side of S College Street, between E Fourth and E Fifth Streets.

Railroad

The development of the City of Newberg is closely tied to the history of the railroad in the area. The first railroad was completed by 1885 through Newberg by the Portland and Willamette Valley railroad company. The line extended from Portland to Dundee, a small town to the west of Newberg. The line was taken over by the Southern Pacific Railroad in 1892 and is currently operated by the Willamette & Pacific Railroad (Austin and Dill 1987). Portland & Western railroad is a sister company to the Willamette & Pacific and uses sections of the same line.

The Union Pacific Railroad tracks are labeled “Portland and Willamette R.R.” on the 1891 Sanborn map. The Blaine Street tracks show up for the first time on the 1902 Sanborn map, running in their current configuration, labeled “R.R. Track to Brick and T.C. Plant” (Sanborn 1902). The 1905 map labels the main line railroad “S.P. Co. Main Line (Yamhill Div’n),” and the Blaine Street rails “R.R. Spur to Brick Works & Saw Mill” (Sanborn 1905). The 1912 map labels the main railroad line “S.P.R.R. Cyamhill Line.” The Blaine Street spur remains labeled as it was in 1905 (Sanborn 1912). In 1929, both the main railroad and the Blaine Street spur are labeled “S.P.Co. R.R. Spur” (Sanborn 1929).

The only evidence of railroad track segments observed within the project area was the two-track short line spur that runs south along Blaine Street from the main Union Pacific rail line that comprises the northern boundary to where it intersects E Sixth Street (Figures 74, 76-77).

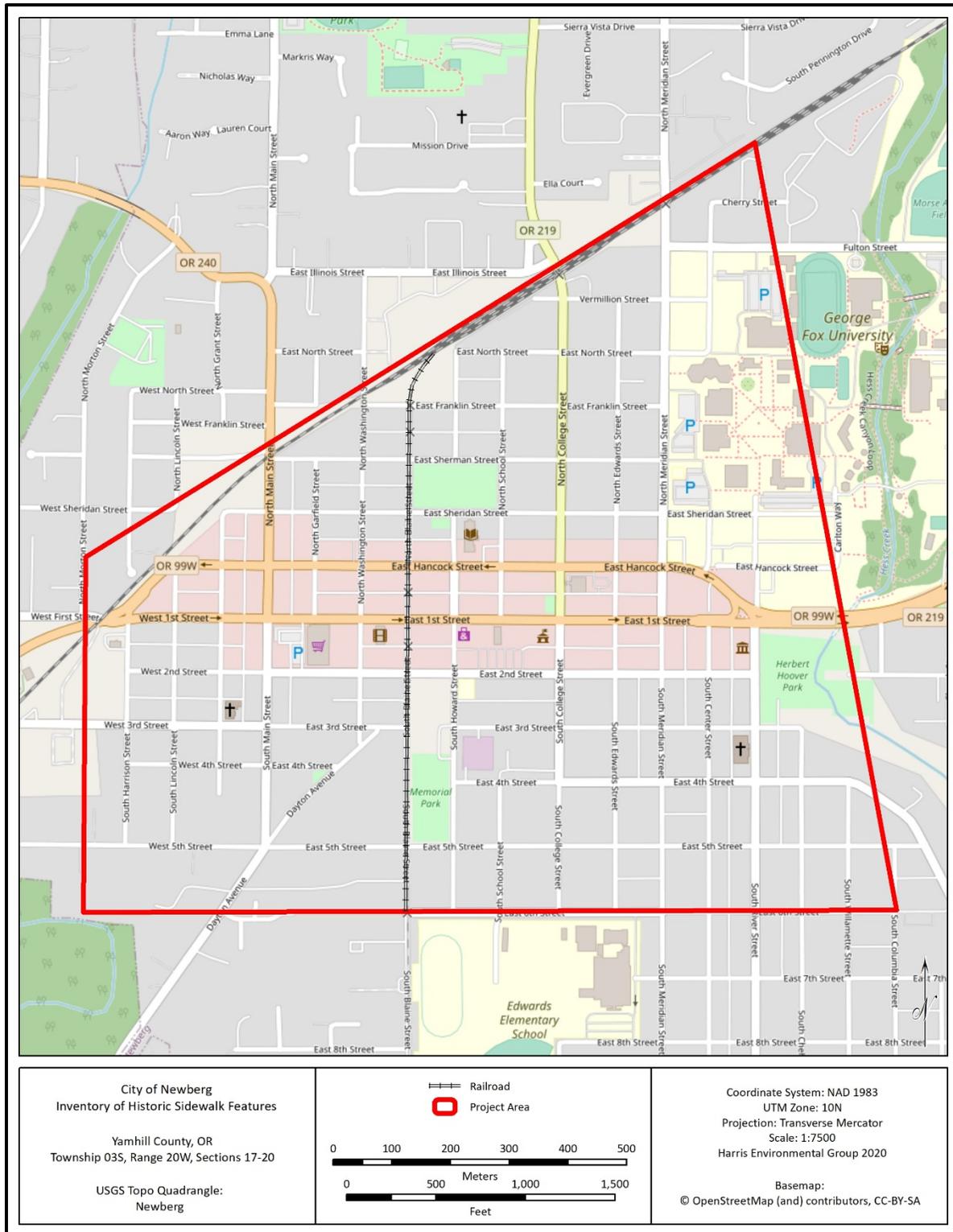


Figure 74. Map showing the railroad running north-south along N/S Blaine Street throughout the project area.



The Blaine Street Railroad Spur branches south of that main line at the northern boundary of the project area and runs south along Blaine Street (Figure 74). It was constructed in the early 1900s by town founder Jesse Edwards, who owned the Pacific Face Brick Company located at the southern end of Blaine near present-day Ewing Young Park, in order to transport the bricks to market. It was bought by the Spaulding Lumber Company in 1912 for similar reasons (Figure 75) (Newberg Downtown Coalition 2020).



Figure 75. Spaulding Lumber Mill ca. 1909, with railroad visible on right (Fuller and Van Heukelem 2010).

The first ordinance that pertains to the spur is dated 1897. It regulates the speed of railcars and locomotives on this railroad spur “from the Terra Cotta and Pressed Brick Factory extending north on Blaine Street to intersect with the railroad at the present existing in the City of Newberg” (Ordinance 124 1897). It was one of the last short line railroads left in the Western United States. The rail line was made possible by three grants to the Chas. K. Spaulding Lumber Company. The first grant dated January 16, 1904 (Fr. 2836), came by court order from Yamhill County with the remark “Right to operate Spur Track across Blaine St. Newberg. Omitted from 1916 Map.” The subsequent two grants, dated December 26, 1908 (Fr. 2785) and November 22, 1926 (Fr. 2786) are both from a franchise agreement with the City of Newberg with the same remarks (Oregon Railroad 2020). City Ordinance 221, dated December 26, 1908, grants Spaulding the right to maintain and operate the spur for ten years, stating that it was to conform to the grade of the streets, so as not to hinder travel (City Ordinance 221 1908).

Ordinance 273, dated January 13, 1912, granted the Oregon Electrical Railway Company the right to lay, construct and maintain street car or other railway tracks and operate street cars and



transport goods and passengers over those tracks. The granted lines were to be run along the length of First and Second Streets, and along Dayton Avenue (Ordinance 273 1912). In 1914, Southern Pacific added the Red Electrics of the Southern Pacific Railroad. The tracks ran up First Street, turning north on Meridian, providing passenger service to Corvallis by way of McMinnville and to Portland by way of Sherwood, Tualatin, and Oswego, until its termination in 1930 (Morrison and Pinger 1985). Although the history of the Red Electric is well documented, no sign of these tracks was observed during the survey.



Figure 76. Railroad tracks along S Blaine Street, looking north from the southern boundary of the project area.



Figure 77. Northern terminus of the railroad track, looking north from the intersection of E Franklin and N Blaine Streets toward their intersection with the still operational tracks (in background).

The lumber company and its rail line were still functioning, although in a limited capacity, as late as 2012 (Austin 2014). Although the tracks are no longer operational, as evidenced by the vegetation that is growing between the tracks and the street, there are still railroad crossing signs located in each direction at every intersection with Blaine Street throughout the project area, including large-scale barriers that can operate to stop traffic on E Hancock and E First Streets (Figures 78 and 79).



Figure 78. Railroad crossing signage observed at the intersection of E Second and S Blaine Streets.



Figure 79. Railroad crossing signage at the intersection of E Third and S Blaine Streets, looking east.



Other Features/Miscellaneous

The Miscellaneous category was created for any features that do not fit into one of the above categories, including one sidewalk vault light and four City of Newberg brass benchmarks that were observed at locations across the project area.

Vault Light

During the survey, Harris Environmental recorded one vault light feature (Feature 1) in the sidewalk on the west side of S College Street below E First Street. The vault light consists of two adjacent rectangular areas comprising a total of 150 small amethyst glass squares arranged in a grid pattern outside the building at the southwest corner of the intersection of E First and S College Streets (Figures 82 and 83).

Vault lights like these were developed in the 19th century and used as skylights to project sunlight into below-ground spaces, such as basements and storage areas. The top of the glass is flat, flush with the sidewalk to facilitate pedestrian traffic. Below the sidewalk, the glass can take a variety of shapes to diffuse and bend the light so it reaches the inner areas of underground spaces (Figure 80). The prisms were made from glass with manganese dioxide added to the silica. Over time with exposure to sunlight, the manganese gives the glass a purple or “amethyst” color, as seen in the features on S College Street. The addition of manganese to glass can be dated to the late 19th and early 20th century (Lindsay 2020), after which time these vault lights declined in popularity with the advent of cheaper electric lighting.

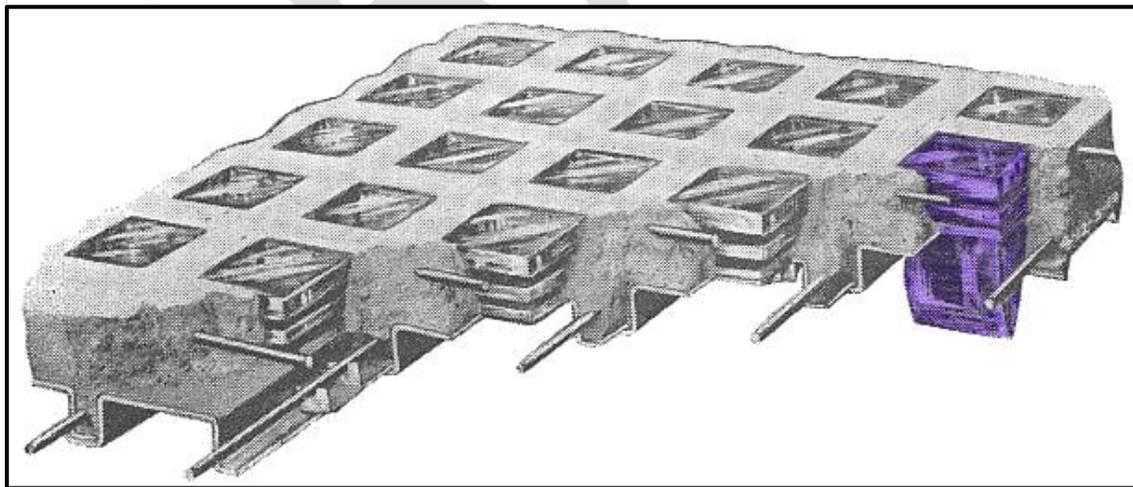


Figure 80. Example of prism shape and composition in a sidewalk vault light feature, such as Feature 1.

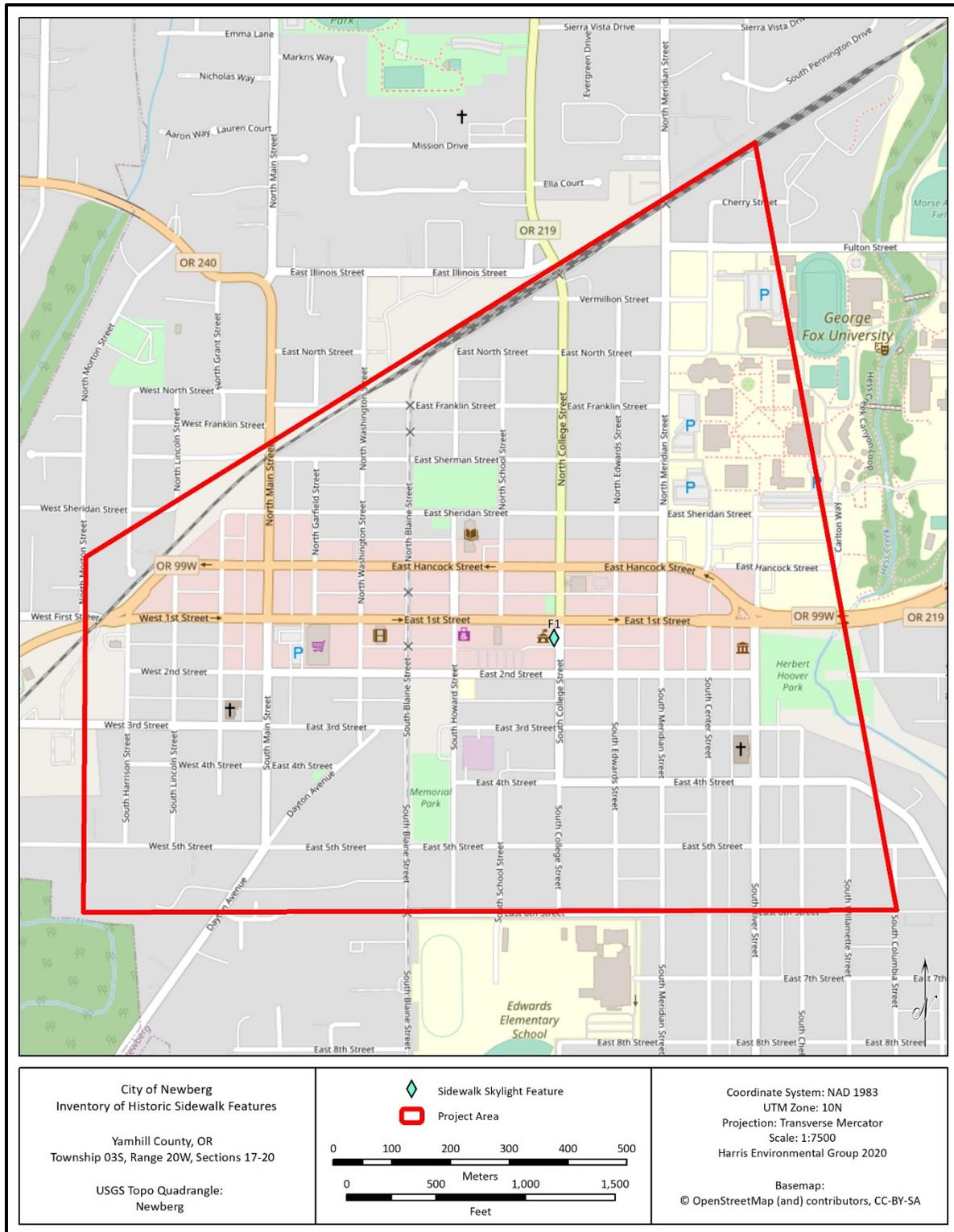


Figure 81. Map showing the location of Feature 1 within the project area.



Figure 82. Feature 1, sidewalk vault light along the west side of S College Street.



Figure 83. Close up of the amethyst glass prisms that comprise Feature 1, the sidewalk vault light along the west side of S College Street.



The intersection of E First and S College Streets is home to the Union Building, built in 1907. Prior to its construction, the buildings on this block held various businesses over time. The 1891 Sanborn Fire Insurance map shows this building sparsely occupied with dwellings in the southwestern and southeastern corners (corner of E Second Street and S Center and S College Streets). There is a General Merchandise store in the northwestern corner, at the intersection of S Center and E First Streets, and in the northeastern corner, at the intersection of S College and E First Street, the map depicts a “Fruit Drier W.H.” or warehouse, with both a well and furnace in that location (Sanborn 1891). The fruit drier persists into 1892, while the northwestern corner is shown as occupied by Feed and Grain W.H. or warehouse (Sanborn 1892).

Development on this block increased significantly by 1902, when the line of businesses along E First Street included (from west to east): a telephone shop, cobbler, bakery, tin shop and flour and feed store; and at the northeast corner at S College and E First Streets, a General Store (Sanborn 1902). The 1905 map shows that the shops along E First Street evolved to include a printing shop, tailor, photo shop, jewelry store and post office, while the space at the intersection of E First and S College is empty and a dwelling is shown on the southeastern corner of the block (Sanborn 1905).

After the construction of the Union Building, the 1912 map shows significant development on this block, as well as the town as a whole. From east to west, the businesses listed on this block include: offices, a notions store, printing, dyers, a tailor, jeweler, barber and drug store. Most significantly, the western half of the building and the second floor have been taken over by the Imperial Hotel, which includes an office, kitchen and dining room, as well as guest rooms upstairs. There is a bank in the easternmost portion, and a general merchandise store within the central portion with a warehouse at the rear (Figure 85). A 1910 photograph of the Union Building shows the cement sidewalk outside it along the northern and eastern sides. The use of the building as a fruit dryer, general store, hotel and warehouse are all consistent with the need for underground lighting and the use of sidewalk vault lights on the street outside.



Figure 84. Union Building at the northeastern corner of E First Street (foreground) and S College Street (left), ca. 1910.

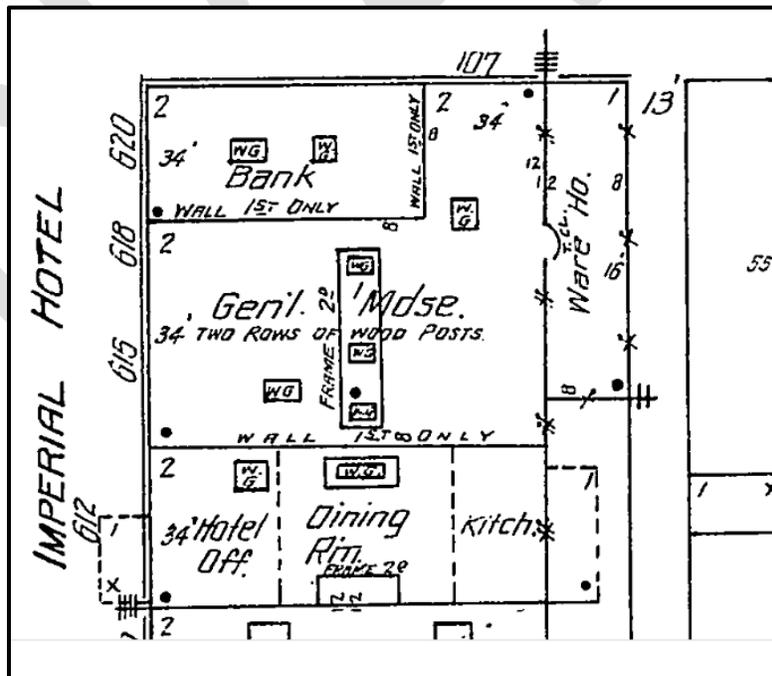


Figure 85. Detail of the 1912 Sanborn Fire Insurance map showing the businesses at the southeastern intersection of E First and S College Streets.



Benchmarks

Benchmarks are survey markers that provide a point of particular elevation used as a reference for determining elevations of other points in a survey. They are used by surveyors, engineers, planners, and contractors for establishing elevations for planning, designing, and/or construction of various projects (Portland Maps 2020). The City of Newberg Benchmark Network historically consisted of brass caps set in curbs with elevations established through traditional methods in the NGVD 29 datum, which was converted to the Continuously Operating GPS Reference Station (CORS), which provides elevations in the NAVD 88 datum as based on GEOID03. According to the City's website, most of the original brass caps, along with over 600 monuments across the City, have been measured using GPS. The accuracy of the GPS elevations is plus or minus 2 cm and the monuments are located horizontally with State Plane Coordinates to within plus or minus 1 cm (City of Newberg 2020).

A total of four (4) brass benchmarks were observed across the project area (Figure 86, Table 9). These are all brass disks measuring approximately 2.5 inches in diameter and engraved with "City of Newberg/Benchmark/Do Not Disturb" (Figures 87-90), with Benchmarks 3 and 4 bearing "No. 32" and "No. 117", respectively (Figures 89 and 90). These numbers are presumed to represent elevations (32 and 117 feet above mean sea level, or above an established datum for the City).

Table 11. Benchmarks (1-4) recorded within the project area.

Feat.	Location	Description
Benchmark 1	N side E 3rd, between S Washington St. and S Dayton Ave.	"CITY OF NEWBERG/BENCHMARK/DO NOT DISTURB"
Benchmark 2	SE corner E 3rd and S College St.	"CITY OF NEWBERG/BENCHMARK/DO NOT DISTURB"
Benchmark 3	SE corner E 1st and S Edwards St.	"CITY OF NEWBERG/BENCHMARK/No 32/DO NO DISTURB"
Benchmark 4	SW corner E Franklin and N Meridian St	"CITY OF NEWBERG/BENCHMARK/NO. 117/DO NO DISTURB"

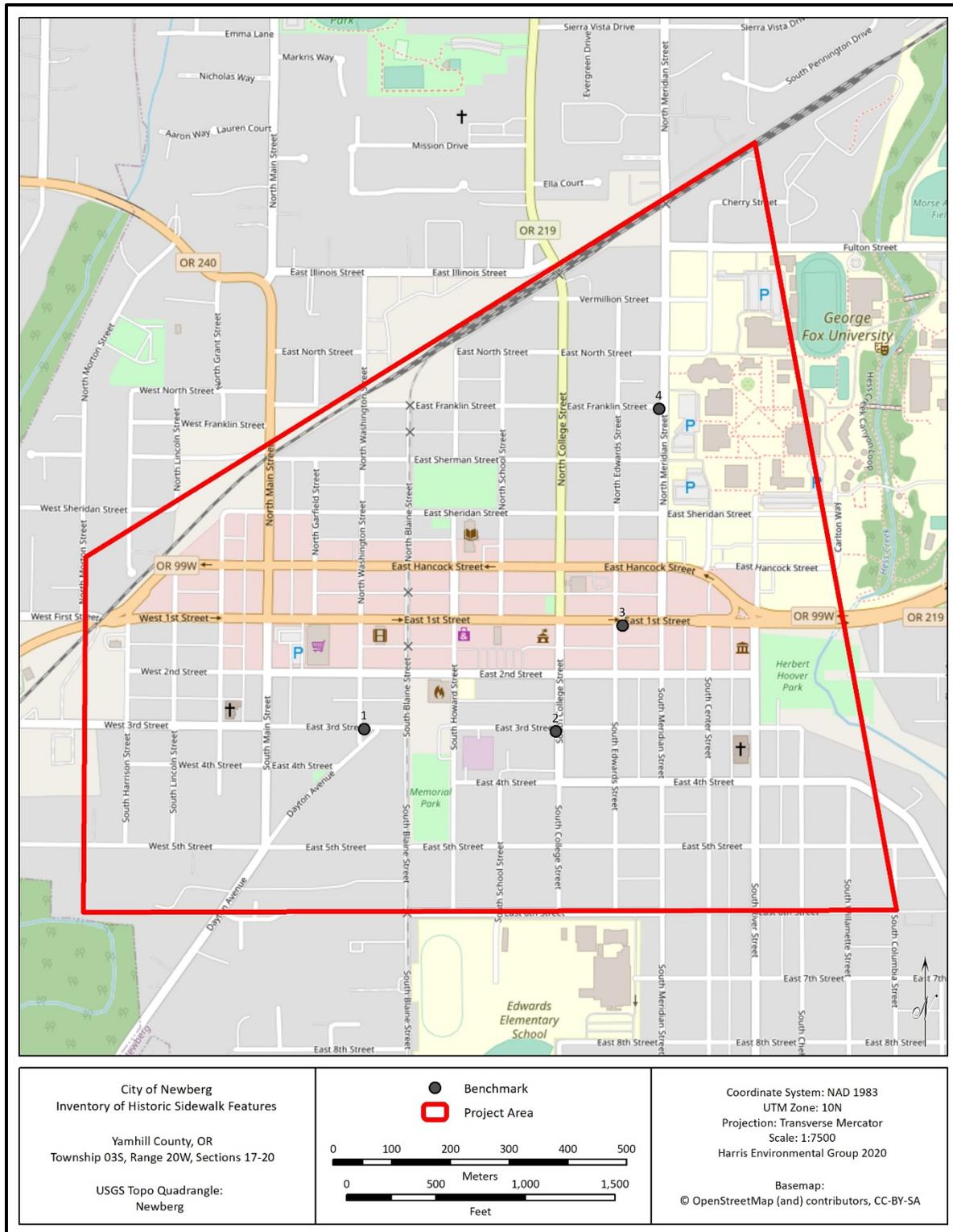


Figure 86. Map showing the distribution of City of Newberg benchmarks recorded across the project area.



Figure 87. Benchmark 1, located on the southern side of E Third Street, at the island formed between its intersection with S Dayton Avenue and S Washington Street.



Figure 88. Benchmark 2, located at the southeastern corner of the intersection of E Third and S Edwards Streets.



Figure 89. Benchmark 3, located at the southeastern corner of the intersection of E First and S Edwards Streets



Figure 90. Benchmark 4, located at the southwestern corner of the intersection of E Franklin and N Meridian Streets.



Discussion

Sidewalks are important cultural features of urban and suburban historic landscapes, part of the development of the built environment that can offer valuable information about a city's history. In the late nineteenth and early twentieth centuries, sidewalks were public spaces utilized for social, political, and commercial activity. Cities generally chose to focus on pedestrian circulation as the main use of sidewalks in urban planning and legislative efforts. This was, in part, an effort to maintain both convenience and safety for foot and vehicular traffic. Municipalities built sidewalks for pedestrian use, but these public spaces were then claimed for a variety of activities.

While historic buildings have enjoyed the attention of preservation professionals for decades, the landscapes that are part of their physical setting have largely gone unprotected and undesignated, and are vulnerable to the whims of less sensitive decision makers. Sidewalks can be seen as unassuming, standardized pieces of gray concrete that are placed between roadways and buildings, but their common appearance belies their significance and history as unique but integral parts of the street and urban life (Loukaitou-Sideris and Ehrenfeucht 2009). A city's sidewalks are laden with information about its history and development.

Sidewalks are important elements of a city's history, but they aren't necessarily afforded the same types of protection as buildings and roadways. As intersections and sidewalks are upgraded and the features that are typically grouped at these intersections are removed, sidewalks and the features embedded in them are at risk of destruction. There are countless sidewalk features that have already been lost due to development around the City of Newberg, and others that are under threat from current and upcoming projects.

This survey is intended to create a record of the features that remain, despite development and upgrades, and to preserve the more historically laden/significant specimens. The 118 features recorded during this inventory are distributed within both the downtown business district and residential sections of town. They are most commonly clustered at intersections, but were also recorded in front of homes and businesses and along stretches of streets and sidewalks. The features most commonly date from the period between ca. 1907 and 1941, reflecting the rapid development of the City during that time, as the railroad came into town and various industries took off, bringing more and more people to the area. These features are tangible indicators of the lives of prominent citizens, such as F. H. Caldwell and Lynn B. Ferguson, markers of townfolk and businesses, such as C.F. Moore and C. A. Bump, as well as the marks of various pavers and contractors preserved in the City Ordinances and on the ground beneath Newberg's feet. Many serve as reminders of early developments in citywide transportation and communication infrastructure, as seen in the horse rings and mail posts placed at various locations around town, and the railroad tracks that connect to the history of industry and passenger transport.

This inventory illuminates some of the history in these unassuming features. When combined with previous historic property inventories with Newberg, it will aid in fleshing out and preserving of the character of the people who molded the city's historic built environment from the early 20th century.



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