

**United States Department of the Interior
National Park Service**

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting property groups relating to one or several historic contexts. See instructions in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X _____ New Submission _____ Amended Submission

A. Name of Multiple Property Listing

Historic Resources of Downtown Enterprise, 1888-1956

B. Associated Historic Contexts

- I. Development of Downtown Enterprise: 1888 - 1907
- II. Railroad, Automobiles, and Timber Boom: 1908-1928
- III. Decline, Depression, and WWII: 1929-1945
- IV. Post-World War II Resurgence: 1946-1956

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

(_____ See continuation sheet for additional comments.)

Signature and title of certifying official

Date

State or Federal Agency or Tribal government

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action

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Provide the following information on continuation sheets. Cite the letter and title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 16B). Fill in page numbers for each section in the space below.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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E. STATEMENT OF HISTORIC CONTEXT

SETTING

Located in the northeast corner of Oregon, Wallowa County has a population of 7,085 and encompasses 3,153 miles.ⁱ Wallowa County is bounded on the north by the State of Washington, on the east by the Snake River, which is the boundary with the State of Idaho, on the south by Baker County, and on the west by Union County. Hells Canyon, the Wallowa Mountains, and the Eagle Cap Wilderness are prominent geographic features of Wallowa County as are the Grande Ronde, Wallowa, Lostine and Snake rivers and Wallowa Lake. The Wallowa-Whitman National Forest encompasses large tracts of land in Wallowa County.

There are four incorporated cities in Wallowa County: Enterprise, Joseph, Lostine, and Wallowa. Outside of the incorporated cities are the small communities of Flora, Imnaha, Minam, Troy, and the Wallowa Lake community. The City of Enterprise, in the heart of the Wallowa Valley, is located about 85 miles southeast of La Grande on the Wallowa Lake Highway (US Highway No. 82). The Enterprise – Lewiston Highway (US Highway No. 11) extends north from Enterprise through eastern Washington to Lewiston, Idaho. The Wallowa County seat, Enterprise has a population of 1975.ⁱⁱ

BACKGROUND

Overview of Pre-Settlement History

The traditional lands of the Nez Perce tribe originally included north-central Idaho, southeastern Washington, and northeastern Oregon. The Joseph Band of the Nez Perce occupied present-day Wallowa County. The Nez Perce traveled to the Wallowa Mountains and the headwaters of rivers in the summer and returned to the deep canyons of the Imnaha, Snake, and Grande Ronde rivers in the winter. By the early 1850s, Euro-American migration into Nez Perce territory had increased friction between the natives and settlers. This resulted in the 1855 treaty that drastically reduced the size of the Nez Perce land with the exception of the Joseph Band’s territory. Due to the insistence of the leader, Chief Joseph, most of the native territory of the Joseph Band was retained.ⁱⁱⁱ This agreement, however, was broken after gold was discovered in Eastern Oregon and Idaho in the early 1860s.

The gold rush brought settlers and miners into occupied reservation lands. Pressure was put on United States Government officials to remove the Nez Perce from these lands, which resulted in another treaty. The 1863 treaty further reduced the size of the reservation, even the Joseph Band’s territory. However, several chiefs including the elder Chief Joseph, refused to sign the treaty and became known as the ‘non-treaty’ Nez Perce. Chief Joseph and his son Joseph never accepted the 1863 treaty and continued to befriend the non-natives in hopes of staying in the Wallowa country. At that time, Euro-American settlers’ encroachment into present-day Wallowa County was limited but that changed in the early 1870s as cattlemen and farmers began entering the region. By this time, the young Chief Joseph was leading the Joseph Band after the death of his father.

Following the defeat of General George Custer in 1876, the United States Army imposed new disciplines on native populations in general. The government put pressure on young Chief Joseph to have his band remain within the boundaries of the 1863 reservation. But after searching the confines of a greatly reduced territory, young Chief

ⁱ 2010 US Census.

ⁱⁱ Ibid.

ⁱⁱⁱ Walla Band Nez Perce Trail Interpretive Center. “Remembering the Past.” < www.wallowanezperce.org >

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Joseph found no land suitable for his people and decided to resettle away from the reservation lands in an area in Idaho known as Lapwai. As a result of this decision dissension broke out. Some Nez Perce preferred to settle in Lapwai to avoid retaliation, while others prepared to travel to Montana or Canada for freedom. The situation was exacerbated in June 1877 when young warriors killed Euro-American settlers near the reservation, which began the Nez Perce War. Still hoping to avoid further bloodshed, young Chief Joseph and other Nez Perce chiefs began leading their people north toward Canada in hopes of settling there. The Nez Perce outran government troops for three months, traveling 1,600 miles across Oregon, Washington, Idaho, Wyoming and Montana before formally surrendering on October 5, 1877 after a five-day battle near the Canadian border. The surviving Nez Perce, including the Joseph Band, was sent to Kansas for almost a year as prisoners-of-war before transporting tribe members to the Indian Territory in what is now Oklahoma. In the next several years, many of the tribe members died of disease. In 1885, the Nez Perce were allowed to return to the Pacific Northwest, not to their homeland, but to the Colville Indian Reservation near Kooskia, Idaho. Young Chief Joseph continued to lead his people and fight for equality for the native people for the next twenty years, until his death in 1904.

Early Settlement and Development of Wallowa County

In the 1840s and 1850s, emigrants following the Oregon Trail rested and passed through the Grande Ronde Valley in present-day Union County before climbing the Blue Mountains and continuing west towards their destination in the western Oregon Territory. During the gold rush of the 1860s, Euro-Americans began earnest settlement of this region of Eastern Oregon. Thousands of miners streamed through the valley creating new demand for local produce. Stockmen from the Willamette Valley came to graze their cattle and settlers claimed land. This growth prompted the Oregon Legislative Assembly to create Umatilla and Baker counties from Wasco County in 1862, and Union County from Baker County in 1864.^{iv} Few non-native cattlemen and settlers ventured into what is now Wallowa County because of the Nez Perce reservation land.

United States Deputy land surveyor, William H. Odell explored the present-day Wallowa Valley area in an attempt to document the area 1866. Odell states that, “a large part of the valley is well adapted to agriculture, while the low, grassy hills to the north and east furnish extensive range for stock. The finest of trout and salmon abound in the streams and the surrounding mountains give evidence of plenty of game. . . . Here I found many Indians camped on the banks of the stream, taking great quantities of fish, while their large herds of horses quietly grazed upon luxuriant grass.”^v The natives called the flat lands of the fertile valley “white fluffy” for its alkali soil.^{vi} The word spread about the region’s abundance, and non-native people began venturing into the Wallows.

In 1875, President Grant officially opened settlement in the Wallowa Valley, and two years later, ordered the Nez Perce to leave their homeland. These events promoted the further settlement of present-day Wallowa County. William and Elizabeth Bennett, and their two small children, were some of the first permanent settlers into present-day Enterprise, moving from Cove, Oregon near La Grande to the Wallowa Valley. Post offices were established in the neighboring settlements of Wallowa, Lostine, Alder, and Prairie Creek, and in 1879, a private company built the Wallowa Canyon Road, crudely connecting some of the new communities. The route roughly followed a well-established Nez Perce trail that extended from the Grande Ronde Valley to the Wallows. A stage began operation that year to parts of the Wallows.

According to the United States Census for Union County, 104 families (over 1,000 people) were residing in the Wallowa Valley in 1880 that was known as the ‘Indian Valley Precinct.’ Most settlers farmed the land, while

^{iv} Wallowa County was part of Union County until 1887.

^v Gerald J. Tucker. *Historical Sketches of the Wallowa National Forest* (US Department of Agriculture, Forest Service, 1954) 120.

^{vi} *Oregon Historical Quarterly*. Volume 39, Number 2 (Portland: June 1938), 180.

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others were carpenters, millers, schoolteachers, blacksmiths, ranchers, and laborers. The Bennetts maintained a farm where they lived with their three daughters and four sons.^{vii} A severe winter of 1880-1881 drove many of the cattlemen from the valley because of the harsh climate. The weather, however, did not deter other settlers and farmers from moving to the valley including Robert E. and Mary Stubblefield who registered a homestead claim on Bennett Flats in present-day Enterprise on June 30, 1885.^{viii} Helen and John Zucher were also early settlers, claiming land on Bennett Flat next to the Stubblefield claim.

The United State's Surveyor-General's Office in Portland, Oregon published one of the first surveys of the area in 1882, that showed natural landforms, creeks, settlements, homesteads, fields, and roads. The surveyor's map around present-day Enterprise (T2S R44 E) notes only a wagon road extending through the area. As more settlers arrived, more roads were built. The completion of the Oregon-Washington Railway and Navigation Company (OWR&N) railroad in 1884 through Oregon improved transportation from the Grande Ronde Valley to markets throughout the United States. Although the rail line was sixty-five miles from present-day Enterprise, the OWR&N Company railway created more opportunities for residents to receive and ship goods to and from markets in the East and West.

By 1885, the population of the Wallowa region more than doubled, with 2,595 people living in the area.^{ix} As more settlers ventured into the valley, communities developed around homestead claims. Entrepreneurs opened stores and other service-related businesses to meet the needs of the new inhabitants. One of the first incorporated towns was present-day Joseph, named after the Nez Perce leader Chief Joseph. Joseph was officially platted in 1883, and incorporated four years later by F.D. McCully on his homestead claim. McCully opened a store, operated a stage between Joseph and La Grande, and started the area's first newspaper in 1884. He also lobbied to separate from Union County after being elected to the state legislature in 1886. On February 11, 1887, the Wallowa County was created with the town of Joseph designated as the interim county seat.

Just months after Wallow County was created, the county made headlines across the nation when as many as thirty-four Chinese gold miners were murdered.^x The murders occurred about thirty-five miles from present-day Enterprise on the Oregon side of the Snake River in Hells Canyon. In 1888, a grand jury indicted the three men and three boys for the murders. Three men, including the presumed leaders of the gang, fled and were never caught. A jury declared the three boys innocent on September 1, 1888, following a two-day trial in Enterprise. No one was ever punished for the crime. The sensational trial was one of the first to be held in Enterprise, the new county seat of Wallowa County.

The City of Enterprise

In the early 1880s, several partners, including Jonas Church, organized the Island City Mercantile & Milling Company (ICM&MC) in Island City near La Grande. The company built a general store and erected a flourmill that served the burgeoning Grande Ronde Valley. As the business grew in the late 1880s, the ICM&MC members looked for new opportunities in other undeveloped parts of Eastern Oregon, including newly created Wallowa County. The ICM&MC sent company leader and spokesman, Jonas Church to the Wallows in an effort to expand the company's holdings. Church approached citizens of Lostine, a centrally located town, with an offer to build a mill, store, and bank if the founders donate land to develop the businesses. The citizens of Lostine refused the offer,

^{vii} By 1900, the Bennetts had a total of ten children, one died prior to that date. The couple was divorced by 1900.

^{viii} Bureau of Land Management. On-line records, Accession Number ORLGAA 102224, Document 2092, June 30, 1885.

^{ix} Lloyd W. Coffman. *Wallowa County, Oregon: A Capsule History* (Enterprise: Wallowa County Centennial Press, 1987), 15.

^x Greg Noke. "Chinese Massacre at Deep Creek." < www.oregonencyclopedia.org/entry/view/chinese_massacre_at_deep_creek >

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instead opting to sell the land to the ICM&MC. Church refused their offer and went on to the settlement of Joseph who also declined the offer.

Church then approached Bennett Flats settlers Stubblefield and Zucher with the offer to help develop their townsite, originally platted in 1886 as Franklin, and later replatted as Wallowa City on June 21, 1887.^{xi} The ICM&MC offered to build a mill and store in exchange for free land. Stubblefield and John Zucher accepted Church's offer, and gave the company lots diagonally across the street from 'Public Square' for a store, and a block (Block 21) near Prairie Creek between SW 2nd and 3rd streets on Greenwood Street for a new flourmill.^{xii} In July of 1887, the ICM&MC received the deeds for the properties, and in December, incorporated the Enterprise Flouring Mill with a capitol stock of seven thousand dollars.^{xiii}

Stubblefield and Zucher recognized the merit of deeding lots for free to people who agreed to construct businesses in the new town. Other entrepreneurs invested in Wallowa City after the I.C.M.&M.C invested heavily in the Bennett Flat community. Several buildings went up in the summer of 1887 including a private school building. In the fall of 1887, business people gathered to discuss a new name for Wallowa City after another community already took the name Wallowa, which was sometimes confused with the Bennett Flat's community. Other names were suggested, but after one of the ICM&MC stockholders stated that it ought to be an enterprising town, Robert Stubblefield suggested the name Enterprise. The town was renamed Enterprise, and a post office was established on November 1887 (the name was officially changed to Enterprise on June 14, 1888).

After Enterprise was established, a competition started for the position of being the permanent Wallowa County seat. This competition was reflected in the newspaper editorial written and published by Joseph's founder F.M. McCully in the May 24, 1888 *Wallowa Chieftain*. McCully bashed the way that Enterprise was started with an infusion of capital by the ICM&MC. The editorial stated:

The gentleman of the M. & M. Co. came to Bennett Flat, after the organization of Wallowa county, for the purpose of starting a rival to Lostine and Joseph for county seat honors. They came among us as adventurers – came to dwarf, if not to annihilate the pioneer towns of Joseph and Lostine, by their money powers, in order to enrich the M. & M. Co. This is a truism that cannot be successfully controverted.

On June 4, 1888, a general election was held to decide the county seat location. Enterprise won the election with 482 votes compared to 370 votes for Joseph, 58 for Lostine, and one for Wallowa. The same month, Enterprise officially filed for a name change on June 14, 1888, and began making plans for a courthouse on the platted public square (current county courthouse site). The year marked the beginning of Enterprise as the commercial, institutional, and transportation hub of Wallowa County.

^{xi} The town was originally platted in 1886 as Franklin, then replatted as Wallowa City and then renamed Enterprise.

^{xii} Block 21 was part of Zucher's homestead claim and the Main Street property was on the original claim of Stubblefield.

^{xiii} Irene Barklow. *The Forgotten Grist and Flour Mills of Wallowa County, Oregon: A History of the Eight Grist or Flour Mills That Have Operated in Wallowa County, Oregon* (Wallowa, OR: Enchantments Publishers of Oregon, 2001), 16.

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HISTORIC CONTEXT

I. Development of Downtown Enterprise, 1888 - 1907

Citizens built a foundation for their city during this period: appointed a city council, wrote ordinances to help govern the town, erected wood false front buildings for service-related businesses, developed Main Street as the commercial center, and planned the area along Greenwood Street as an industrial area. Residential streets paralleled Main Street, and the first churches were built. The agricultural industry began to emerge as a major industry. Sheep and cattle grazed on the rangeland, and other tillable land was cultivated for more than subsistence existence. Enterprise's economy relied heavily on the success of the agricultural industry. Religious, social, and fraternal organizations were founded, and entertainment halls built as recreation and social centers.

The small community of Enterprise began to grow after securing the county seat position and the ICM&MC's mill and store. Stubblefield and Zucher gave away downtown building lots to anyone that would construct commercial buildings in the new town. More people moved to the small farming community as businesses, hotels, institutional buildings, and residences were constructed. In 1888, the first town officials were elected and the city was incorporated in February 1889. ICM&MC promoter Jonas Church was elected mayor, and one of the town founders, Robert F. Stubblefield, served on the first city council. The new council immediately began building basic infrastructure such as a water system.

Completed in 1888 for a cost of \$14,000, the ICM&MC flourmill had a capacity of 50 barrels a day and attracted farmers and ranchers that purchased flour or brought in their wheat to trade or sell.^{xiv} The ICM&MC's mercantile building on Main Street was completed a year earlier and became known as the M&M general store. The Wallowa National Bank, the first in the county, was organized on July 9, 1888. The bank organizers erected a brick, two-story structure at the southeast corner of W 1st and W Main streets (115-121 W Main).^{xv} The upper story of the new building was used as the community hall for social gatherings.

Along with the new commercial structures, institutional buildings were erected. The Enterprise School District #21, formed in 1888, purchased a two-story, frame school that had been constructed in 1887 by a private party. Some ranchers and farmers moved into town because of the school as well as the commercial and professional services offered. The Methodist Church, the first church incorporated, originally held service at the Zucher home. The Zuchers donated the land for the new church that cost \$3,000. Soon afterwards, a Baptist church was built and the first Catholic Church was dedicated in 1892. Fraternal organizations began holding meetings in the upstairs of the Wallowa National Bank in an effort to establish lodges in Enterprise.

By 1890, there were 242 people in Enterprise (617 in the precinct) and 249 in the neighboring community of Joseph (668 in that precinct).^{xvi} The county had a total of 3,509 residents. The OWR&N Co. had just completed a 20-mile railroad from La Grande to the small community of Elgin in Union County. Elgin became the terminus for northern Union County and newly created Wallowa County. Enterprise town leaders had hoped that the railroad would be extended the forty-five miles to Enterprise in the near future. It took another eighteen years for Enterprise's hopes of a rail connection to be realized.

Although the railroad had not reached Enterprise, the town grew as new businesses were erected. These service-related businesses were buildings primarily on the north side of Main Street between NE 1st Street and NW 2nd

^{xiv} *An Illustrated History of Union and Wallowa Counties* (Western Historical Publishing Company, 1902), 503.

^{xv} The Wallowa National Bank Building, erected in 1888, was originally a two-story building. The second story was removed in 1964.

^{xvi} 1890 US Census, Wallowa County. Wallowa County Courthouse records, Enterprise, Oregon.

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Street. These wood buildings were one to two-story, false-front structures with the exception of the brick Wallowa National Bank. Main Street businesses included boarding houses, a furniture store, the M&M Company Store, a post office, drug and hardware stores, an undertaker, millinery, saddle shop, offices (attorneys and accountants), and agricultural implements. Several saloons were along the south side of Main Street and the Public Square was centrally located between 1st and River streets. Greenwood and North streets, which paralleled Main Street on the north and south, were lined with livery stables, residences, and boarding houses. A planning mill and the Enterprise Flour Mill were at the west end of Greenwood Street, the industrial portion of town because of its proximity to Prairie Creek, and the millrace, flumes and ditches constructed by the ICM&MC. Growth was brisk as more people moved into the community. The optimism of the late 1880s and early 1890s was short-lived as the financial panic of 1893 spread through the nation, and Wallowa County.

The 1893 Financial Panic

A series of events that undermined public confidence and weakened the economy preceded the national depression of the 1890s. Major East Coast railroads and subsidiaries went into receivership causing the collapse of hundreds of banks and businesses dependent upon the railroads. The stock market plunged, as investors pulled out of the market. An overproduction of agricultural products and manufacturing led to falling prices, which in turn, hurt farmers and associated businesses.

Although slightly more self-sufficient and less dependent on outside markets because of the town's isolated location, Enterprise endured the 1893 panic. Some families moved to larger cities in search of work. The ICM&MC, who helped built Enterprise, decided to divest themselves of their holdings, including the flour mill and store.^{xvii} The company sold the investments to Enterprise business leaders under the leadership of George W. Hyatt who formed the Enterprise Mercantile & Milling Company (EM&M). Despite the depression, the EM&M remained solvent under Hyatt's leadership. Hyatt also was connected with the Wallowa National Bank, another mainstay in the community.

More professionals settled in Enterprise including doctors, attorneys, and a druggist. Owner J.A. Burleigh moved the *Aurora* newspaper to Enterprise from the rival town of Joseph at the same time a new form of communication reached the city, the telephone. As the country began recovering from the financial crisis by 1896, community leaders started working on the city's water system. The Enterprise Water Canal was constructed that provided a series of canals, mains, and pipes used by residents and for fire protection.

The Rebound

In the last few years of the nineteenth century, the national economy rebounded, and like other cities across the nation, construction in Enterprise resumed. Townspeople invested in new buildings and businesses in downtown. Larger residences, on the periphery of the downtown were erected in the latest styles, replacing smaller vernacular pioneer homes. In 1898, the Christian Church congregation dedicated a Gothic style church on the corner of NE 2nd and Main streets (207 E Main). The church anchored the east end of downtown, as did the Enterprise School, which was enlarged and improved at this time.^{xviii} An addition was made to the Enterprise Flour Mill warehouse in order to house more wheat from the areas' farmers and ranchers. Cattle, sheep, goats, hogs, and horses grazed in the valley. The Livestock Association was organized to help marketing and general issues of animal husbandry.

^{xvii} In 1896, the ICM&MC sold to the Pioneer Flour and Milling Company in La Grande.

^{xviii} The Wallowa County Court only allowed women to vote in school elections this year.

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Enoch R. and Lulu Bowlby constructed the first stone commercial building, the Bowlby Building, in downtown Enterprise, which signaled a return of confidence in the economy. Bowlby came to Enterprise in 1893, and developed a large sheep ranch on property one and one-half miles south of town. He quickly learned that the volcanic tuff stone quarried on his property, found throughout Northeast Oregon and the Grande Ronde Valley, was an excellent building material. Lightweight and grayish in color, the stone was easily cut and carved when wet, and hardened as it was allowed to dry. The stone was coined "Bowlby Stone." In 1899, Bowlby hired La Grande mason and contractor, Samuel Haworth, to design the Bowlby Building. Skilled local stonemasons cut the massive stones for the building.

The Bowlby Building was finished in the fall of 1899, complete with the date prominently displayed in the top of the parapet with the Masonic "G" symbol below. Local druggist Elmer Forsythe rented the first floor and the Maccabees Lodge (associated with the Masons) rented the upper floor. The building was the first of several buildings erected of Bowlby stone and designed by contractor Samuel Haworth and partner architect Charles R. Thornton.^{xix} The partners worked on other Enterprise buildings over the next twenty years, including the Wallowa County Courthouse. Around this time, L. Berland constructed a two-story, brick building for a grocery on Main Street, between River and NW 1st streets (111 W Main Street).^{xx} The town had more of an air of permanence with the new masonry structures.

The Enterprise Commercial Club was organized in an effort to promote and improve the downtown. In 1899, the group helped create the city charter that outlined potential improvements including building sidewalks, creating a better fire department, bringing lights to the city, and building better roads. The main road from La Grande to the Wallowa Valley was sometimes treacherous and often closed due to slides and bad weather. Wallowa Valley business people knew that the city's growth was dependent on reliable transportation systems. Besides better roads, community leaders began lobbying for the extension of the railroad from Elgin to Enterprise.

Social and recreational groups organized the art, drama, music, and athletic clubs. The Enterprise Athletic Club promoted sportsmanship through organized games, like football and baseball that attracted hundreds of Wallowa County residents. Literary, debating, and drama clubs were active as more people moved into town. Fraternal organizations, such as the Woodman of the World and Masonic Lodge, were organized. The lodges started discussing the possibility of constructing their own lodge halls.

Recreation became part of the region's economy as people from outside Wallowa County began to travel to the region to fish and hunt, and visiting the county's many lakes, including Wallowa Lake. Known for its scenic beauty, the Wallowa Mountain offered a spectacular setting for the town. These same mountains, however, were the source of another type of industry, mining. Editorials in the 1899 papers state that record numbers of mining claims, were recorded at the courthouse, and the "whole county" was full of prospectors.^{xxi} One of the consequences of the influx of miners was the lack of housing. Rentals were at a premium. A boarding house was opened in the fall to help ease the housing crunch. As the century came to an end, leading citizens began planning for a first class hotel that would attract business people, visitors, and tourists.

The New Century

The population of Enterprise grew from 242 people in 1890 to 396 in 1900, and the population of Wallowa County reached 5,538 people by the turn of the century.^{xxii} Regionally, this period marks the beginning of the U.S. Forest

^{xix} Additional information on Haworth and Thornton are in a separate section following the context.

^{xx} Although one of the earliest buildings in downtown, the Wallowa National Bank has been substantially altered and does not retain architectural integrity.

^{xxi} *Chieftain*, August 18, 1899.

^{xxii} League of Oregon Cities. "Survey of the Financial Situation of the City of Enterprise, Oregon" (Eugene, 1934).

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Service (prior to 1905, the Forestry Division) presence in Wallowa County when the first lands were withdrawn from public entry under the under the 1891 Forest Reserve Act. Locally and throughout the Northwest, response to the new forest reserve was met with mixed emotions. Some people were opposed to the reserves, believing that reserves threatened grazing rights, hampered mining projects, precluded homesteading, and limited timber supply. Despite the opposition, the forest reserves became an integral component of the economy of the Wallowa Valley.^{xxiii}

New businesses opened on Main Street, wood plank sidewalks were constructed to the delight of residents, and more social groups were initiated. Local residents created a public library in 1900, and organizations such as the International Order of the Odd Fellows (IOOF) and the Knights of Pythias were chartered. The new Drama Club provided entertainment for local residents.

In 1902, railroad agents came to Enterprise to talk about the possibility of extending the railroad from Elgin to Enterprise. The extension looked promising as the initial surveys were made. By this time, Enterprise was a full service town with lawyers, a barbershop, newspaper, general mercantile, clothing stores, flour and lumber mills, a bank, furniture stores, livery and feed stores, an undertaker parlor, harness shop, blacksmiths, a brewery, drug stores, steam laundry, photography studio, physicians, a dentist, an undertaker, and a post office. The electric plant made improvements to their facility in hopes of generating more electricity. Enterprise had become the center of activities for the surrounding farms and ranches that were grazing more cattle and selling more wool than in previous years.

Ground was broken for several buildings at the corners of River and Main streets in the heart of downtown. A one-story commercial building (105-107 E Main) for the Chieftain Newspaper was erected next door to the three-story Enterprise Hotel. Both structures were constructed of Bowlby stone, the new building material of choice. Local businessmen, William Funk, W.R. Holmes, and Enoch Bowlby, organized the Enterprise Hotel Company and financed the new hotel with stock subscription. La Grande architect Calvin R. Thornton designed the hotel with his partner Samuel Haworth. Completed in 1903, the hotel with its prominent corner entrance rivaled larger city hotels in its accommodations, and catered to business people and tourists visiting the Wallowa Valley. William Funk also rebuilt his merchandise store after a fire destroyed the store in 1902 at the corner of River and Main streets. Funk’s store was one of the earliest businesses in town (100 W Main Street). The city was poised for the railroad to make its way to Enterprise, and bring a new wave of development. In 1905, the railroad finally announced plans to extend the railroad from Elgin through Enterprise to Joseph.

This news brought a renewed sense of optimism, and an interest in their town’s history. The Pioneer Association of Wallowa County was organized in 1904 to help preserve the stories of the pioneer era, which was quickly passing. The Blue Mountain Creamery opened in 1906 as more dairy cattle were raised in the valley, and the Pace & Homan brickyard started manufacturing bricks locally instead of transporting the material from Elgin. The fraternal lodges began researching the possibility of constructing their own halls. The town’s first entertainment hall, the Enterprise Opera House, was erected in 1906 on Greenwood and River streets by the local drama club. With enough seating for 650 people, the hall attracted citizens from neighboring communities and entertainers from all over the region. Musicals, oratory presentations, plays, dances, and other community events were held in the new theater including classrooms, graduation ceremonies, as well as wrestling matches and basketball games.

^{xxiii} In 1905, the Wallowa and Chesnimnus Forest Reserves were established by President Theodore Roosevelt. The two reserves were later merged to create Imnaha National Forest on March 1, 1907. The name was changed back to Wallowa National Forest on July 1, 1908.

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The 1906 general election was held with three controversial ballots. The citizens voted yes to prohibition, no to women casting ballots, and yes to funding a new county high school. Enterprise was selected for the location of the high school, but not without controversy from other Wallowa County towns. In 1907, construction on the new Bowlby stone high school was started at the east end of Main Street. This same year, another contentious fight took place over relocating the county seat. Once again, Enterprise won the honors of the governmental seat, and the county started making plans to construct a grand courthouse on the dedicated public square.

Manufacturing stayed strong throughout this period. In 1907, the EM&M’s Enterprise Flour Mill operated eighteen hours a day to meet the demand of city and county residents and businesses.^{xxiv} By this time, some of the other partners had sold their interest in the mill and store to George Hyatt, giving him controlling interest. Under Hyatt’s ownership, the EM&M Company store became one of the most successful operations in the region, handling dry goods, notions, groceries, clothing, hardware, and agricultural implements.^{xxv} The company also sold grain, lumber and hay.

Although Enterprise had many of the convenience of larger towns at this time, the lack of rail transport hindered the growth of businesses and industries. Civic leaders knew that the key to a more successful economy was to continue to lobby for the extension of the railroad to Enterprise. This extension would link the Wallowa Valley community to La Grande and cities all over the country. Although talks began much earlier to secure the rail extension, the construction of the railroad was not realized until 1908. The end of this period marks the passage of the early settlement period and into the boom period associated with the improved transportation and the growth of new industries.

II. Railroad, Automobiles, and Industrial Boom: 1908-1928

Enterprise entered a new phase in development after the basic political and economic structure was established in the early settlement era. Progress, prosperity, and optimism characterized this period of growth in Enterprise’s history. From 1900 to 1920, the population increased from 396 people to 1,242, and the population of the county almost double from 5,538 to 9,778. During this time, Enterprise emerged as the major commercial and governmental center of the Wallowa Valley. The long awaited extension of the OWR&N railroad from Elgin to Enterprise, the completion of the new county courthouse, increase in agricultural production and value, and the introduction of the automobile ushered in a new era of development in downtown Enterprise.

This boom period in Enterprise’s history illustrates principles of the City Beautiful Movement and the Progressive Era that spread across the United States during the first two decades of the twentieth century. The City Beautiful Movement intended to create beautiful urban centers that had open spaces, well-designed buildings, and showcase public buildings that would express a sense of civic and moral duty. There was an interest in social reforms and humanitarian activities through various civic, social, and fraternal organizations. Enterprise became more actively involved in bettering the community for all the residents. It was a period of change as the city saw its first train, airplane, and automobile enter the city, prohibition shut the areas saloons and pool halls, and a world war take many of their youth.

The agricultural industry remained the main stay of the Wallowa County. From 1900 to 1920, the total area in farms nearly double as homesteaders took out claims, and the number of sheep doubled and number of cattle increased by a third during this time. Wheat, barley, and oats were grown in the valley in the 1900s and then a shift occurred as the demand for wheat increased with the war in Europe. Irrigation projects were built that

^{xxiv} “Mill Business Growing,” *Wallowa Chieftain*, November 7, 1907.

^{xxv} Joseph Gaston, *The Centennial History of Oregon, 1811-1912* (Chicago: S.J. Clarke Publisher, 1912).

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increased the number of acres cultivated. Farmers in the Wallowa Valley were some of the first to push for bulk handling of wheat over sacked grain; one of the earliest bulk grain elevators was built in the 1910s in Enterprise. The completion of the railroad in 1908 made it easier to transport both livestock and agricultural products to and from markets. At the same time, the automobile made its debut into Enterprise that spawned various types of auto-related businesses over the next 15 years. The introduction of the tractors, threshers, harvesters, and trucks also made farming easier and more land could be tilled as a result of new farm technologies and equipment. The growth of the commercial core during this period was based, in part, on prosperity of the agricultural and logging industries, development of new transportation systems, and continuing Enterprise's position as the Wallowa County governmental seat.

OWR&N Co. Railroad and New Courthouse: 1908 - 1913

The year 1908 marks the passage of the early settlement era in Enterprise's history. The long awaited arrival of the first train occurred in September 1908. Hundreds greeted the train as it pulled into town, bringing passengers from La Grande and neighboring communities. The railroad gambrel-roof depot was completed a year later several blocks south of Main Street on Depot Street (previously W 1st Street).^{xxvi} This area would develop into the warehouse district where wool, livestock, and lumber products were shipped. Although most residents welcomed the train and the prosperity it promised, the ranchers of the valley were concerned that the railroad would bring in more farmers and homesteaders who would fence and divided valuable grazing land. Their concerns were well founded. The number of farms increased by 31% between 1900-1910.^{xxvii} However, this also meant increased revenue for merchants and professionals in downtown Enterprise.

The first tax payer-funded high school was built, a commanding two-story Bowlby stone structure at the east end of Main Street. Months later, the city was once again in the midst of another contentious fight to keep Enterprise's position as the county seat. Enterprise sweetened the deal offering \$15,000 in donations of private contributions to help with the courthouse construction. Wallowa County residents voted once again for Enterprise as the location for the county seat. County officials and Enterprise business leaders started planning a new courthouse on the public square. The county hired architect Charles R. Thornton to design the new building along with his partner, Samuel Hawthorn. Construction on the project did not start until 1909.

The Enterprise Fraternal Association Building (200 W Main Street) was one of the first large-scale buildings constructed during this period. The IOOF Lodge partnered with the Enterprise Knights of Pythias in 1907 to finance a fraternal lodge hall by forming the Enterprise Fraternal Building Association. By 1908, the lodges had raised enough money, with the help of private donations, to erect the two-story, Bowlby stone building, which retail shops on the first floor, a trademark corner entrance, and a lodge hall on the upper floor. The dedication ceremony was held on February 28, 1908, with nearly 400 people in attendance.^{xxviii} The community was proud of their new stone building that reflected the optimism of the period. This was the first building constructed by a fraternal society in Enterprise. Prior to this, the lodges rented space in the upper floors of downtown buildings.

Over the next two years, many new buildings were constructed downtown. The most impressive was the Richardsonian Romanesque Wallowa County Courthouse, completed in 1909. Built on the public square, the new courthouse was a sited in the middle of an entire city block with an expansive lawn area all around the structure. Architect Thornton hired the best stonemasons to help construct the masonry building under the direction of partner Samuel Haworth. At the same time, Thornton designed the additions to the Funk & Sons Mercantile that

^{xxvi} The depot was moved from Enterprise and now serves as a residence near Joseph, Oregon.

^{xxvii} League of Oregon Cities. "Survey of the Financial Situation of the City of Enterprise" (Eugene: League of Oregon Cities, 1934), 2.

^{xxviii} *Wallowa Chieftain*, 5 March 1908, p. 1.

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was directly opposite the courthouse to the west on Main and River streets. At that time, Sam Litch, a prominent Enterprise businessman and politician, was half owner of the building and helped finance the new project. A second story was added to the mercantile building and a two-story Bowlby stone addition was added to the west facade. The wood-frame mercantile section was covered with large sheet metal panels stamped to look like rusticated stone. Thornton designed the metal panels to blend in with the new stone addition. While managing the construction of the courthouse and Litch addition, Thornton fell from scaffolding from the second story of the Funk Mercantile building. He died three days later to the sorrow of the community. Despite the tragedy, both buildings were completed at the end of 1909 and ready for occupancy in early 1910.

Construction downtown continued in the early 1910s with other substantial buildings erected along Main Street, and the paralleling streets of Greenwood and North. Fred Ashley built a two-story building at the corner of W 2nd and Main streets (218-22 W Main Street) for his furniture store and undertaking establishment. Completed in 1910, the wood-frame Ashley building had a corner entrance and was covered with the same sheet metal panels as the Funk/Litch Building. Other business owners improved their buildings. A rear addition was added to the 1899 Bowlby Building and the George Hyatt, improved the EM&M store. By this time, the EM&M Company was one of the most successful stores in the region handling dry goods, notions, groceries, clothing, hardware, agricultural implements, hay, grain and lumber.^{xxix}

The Enterprise State Bank was organized, and a new company, the Black Marble Company, began manufacturing lime mortar and plaster for use locally in construction projects. Brick and Bowlby stone were used for most of the new commercial buildings, replacing smaller wood structures erected in the settlement period. Town officials worked on various infrastructure projects including constructing cement sidewalks, installing fire hydrants and a better water system, building culverts to divert water away from the streets, and improving the bridges over Prairie Creek. Ordinances were enacted as a means of helping beautify the streets. The Wallowa County Merchant Association was established to try to promote the welfare of the county, and the Commercial Club was active in trying to attract new businesses to the city, which included the new automobile industry; an untapped market in Enterprise.

As the first automobile entered Enterprise in 1908, forward-thinking entrepreneurs opened businesses that supported the automobile industry. Rodgers Brothers opened the first of these automobile-related buildings along Grant and River streets, outside the downtown core. The garage was a multi-faceted facility with a paint department, tin and machine shops, and auto and buggies storage area. There were about 50 automobiles in Wallowa County in 1912. Statewide, as the automobile gained popularity, individuals, and organizations began lobbying the state for better roads. Although Oregon hosted the state’s first good roads convention in 1896, it was not until the Oregon State Highway Commission (OSHC) was established in 1913 that the Good Roads Movement was recognized financially and politically by the State of Oregon. The lack of connectivity and poor condition of local roads motivated the OSHC to implement plans for a new statewide highway system. The first highway plan was adopted in 1914; the “Get Oregon Out of the Mud” campaign officially started. In Enterprise, editorials in the local papers stated that two highways were needed to connect Enterprise with other major cities in Idaho and Eastern Oregon.^{xxx} Although this would take another decade realize, Wallowa County started making improvements to the road to La Grande in neighboring Union County.

New recreation and entertainment facilities developed in the early 1910s. The People’s Theater was constructed on North Street at this time, which brought more live entertainment into the valley. In response, the owners of the

^{xxix} Gaston, *The Centennial History of Oregon*, 1912.
^{xxx} *Chieftain*. “Two Highways Needed to Open County.” May 30, 1912.

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Opera House, on Greenwood Street, made improvements including fixing the roof, upgrading the heating system, and installing equipment for moving pictures; the first in the city. Both entertainment facilities brought an array of live entertainment including plays, local theater productions, dances, musical, parties, and celebrations. The Chautauqua’s made their appearance in town with a variety of live productions and presentations.

For the first time, city officials took the initiative to create a public library funded through taxes. The city purchased a prominent lot at the corner of NE 1st and Main streets in view of the new Wallowa County Courthouse for a new library, the first in Wallowa County. Plans were drawn by La Grande architect Milton Block in 1913, who also designed the La Grande Carnegie library the same year. The Carnegie Foundations approved the design and donated \$5,000 towards the construction. Local contractor John Oberg received the contract. The new classically detailed library, made of locally manufactured brick, opened in 1914. The library was set apart from the commercial buildings in the downtown by locating the building in the middle of the lot with an expansive lawn area around it and a grand stairway leading up to the entrance. The completion of the city’s first public building marks the beginning of the next phase of growth associated with the logging industry.

The Eastern Oregon Lumber Company

In June 1914, Eastern Oregon Lumber Company (EOLC) and the City publicly announced plans to bring their logging business to Enterprise. The Kansas-based company has been buying up timber claims in the northern section of Wallowa County in anticipation of future business in the county.^{xxxii} Although logging had been part of the local economy for years, the railroad’s arrival in Enterprise created the opportunity to conduct larger-scale logging operations and export to markets all over the state and country. Commercial Club representative, Daniel Boyd, convinced the company that Enterprise would be the best place to locate the operations; more lucrative than Wallowa. Boyd insisted that a rail line from Enterprise into the mountains would be the easiest route to construct. To sweeten the deal, the city offered a free mill site near the railroad, about \$50,000 in stock subscriptions, and guaranteed free right-of-way for the railroad through private land. The EOLC accepted the offer and began planning for the construction of the mill and logging railroad that would bring over 300 workers into the town. The company boldly projected there was enough timber to keep the company going for 20-30 years and completed the sawmill and a new store in Enterprise, which was celebrated by a banquet held by the Commercial Club. The first logs arrived at the Enterprise mill in 1915. The new sawmill, and plans for the construction of the logging railroad the following year, encouraged more building in downtown.

Over the next few years, the EOLC operations stimulated the commercial, industrial, and agricultural economy, and enriched the social life of the valley. The lumber mill employed about 350 people in the mill and logging camps. Buildings were erected on vacant lots in downtown. Smaller false front wood buildings were razed, and some structures were moved to make way for new masonry buildings. Additional trains were scheduled to meet the growing demand for goods and services. The population of Enterprise increased from 1,242 people in 1910 to 1,895 by 1920. The logging industry instilled confidence in the continued growth of Enterprise.

This era also marks a shift in the type of construction material used in Enterprise. Concrete and brick gradually replaced Bowlby stone as a cheaper and more easily manipulated building material. This shift is evident in the construction of a two-story “gap” structure (109 W Main) erected in 1914 between two of the oldest buildings in downtown; the Bowlby Building and the Berland Grocery store. Contractor John Oberg erected the ten foot-wide office building of cast concrete block, the first of its type in downtown. The rusticated surface treatment of the cast blocks blended in and mimicked the traditional Bowlby stone structures. Oberg used the same cast block construction in the Enterprise Garage & Auto Company (300 W Main), built at the west end of Main Street in

^{xxxii} Lloyd W. Coffman. *5200 Thursdays in the Wallows* (Enterprise:Wallowa County Chieftain, 1984), 91.

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1914. Financed by local attorney, Daniel Boyd, the business was a full service garage designed for selling, storing, and repairing automobiles.

Although concrete and brick began replacing Bowlby stone as a building material, the owners of the Chieftain newspaper chose to erect their new plant of Bowlby stone. Completed in 1915, the new one-story stone edifice (106 NW 1st Street) was a half a block north of Main Street on NW 1st Street. Their building was once of the first in a string of downtown buildings erected after the EOLC located their operations in town. The paper announced in the October 14, 1915 paper, "Will Soon Erect Business Blocks: Down Town Property Owners Prepare to Put Up Several Buildings." One of these buildings was the new EM&M Company mercantile building (117-25 E Main) that was designed by the well-known Portland firm of Tourtellotte and Hummel. Preparation began on the prominent corner lot opposite the courthouse and the city library. The lot spanned more than a quarter block. The EM&M manager George Hyatt started cutting stone from the Bowlby quarry in the winter of 1915 for one of the most ambitious commercial projects to date. The Enterprise State Bank purchased the Fraternal Building Association building for their new offices, the Standard Oil plant expanded, residences and churches were built on the outskirts of downtown, and the telephone company installed a second switchboard to handle additional calls.

Nineteen-sixteen ushered in one of the busiest construction years on record. Tourtellotte and Hummel designed another building; a hardware/furniture store on Main Street on the southeast corner of SW 1st and Main streets for Keltner and Skaggs. The building had a prominent corner entrance with the name displayed above the door. Other buildings under construction in 1916 included the brick Eagle Cap Laundry (southeast corner of NW 1st and North streets), the two-story brick harness shop for Lawson Beecher (116 S River), and additions to Rodgers Garage and Wallowa National Bank (115 W Main).

The new EM&M Building was progressing, the Bowlby stone pilasters rising three levels above the street. The EM&M experienced a setback when their flourmill burned in 1916, just when the company needed the capital for construction. At that time, the company's flour was also in demand by European countries importing agricultural goods from the United States as the war gained a foothold. Despite the setback, the EM&M rebuilt the mill and continued construction on the mercantile. During this same time, the EOLC began construction of the logging railroad to the timberlands north of Enterprise.

World War I

The optimism of the business leaders and citizens continued even as the United States entered World War I. The affects of the war were not immediately felt as building continued in downtown during 1917. More commercial building went up on Main Street including a brick and concrete building for J.C. Penney (214-16 W Main), a commercial building at the northwest corner of 1st and Main street, and the Bowlby stone Burnaugh Building (107 N River).^{xxxii} After completion of the Burnaugh Building, the United States Post Office leased the bottom floor and the upper floors were rented as office and apartment spaces. The brick plumbing shop (302 W Main) was completed at the western end of Main Street next to the Enterprise Garage. Immediately north of the garage and plumbing shop, the three-story, brick Gotter Hotel (310 W Main) was under construction on NW 2nd and Main Streets.^{xxxiii} The hotel was designed with a prominent three-story high corner entrance, and patterns of decorative details with variations in courses and contrasting light color bricks. Additions were made to the Enterprise State Bank (Bowlby stone addition), Wallowa Title Company Building, and the Enterprise Hotel. Construction continued on the EM&M Company building as capital allowed, and the foundation was laid for a building that would become the newest theater in town, the O.K. Theatre.

^{xxxii} The Burnaugh Building was individually listed in the National Register of Historic Places in 1993.

^{xxxiii} The Gotter Hotel was individually listed in the National Register of Historic Places in 1993.

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The automobile industry began to make more of a presence in downtown and throughout the state. In 1917, the La Grande – Joseph Highway was adopted as one of a number of primary highways which was “of first importance to the general public of the State of Oregon and should be permanently constructed and finished with hard surface.”^{xxxiv} The La Grande – Joseph Highway route connected in La Grande to the Oregon Trail Highway No. 6 that extended to the Idaho border and the Oregon Coast. Although highways were designated, there were limited funds to construct the highways especially as the United States entered World War I. The conflict overseas, however, only solidified the need for an integrated federal and state highway system to expedite the shipment of goods and people during wartime.^{xxxv}

The realization that a primary state highway from La Grande through Enterprise to Joseph would be constructed in the future, created a market for auto-related businesses. These businesses developed at the west end of Main Street, and along Greenwood Street in the industrial area. A large reinforced concrete garage (106 SE 2nd) was built for Priest and Weaver immediately south of the Enterprise Garage. The garage was one of the first buildings in Enterprise constructed of poured-in-place, reinforced concrete instead of cast concrete block.

In 1917, Tourtellotte and Hummel once again put their stamp on downtown Enterprise when the School District hired the firm to construct a new school. Plans for the new classically designed brick and concrete structure was said to “provide better accommodations and facilities for school work than any other school building of its size in Oregon. . . . The main front is to have an imposing colonnade extending up through the two stories, with broad steps leading to a recessed entrance, and there will be a balcony. A bond issue is to be held March 16, next Saturday, when a \$60,000 bond issue will be voted on to finance the erection of the building.”^{xxxvi} The bond passed, and construction started immediately. The new school opened in January 1918 and was the pride of the community. Enterprise now had a beautiful, imposing county courthouse, a Carnegie library, and a new school, in their downtown, which embodied the community’s pride and commitment to the development of the town. Residents, business people, and civic leaders felt that this growth would continue despite the war in Europe.

The war continued, however, and optimism wavered as the cost of construction materials and labor increased. Most of the local contractors declared a moratorium on building until the end of the war. Many people left the area to work in towns active in supplying goods needed in the war. Other people were unemployed and the city enacted an ordinance fining men who did not work at least 36 hours a week. Although jobs were getting harder to find and the economy weakened, the agricultural markets remained steady. Local wheat and lumber were in demand for the war overseas, and prices were high.

Some construction projects continued during 1918. The Gotter Hotel was completed and work continued on the O.K. Theatre (208-210 W Main) after owner Wagner Hackbarth, a local lumberman, hired Samuel Haworth to finalize the plans for the new theater. Haworth designed the new building using East Coast concepts in theater planning. Designed for use as a movie theatre and for live performances, the poured-in-place concrete structure had three retail spaces integrated into the plan. As the theater building neared completion so did World War I. The elation over the end of the war in November 1918 was dampened by the ban on public gatherings instituted by public health officials to help stop the spread of small pox and influenza. After the ban was lifted in January 1919, hundreds attended the O.K. Theatre grand opening and were entertained by the latest Paramount-Art-Craft movies. The new theater brought a new level of entertainment to Enterprise. The owners of the Opera House and People’s

^{xxxiv} ODOT, Region 5. Archives. Designation File No. 1-1. See also Highway Commission Minutes, 337

^{xxxv} The route was not finalized and money allocated for the construction of the La Grande – Wallowa Lake Highway until 1923-24.

^{xxxvi} *Oregonian*. Photograph of the architectural rendering of the new Enterprise School, March 4, 1917, 63.

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theaters responded by making some changes to their theaters to stay competitive with the new movie house. Enterprise now had three theaters within blocks of each other, but the O.K. Theatre was the only theater to have a prime location on Main Street.

Holding Steady

Residents and city officials expected the prosperity of the pre-war economy to continue. Farmers and ranchers had prospered during the war as wheat and other commodities nearly doubled in price, and new technological advances in farming equipment made it possible to farm lands considered marginal before. During this period, banks loaned money on both land and equipment so farmers could expand their operations. Enterprise merchants responded by adding on to their stores and buying more implements to handle the increase in demand by the agricultural industry during the war.

In 1919, a Chamber of Commerce was organized to help promote the city at the same time citizens began lobbying for more community improvements. A new sewer system was built and the largest bond measure in the city's history was passed for paving the streets of Enterprise.^{xxxvii} With the war over and agriculture commodities still bringing a high price, the sense of optimism continued. The EOLC sawmill burned down in August 1919. Suddenly hundreds of men were unemployed. Business leaders soon realized how dependent the local economy was on the logging industry. The mill reopened a year later, although not at full capacity. Despite the reduction in the mill employment, community leaders continued to construct new downtown buildings.

Several buildings were erected in 1919 including a new hospital constructed for Dr. Taylor at the west end of Main Street (315 W Main). Another building was being constructed on the east end of town; local contractor John Oberg started work on the new IOOF hall on a lot directly north of the Carnegie Library and across the street from the EM&M building, which was still under construction. Upon completion, the IOOF Hall was touted as the largest fraternal hall used exclusively for lodge activities in Wallowa County. The lodge activities were on the upper floor, and the dining room, kitchen and restrooms in the basement level. The brick and concrete hall complimented the library next door. The corner of E Main and NE 1st Street had been transformed into an active section of downtown; prior to 1914, only a few wood buildings stood at this corner. This was the same year a new fraternal organization was founded in Enterprise, the Elks. Although the Elks, Knights of Pythias, Masons, and other smaller social organizations were active in the community, the IOOF Lodge was the only fraternal group that had its own building.

Although several new buildings were finished in 1920, only a few new projects were started. A large implements store for George Gotter was under construction next to the new hospital on W Main Street (311 W Main). The new store carried various lines of implements that were shown in expansive open areas of showroom. Despite the gradual decline in agricultural prices, Gotter continued to feel optimistic, as did EM&M owner George Hyatt. Both anticipated success with their new businesses.

Auto sales were still high in 1919-1920, as the automobile began replacing other modes of transportation. In 1920, there were over 1,000 cars and 50 trucks in Wallowa County. Most of the trucks were used for hauling wool and grain, or other commodities or used on the large ranches to help with the day-to-day operations. Ads in the local newspapers were filled with newest automobile lines. Auto touring was becoming a favorite pastime. In response to the popularity of the automobile, the OSHC lobbied for ways to help fund the new highway system. The OSHC succeeded in 1919 when Oregon became the first state to pass the per-gallon gas tax to finance highway

^{xxxvii} Coffman. *5200 Thursday in the Wallowas*, 106.

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construction. This new funding source, the OSHC started working on construction projects throughout the state, including Wallowa County.

The Gradual Decline

The EOLC's logging operations resumed in 1920 but Enterprise's economy endured another setback when the demand for wool, cattle, and hogs declined, along with wheat, hay, grain, and lumber. The Federal Reserve Bank devalued the currency in order to bring inflation under control. Local banks began calling in loans on land and equipment as farmers scrambled to pay back loans. Because of the depressed agricultural conditions, the EOLC announced that they were cutting wages by 20% to be able to keep the Enterprise mill open. The Chamber of Commerce responded by asking merchants to reduce prices to a minimum to help citizens stay a float. Despite all the efforts, the economic outlook was not bright. Wheat prices continued to drop and people started leaving the county as evidence in the decrease in the number of children in the school district in the 1920s. An article in the *Enterprise Record Chieftain* on November 11, 1920 newspaper tried to calm the nerves of citizens by stating that "this is a time for cool heads, patience, and much hard work. We are all headed in the right direction but it is taking us longer to reach the goal than we had hoped."

The EOLC could not sustain its business and in 1921, closed its doors pending an improvement in the market. The newspaper editorial tried to find a bright side of the economic decline by stating, "Having passed through the homesteading period and the war, the county should show a consistent growth in the future, as it is believed its population has reached low ebb."^{xxxviii} The mill reopened in 1922, which once again bolstered the community and by the end of the year, the EM&M was finally deemed completed with businesses moving into the largest edifice in Enterprise. The store was advertised as the largest mercantile establishment between Portland and Boise, selling everything from farm equipment to the latest Portland fashions. Implements were set outside on the sidewalk, and tractors and other merchandise stored in the large basement. However, the once grand plans of the EM&M owner, George Hyatt, were moderated by the state of the economy.

Despite the downturn in most sectors of the economy, the automobile industry continued to grow in the mid-1920s. Auto touring became popular. Recreation tourists came to the Wallowa mountains to camp, hunt, fish, and enjoy the national forests. The Wallowa Lake Lodge was built in 1923 at the south end of Wallowa Lake. This end of the lake was developed into a resort area. An eighteen-passenger boat carried visitors four miles across the lake to an amusement park with a restaurant, store, bowling alley, dance hall, outdoor movie theater, horse drawn carousel, and cabins for overnight guests. Enterprise benefited from the tourists who endured the unpaved road from La Grande, and in 1924, the State Highway Commission made visits inspecting progress on a new road from La Grande to Joseph. The Enterprise section of the highway was adopted in 1924, and work progressed slowly because of the rough terrain. Residents celebrated the completion of the highway to Enterprise in 1925.

Although the long-awaited highway was completed through Wallowa County, the local economy continued to decline with the closures of some prominent businesses. After being open only three years, the largest mercantile company in the region, the EM&M went into bankruptcy in 1925. Shortly afterwards, owner George Hyatt died while at his office in the EM&M building. Another long-time mercantile, McCully Mercantile Company closed its doors. The Enterprise Flour Mill, the first business in town, burned in December 1926, and was not built again. Other well-established businesses closed; some due to the fact that they were unable to collect from people who had purchased on credit. The 1920s also brought in another change in the dynamics of business. Larger chain stores such as J.C. Penney's, the Hub, and Safeway established stores in the town. These larger stores were able to offer lower prices than independently owned shops. Pacific Power and Light Company absorbed local power companies.

^{xxxviii} *Enterprise Record Chieftain*, December 15, 1921.

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Nineteen-twenty-eight was a pivotal time in the history of Enterprise. The year marks construction of the last substantial buildings along Main Street until after World War II, and the closure of the EOLC Enterprise Mill. Julius Roesch completed a one-story brick building (114 W Main) located mid-block on the south side of Main Street between River and SW 1st Street. The structure was completed in the fall of 1928 for retail tenants. A large concrete service station and car dealership was built on the northeast corner of NW 2nd and Main streets for Gettings and Hanks. Gas pumps were on the corner to capture the auto trade. The J.C. Penney’s store was remodeled and finishing touches were completed on a renovation of the Litch Building. The EOLC went into receivership in the fall of 1928, sold, and its assets liquidated the following year. The end of this large-scale logging operation was a prelude to the hardships of the Great Depression.

III. Decline, Depression, and WWII: 1929-1945

The Great Depression

On 29 October 1929, the stock market crashed, triggering the beginning of the Great Depression nationwide. Banks failed, businesses closed, and millions of Americans (one-quarter of the workforce) became unemployed. Wages dropped, savings were lost, and unemployment rose overnight, leaving the country in the worst economic depression in the country’s history. News headlines told the story; disappearing wealth, shrinking middle class, tax delinquencies, and foreclosures.

As the 1930s depression began, Wallowa County was already feeling the effects of the economic decline of the 1920s. The population and the property assessment evaluation of Wallowa County fell during the late 1920s, and continued to decline during the 1930s. Enterprise’s population was at an all time high of 1,895 people in 1920. By 1930, the population had dropped to 1,379.

Most of the construction projects completed in the 1930s in Wallowa County and Enterprise were linked to the federal work programs instituted by Franklin Delano Roosevelt (FDR). Traditionally Republican, Wallowa County voted 80% for Democrat Roosevelt in the 1932 election, and FDR began his reform strategy known as the New Deal.^{xxxix} Citizens learned new anagrams with the Roosevelt’s New Deal programs: Civil Works Administration (CWA), Public Works Administration (PWA), Public Works Administration (WPA), and Civil Conservation Corps (CCC). Post offices, libraries, and federal buildings across Oregon were built because of these programs and many Oregonians who worked as writers, teachers, lawyers, historians, painters, architects, masons, and in other arts professionals were employed as part of the various programs. People were hired as part of the CCC program for projects like campgrounds, parks, buildings, forest service buildings, and reservoirs.

The United States Government spent over 1.75 million dollars in Wallowa County from 1933 to 1939 on federal work projects. Men in Wallowa County started work on roads and other projects under the new programs. During this time, many improvements were made to city’s recreational facilities and infrastructure. A public swimming pool was constructed, a new park and playground erected, a tennis court finished, and brighter streetlights installed downtown. The local CCC Camp had been built on the ten-acre city park a few miles south of downtown.

Prices for farm commodities fell dramatically, as people struggled for survival in an economy that no long supported high levels of production. Crop and livestock prices fell, as markets were hard to find. Subsequently, private construction almost came to a halt in downtown Enterprise with the exception of a couple new buildings. In 1932, the two Enterprise banks, the Wallowa National Bank and the Enterprise State Bank, merged to reduce

^{xxxix} Coffman, *5200 Thursdays in the Wallowas*, 118.

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overhead; a sign of the times. Many other surrounding towns, such as Joseph, were not so fortunate as the Joseph State Bank closed its doors.

In 1933, the Enterprise Chieftain editor observed that the citizens of Wallowa County had plenty of inexpensive food available, although no spare change for taxes or mortgages. The Enterprise Chamber of Commerce began printing its own scrip, secured by Wallowa County warrants. The first scrip dollars were printed on tanned deer hides, intended as collectables, and after that, a durable fiber paper used. The scrip was accepted by businesses within the county. Poverty-bred desperation gave rise to an unprecedented spree of ten major crimes in fifteen months starting in 1934. In one instance, the city Marshall of Lostine visited Enterprise, broke into the City Creamery, and stole \$126.^{x1}

Wallowa County acquired more than 1000 properties due to delinquent taxes and foreclosures during this period and auctioned more than 700 to solvent buyers. The county assessor books were filled with lists of reposed buildings and houses. In 1936 alone, Wallowa County revenue increased by \$40,000 from property auctions. By the mid-1930s, the county owned many of the buildings in downtown Enterprise including the large EM&M Building, the Gotter Hotel, and J.C. Penney's Building. The condition of the EM&M was described in a 1934 report as being in complete disrepair, with water leaking from a roof that had partially collapsed. The county took the unusual step of repairing the building, adding retail spaces and apartments that were in demand as people lost their homes. When completed in the late 1930s, the EM&M was completely full and turning a profit.

City officials started looking at ways to balance their own budget in the early years of the Depression. Monies in the improvement funds were withheld and not used for the intended projects including water, sewer, and paving projects, and the city looked at ways to cut the city services such as fire, police, street cleaning, and health. The care and staffing of the library, cemetery, and swimming pool were taken over by service clubs as a way to save money. The city, in an effort to help the budget, increased the tax rate. This only caused another round of foreclosures since property owners were already having difficulty paying their taxes.

To alleviate the deprivation of families in Wallowa County, the Red Cross, Salvation Army, fraternal organization, and local women's clubs were active in the communities. Extra produce was collected and made available to the hungry, and clothing was collected, mended, and made available to those in need. The Red Cross required families meet certain criteria of unemployment and poverty before receiving aid, but the aid varied, using government surplus foods such as grain and canned vegetables, giving school clothes for children in need, and providing sewing machines and fabric for mothers to make clothing for their family members. The Salvation Army services were offered without requiring proof of need, serving meals to the hungry. Local churches, fraternal lodges, social organizations, and clubs reached out to their neighbors, enlisting the help of teachers who could identify children who were hungry or in need of clothes. When FDR's reform programs reached Wallowa County, local community relief efforts relaxed as the government programs were instituted.

A few new businesses did open up and expand during this time including the Enterprise Equipment Co. who moved into a brick building on the southwest corner of Greenwood and West 1st streets in 1937. Jay's Service Station opened for business the same year. Perkins Enterprise Co. opened a new garage, with a public invitation to a free movie and dance. In 1935, the Fraternal Order of Eagles (FOE) purchased the old hospital at North and NW 2nd Streets at a county tax sale. The FOEs used the building for meeting, community events and dances. The hall later fell into disrepair and was demolished in 1949 to make way for a new building. At that time, the Masons

^{x1} Coffman. *5200 Thursday in the Wallowas*, 120.

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were renting the Burnaugh Building for their lodge hall, and the IOOF Lodge still owned their own building on NE 1st Street that they used for community and lodge functions.

The O.K. Theatre was not unscathed during the Depression. In 1929, after bringing the first talking pictures to Enterprise, the theater went into foreclosure in 1932, and sold for \$2,820. The new owners renamed the theater, the Vista Theatre. In 1935, the theater was modernized on the interior and exterior. The theater stayed in business in the late 1930s as more people attended events and movies as an escape from the economic hardships of the Depression. By this time, the Vista Theatre was the only movie house in Enterprise; the People's Theater and the Opera House both had been converted to different uses and was later demolished. As the 1930s came to an end, the agriculture industry started to recover with more orders for wheat was sent overseas as Europe prepared for the impending war.

World War II

World War II brought significant changes to farms across Wallowa County and throughout the country. Farmers were coping with labor shortages and demands for higher production. This labor shortage also had another effect on farms. Farmers increased the use of mechanical equipment, which contributed to the growing consolidation of small farms into larger farms. Government military deferments issued for farm workers in 1942, did not keep laborers on the farm. Despite these efforts, many young men and women moved to larger cities to work in factories with large military contracts. Wallowa County population declined as workers moved to metropolitan regions. To ease the lack of farm workers, the United States Government made an agreement with Mexico allowing workers into the United States on contracts to work on farms. In Wallowa County, some local farmhands quit when thirty-five Mexican laborers starting working in the county, but by 1943, these contract workers were garnering praise from most Oregon farmers. Despite the issues with labor shortages, lumber, wheat and livestock was once again being shipped out of the county in a time of war. Prices rose and Enterprise residents had hopes for their future.

The increase in commerce, catalyzed by the spending on national defense, strengthened the city and county's economy, but the war had an uneven effect on the business community. Local merchandisers were unable to stock enough critical supplies. The papers were full of headlines about gas and supply rationing, blackouts, building materials shortages, and business closures. Many storefronts along Enterprise's Main Street were empty. The number of school children in the local district dropped to the lowest it had been since 1912, another sign of a decrease in the local population.^{xli}

The only new building constructed during this period was the new Safeway Store in 1941 on NW 2nd and North Streets. The Vista Theater kept its doors open, and brought relief to Enterprise residents during the war. Citizens kept up with the war activities in the newsreels and escaped thoughts of the war during the featured film. The theater was a gathering place in downtown among the many vacant buildings. In 1943, the Enterprise *Chieftain* newspaper changed hands under the new banner, the *Wallowa County Chieftain*. The paper was one of the mainstays of the community and, as in previous conflicts, announced the end of World War II. Sixteen Wallowa County men lost their lives in the conflict.

Peace was declared in Europe, and a sense of normalcy slowly returned to Enterprise and Wallowa County. Once again the small community was optimistic about the future. Returning soldiers and new residents began moving to Enterprise, sparking the local economy. By the end of 1945, thirteen new businesses open, two-dozen businesses

^{xli} Coffman. *5200 Thursday in the Wallowas*, 129.

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change ownership, and saw mills resumed operations. Wheat prices were still high as well as other local commodities. Enterprise was ready for the Post World War boom after years of economic hardships.

IV. Post-World War II Resurgence: 1946-1956

The end of 1945 signaled a shift in the economy that many long-time Enterprise residents had not experienced since the later 1910s. The local paper was filled with news of the improved economy, and new people and businesses moving into Enterprise. The demand for goods not available during the war grew, and signaled an upturn in the Wallowa County economy. Agricultural commodities remained strong immediately after the war before tapering off. New technologies, mechanization, and chemical use helped farmers reach new levels of crop productivity; wheat remained the mainstay of the agricultural community.

The cattle industry also remained strong in the post-war economy; however, dairy cattle slowly decreased in the 1950s when butter and cheese prices dropped and labor cost increased. This was seen locally when the Raven Creamery opened in 1946, and ten years later, closed its doors. The once strong sheep industry also declined due to several factors including introduction of new synthetic fibers, and the availability of grazing land. The U.S. Forest Service began transferring grazing permits from sheep to cattle making it more difficult to find enough land for their flocks. The number swine in the valley decreased as farmers shifted to raising beef cattle, which took less labor and quality feed.

Timber industries saw changes in the years after World War II as well. Increased demand resulted from the unprecedented housing boom of postwar America. Veterans and their families across the country applied war savings, GI Bill loans, and other resources to owning their own homes. The phenomenon was good news for those making their livings in the timber and building industries. Timber production grew through the late 1940s and early 1950s as more private and public land was opened to logging.

The lumber industry was reinvigorated in Wallowa County in 1946 when the Mt. Emily Lumber Company moved one of their mills to Enterprise, and began logging in the Chesnimnus District of the Wallowa National Forest. Sixty Mt. Emily employees were working at the Enterprise plant by the end of the year, infusing the community with new residents. Other sawmills in the county also retooled and contributed to the local economy. In the late 1940s, the Enterprise Lumber Company opened a retail outlet on Greenwood Street. This boom period in the logging industry remained steady in the late 1940s and 1950s as market conditions and demand changed. In 1954, the Wallow and Whitman national forests were consolidated into the Wallowa-Whitman National Forest as new roads were being constructed, one connecting Baker and Wallowa counties. New forest service personal moved into offices in downtown Enterprise.

Improvements to transportation systems further stimulated the economy. By the late 1940s, the demand for automobiles rose as gas rationing was lifted and automobile manufacturing increased. Motor vehicle registrations climbed. Even more than before, cars took a central place in American social and cultural life. Old roads and highways throughout Oregon were improved with the help of the government allotments. Wallowa County experience this when the new Enterprise – Lewiston Highway was completed in 1948 north through Wallowa County, and Eastern Washington to Lewiston, Idaho. The highway improved access to Wallowa County from the north, opening new markets. Improvements were also made during this time to the Enterprise airport that had been constructed in the early 1940s, a mode of transportation becoming more popular. The early 1950s bought talk of harnessing the power of the Snake River, which produced multiple studies over the next 10 years for proposed dam projects.

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Better roads also brought more tourists into the Wallowas. In the late 1940s and 1950s, affordable cars, cheap gas, better roads, and beautiful scenery brought record numbers of tourists in more isolated counties such as Wallowa County. The Wallowa were known as the “The Switzerland of America.” The new Wallowa Lake State Park was dedicated, which attracted more visitors and campers than ever before. Hunters and fishers came in record numbers into the county, and the city of Joseph started Chief Joseph Days that attracted visitors from all over the region.

New residences were built in Enterprise in new subdivisions on the hillside overlooking the town, a modern hospital was erected in 1950 that was the pride of the community, and the city instituted the first new city zoning ordinance and building regulations in 1951. The cedar power poles, installed in downtown in 1938, were relocated to the alleys in 1956. More streets were paved to improve access to new developments, and local banks reported increased deposits. The population grew from 1,709 in 1940 to a little over 1,900 by the mid-1950s. This activity and renewed optimism after World War II led to the construction of new commercial buildings in downtown; a majority of the new structures were built for the automobile industry.

Building Up Downtown

From 1947 to the early 1950s, the newspaper headlines were filled with talk about the local building boom, the prosperity of the agriculture industry, and the new businesses in downtown Enterprise. Nineteen forty-six started out with a record number of real estate transactions. Over 1,000 deeds and mortgages were filed with the County Clerk, and sales of area residences were strong.^{xlii} Vacant shops in downtown were filled, other buildings remodeled, and housing was at a premium. New people moved into the community, hoping to settle into small town living. The *Wallowa County Chieftain* reported that ten new businesses were opened downtown including the new Raven Creamery and a Coast-to-Coast store.^{xliii} Wages increased, business and farm income grew, and building materials began to be more readily available. Local veterans' groups already had plans to commemorate World War II veterans. A plaque was placed in the Wallowa County Courthouse lawn. The Enterprise School was enlarged when a classroom addition was built on the east side of the lot in 1947, and a gym was added in the 1950s. The baby boom period had started in earnest.

The January 1, 1948 edition of the *Wallowa County Chieftain* exclaims, “Wallowa county enjoyed its most prosperous year in 1947. Crops were excellent, feed was plentiful, and prices hit all-time high. Merchants, professional employees, office workers and laborers all shared in the increase in income.” New residences, institutional, and commercial buildings were erected, and office and retail spaces, and housing were at a premium. Infrastructure work and civic improvement projects were completed throughout the town. The center parkways that extended down the middle of North and Greenwood Streets were removed in 1947 to make more room for the automobile and to reduce maintenance.

New commercial buildings were primarily erected on vacant lots within the downtown core. These new commercial structures were modern in design, simple single-story concrete, stucco, or brick veneer buildings with large metal or wood sash windows. The Ratcliff Furniture Store (200 E Main Street), a mainstay in the community since the 1899, built a new brick veneer building directly east of the Wallowa County Courthouse. Completed in 1949, the furniture store was touted as the largest in Eastern Oregon. A Fosters Plumbing Shop was erected on River Street, the First National Bank completed a new \$75,000 structure in 1950 on SW 1st Street (106 SW 1st Street), a doctor's clinic was completed north of NE 1st Street between the library and the IOOF Hall, and a new

^{xlii} “Review of Developments in Past Year.” *Wallowa County Chieftain*, January 3, 1947.

^{xliii} *Ibid.*

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telephone building erected on River Street in 1952.^{xliv} A new concrete block law office was built in a narrow lot directly west of the Litch Building on the south side of Main Street (108 E Main). A fire destroyed the Dutli Building, the original EM&M store; other buildings were spared because of the Bowlby stone wall adjacent to the structure.

Several of the commercial buildings erected and remodels in the late 1940 and early 1950s were associated with the automobile industry. These new buildings generally sited along Greenwood and North streets, historically the more industrial sections of downtown. A new stucco and wood frame gas station (200 NW North Street) was erected on North and Rivers streets, the Enterprise Garage removed the corner gas pumps to make room for a showroom, several garages relocated to larger spaces or expanded to accommodate various services, and a new Shell Station on River Street and a concrete block garage on North and NW 1st streets were erected before 1950. These building reflect the increase in automobile use after the war. Ads for the latest model of automobiles filled the papers. The owners of the Vista Theater took advantage of the latest automobile craze and opened the Gay Drive-In Theater in 1953; a welcome addition in the community and supplemented the Vista Theatre playbill.

Construction stayed steady in Enterprise through 1955 new homes were erected, a church, several downtown buildings were remodeled, and the city completed work on a new sewer treatment plant. By the end of the 1955, the banks reported declining deposits, perhaps due in part, to the decrease in grain and livestock price. In 1956, Raven Creamery liquated its assets and sold their Enterprise plant due to declining dairy production in the valley. The state highway department started studies on re-routing Highway 82 away from Main Street. Although the highway was evidentially rerouted, the Main Street merchants fought the rerouting.^{xliv}

One of the last larger auto-related buildings was erected in completed in 1956 at the corner of NE 1st and North streets for Mc Daniels Motor Company, the local Chevrolet dealer. The property was owned by the Berland family and was originally purchased for use as a parking facility for the EM&M (never constructed). The Berlands leased the building to the motor company who has their sales and service business in the new concrete building. The completion of the new auto garage marks the end of the ten-year boom period that followed World War II.

Late 1950s to Present

Insert paragraph: current info.

Potential Context Related to Architecture: Architects and Builders

Summary

These architects and builders designed and erected many of the buildings constructed during the first two developmental periods in the history of Enterprise. Calvin R. Thornton and Samuel Haworth partnered together to design and construct many of the Bowlby stone buildings that still stand today. The La Grande partners worked in the community from the late 1890s to at least 1910.

Tourtellotte and Hummel designed several buildings in Enterprise in the "Railroad, Automobile, and Timber Boom" period. The well-known firm designed hundreds of buildings in Idaho, Oregon, and Washington from 1900 to the late 1930s. Enterprise buildings attributed to the firm include the EM&M (1916), Keltner Building (1916), and the Enterprise School (1917).

^{xliv} Records for 1952 Establish Year as One of General Prosperity, *Wallowa County Chieftain*, January 1, 1953, p. 1.

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John Oberg was one of the town's most prolific builders during the boom time associated with the railroad, timber, and automobile era. Many of the most prominent concrete and brick buildings still standing in downtown are attributed to Oberg including the public library, theater, and IOOF Hall. Oberg specialized in concrete construction.

Calvin R. Thornton and Samuel Haworth

Calvin R. Thornton was a well-known regional architect from Iowa, who practiced in La Grande, Oregon from the mid-1880s to the time of his death in 1909. Calvin's father, a furniture maker and carpenter, influenced his son who grew up to work as an architect. Thornton moved to Idaho before settling in La Grande where he opened a contracting and architectural firm with his wife's cousin Samuel Haworth. After a fire destroyed many of La Grande's buildings in 1886, Thornton was hired to design new brick structures in downtown La Grande. In 1909, after completing designs for the new Wallowa County Courthouse and the addition to the Litch Building, Thornton moved to Enterprise temporarily to over see the construction of the two buildings. He died in December 1909 when he fell from scaffolding while working on the steel panel exterior of the Litch Building. Thornton never saw the completion of the new courthouse. His partner Sam Haworth completed the jobs and went on to design other buildings in Enterprise.

Samuel Haworth was a mason by trade and also worked as the contractor in his partnership with Thornton. Haworth worked on the first Bowlby stone building in downtown Enterprise, the Bowlby Building, erected in 1899. Well known for his skill at masonry construction, particularly stone, Haworth was the contractor on other buildings in Enterprise including the Enterprise Hotel, Enterprise Fraternal Association Building, Ashley Building, and the Burnaugh Building. The last building attributed to Haworth's design was the O.K. Theatre, made of concrete and completed in 1918.

Tourtellotte and Hummel Architects

The architectural firm of John Everett Tourtellotte and Charles Fredrick Hummel designed several buildings in Enterprise including the EM&M, the Keltner Building, and the Enterprise School. The firm designed hundreds of buildings in Idaho, Oregon, and Washington from 1900 to the late 1930s. John Everett Tourtellotte (1869-1939) was a Connecticut native, who studied architectural drawing at Worcester, Massachusetts in 1885. Following his education, he worked for the Worcester architectural firm of Cutting & Bishop. Tourtellotte moved west in 1889, and arrived in Boise, Idaho in 1890 to work as a contractor. In 1892, he opened his architectural office, and in 1896, hired Charles Hummel as an employee. The two men became partners in the firm of Tourtellotte & Company in 1900; their name changed to Tourtellotte & Hummel in 1910.

Charles Frederick Hummel (1857-1939) was born at Gernsbach, Baden, Germany, and educated as an architect at a technical college in Stuttgart. Following work as an engineer in Switzerland, he immigrated to the United States in 1885, and arrived in Boise in 1895 after concluding work in Everett, Washington. Following the 1910 partnership of Tourtellotte and Hummel, they established a business relationship that allowed Tourtellotte to be the salesman, and Hummel to take primary responsibility for the design work. The firm quickly expanded after they received the contract for the Idaho State Capital. They opened a branch office in Lewiston, Idaho during the years 1906-1910.

In 1913, Tourtellotte moved to Portland, Oregon to open a new office for the firm, while Hummel remained in charge of the Boise office. Following World War I, the Portland office of Tourtellotte & Hummel became independent of the Boise office. In 1922, Tourtellotte hired Frank Hummel, Charles Hummel's youngest son, as a

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partner. Frederick Hummel worked in Portland until 1935, when the partnership was dissolved because of the Great Depression. Charles Hummel and his oldest son Frederick remained partners in Boise. Frank Hummel returned to Boise after the closure of the Portland office.

Tourtellotte practiced in Portland for the rest of his life, except for a brief return to Boise around 1920. In 1922, John Tourtellotte and Charles F. Hummel dissolved their partnership. After the deaths of both Hummel and Tourtellotte in 1939, the Hummel sons carried out the final projects under the name of each firm. Charles Hummel's office in Boise continues today under the supervision of his grandson, Charles F. Hummel, in the firm of Hummel, La Marche & Hunsucker.

Oregon Buildings: Tourtellotte and Hummel designed many college buildings, schools, hotels, commercial and public buildings in Oregon, many in smaller communities throughout the state. Some of the more notable Oregon buildings designed by them are the Lithia Springs Hotel in Ashland, Astoria Hotel, Hotel North Bend, Sacajawea Hotel in La Grande, Union Hotel in Union, Antler Hotel in Baker, Pendleton Hotel in Pendleton, the Douglas County Courthouse in Roseburg, and numerous churches and residences.

Tourtellotte and Hummel worked on several buildings in Enterprise in the 1910s, including the EM&M (1916), the Keltner Building (1916), and the Enterprise School (1917). The EM&M was one of the largest commercial buildings designed by Tourtellotte & Hummel in Oregon. The firm also completed several additions to downtown buildings including the Enterprise National Bank and Enterprise Hotel.

Idaho Multiple Property Nomination: A thematic National Register of Historic Places Nomination, entitled "Tourtellotte and Hummel Architecture: Thematic Resource Nomination" was prepared and listed in the National Register in 1984. The nomination lists hundreds of building attributed to the firm in the northwest. The State of Idaho is the geographic boundaries of the thematic nomination.

John Oberg: Designer/Contractor

John Oberg was a local Enterprise contractor and designer who erected many of Enterprise's downtown buildings in the early twentieth century. A Swedish immigrant, John was born in 1882 and came to the United States in 1907. John was living in Enterprise by 1912 with his father Oscar and his wife Ellen, also a native of Sweden who came to the United States in 1893. John started a successful construction business in Enterprise, Oberg Construction Company. During 1915-16, Oberg often worked in partnership with architect, W. C. Wattenburg. Some of the other buildings constructed by Oberg were the Enterprise Carnegie Library (1914), Enterprise Barbershop (1914), Enterprise Garage and Motors (1914), and the O.K. Theatre (1918). Many of the buildings constructed by Oberg were concrete or cast concrete block, a relatively new building material in Enterprise in the 1910s. Oberg continued his business in Enterprise until the 1920s, when the decline in the economy and contracting business forced him to move. By 1930, Oberg was living with his wife Ellen in Los Angeles, California where he continued his work as a contractor.

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F. ASSOCIATED PROPERTY TYPES

Historic properties in downtown Enterprise generally inclusive in the MPS “Historic Resources of Downtown Enterprise” discuss buildings that may be found within the project area in downtown Enterprise. Generally, Commercial, Transportation-Related, and Institutional building types are found in this study area.

I. Name of Property Type: *Commercial Buildings, 1889-1956*

Description: Commercial buildings are the most numerous type of resource present in the geographic area defined in Section G; the downtown commercial core. Erected in the 1888-1956 period, these buildings served the needs of the local government and residents, and ranchers and farmers on the surrounding agricultural land. The Commercial Building type is defined as a building designed with commercial use at the street level, and in case of multi-storied structures, additional uses on the upper floors such as offices, fraternal halls, or apartments. Constructed in various designs and materials, these buildings housed a variety of activities: retail and general merchandise stores, specialty stores, professional offices, funerary establishments, banks, hotels, and entertainment facilities such as theaters and restaurants. This building typology, as defined by Richard Longstreth in *The Buildings of Main Street*, is often referred to as one- or two-part commercial block buildings.

One-Part Block: The one-part block is a common building type in downtown Enterprise. These buildings are generally single-story, rectangular buildings with slightly sloped roofs behind raised parapets. Typically, the façades have large display windows, transoms above the windows and doors, recessed entrances, and a slightly defined cornice. Made of brick, stone (Bowlby), or concrete, these buildings often have panels above the windows for signage or awnings. Dating from various developmental periods, most of these one-part block buildings adjoin other commercial buildings; a few are freestanding. The majority of these resources are located along Main and River streets.

The older one-part block buildings are constructed of Bowlby stone and range in date from 1902 to 1916. These stone buildings are generally the most intact and have little ornamentation due to their stone construction. Good examples of these stone buildings include the Chieftain Newspaper office (107 NW First, 1916), and a former post office location (107 E Main, 1902).

The one-part block buildings constructed of brick are generally larger buildings with more decorative features including articulation of the cornice, raised pilasters between the bays, and recessed panels in the spandrel areas. Some of these brick buildings, built between the early 1900s and 1950, have been extensively altered while others retain a high degree of integrity. Excellent examples of this type of one-part block building are the retail store on Main Street (302-304 W Main, 1910s), the slightly larger Roesch Building (114 W Main, 1928), and the Radcliffe Furniture Store (200 E Main, 1950).

Only a few one-part block buildings are made of concrete; most of these one-story buildings are associated with transportation related buildings (garages and service stations). The one-part, concrete commercial buildings generally date from the 1950s, and have minimal articulation of the surface or detailing. An example of this building type is the Rowe Building (110-114 S River).

Two-Part Block: Historically, the two-part block was the most common property type for small and moderate-sized commercial buildings throughout the country. These buildings were prevalent from the mid-late 1800 to the mid-1920s. In Enterprise, two-part block buildings were erected from 1888 to the 1920s, and made of brick, stone, or concrete block. Historically, two buildings in downtown had a different exterior siding, metal panels

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simulating stone over wood-frame construction. One of these buildings remains, the Litch Building (100 W Main).

The majority of the two-part block buildings are along both the north and south sides of W Main Street. The buildings encompass the entire lot, abutting the sidewalk, neighboring structures, and an alley at the back. This layout utilized all of the available land fronting Main Street, which was the prime location for commercial activities in Enterprise. Generally, the lots are narrow and rectangular in dimension, and are deeper than they are wide, which determines the size and floor plan of this property type. The fronts were the prime area for ornamentation since the buildings often abutted one another and sometimes shared common walls. The exceptions to this were the buildings on corner lots. These buildings had two primary facades, often with corner entrances for visibility. Examples of these are the Enterprise Hotel (101 E Main, 1903), Gotter Hotel (301 W Main, 1916), the Keltner Building (118 W Main, 1916), and the Enterprise Fraternal Association Building (200-202 W Main, 1908). These building also have more decorative cornice treatment.

In Enterprise, two-part blocks are generally two stories in height, with the exception of three downtown buildings; the Gotter Hotel, the Enterprise Hotel, and the EM&M Building. A character-defining feature of these buildings is a visual division of the front facade into upper and lower zones. The lower zone at the first-story, indicates public use such as a retail store or bank, having a recessed entrance with a transom above for ventilation and large plate glass windows with wood or masonry bulkhead below and multi-light transoms above for light and ventilation. Most of the alterations have occurred to the first floors of these buildings as business use change over time. Transom windows have been covered, storefront window sashes changed, and bulkheads covered over with masonry veneers or wood.

The upper zone reflects private use, residential, office, or meeting halls. The upper story windows were usually tall and narrow double-hung windows, arranged in regularly spaced patterns in groups or singularly, and more closely resembled those of residential buildings. The Bowlby Building (107 W Main, 1899) is an excellent example of this type, with large storefront windows in arched bays, stone construction, recessed entrance, paired double-hung windows on the upper story and a decorative pointed arch parapet with a date plate in the center.

The extant buildings from the late nineteenth and early twentieth centuries were of masonry construction and featured flat roofs with parapets (usually slightly sloped for drainage). Some of the parapets were accentuated and more ornate, serving as an elaborate terminus to the building. Cornices projected outwards from the plane of the front elevation, and decorative brickwork, corbelling, Union Jack pattern, or pilasters accentuated the parapets. Most of the buildings were vernacular in style with the exception of the classically inspired 1917 Enterprise School.

Some of the larger buildings have distinct horizontal band divisions between the lower floor and upper floor(s) such as the EM&M and Keltner buildings, both designed by the architectural firm Tourtellotte & Hummel. These buildings also have strong vertical elements such as raised pilasters or stringcourses made of contrasting materials or designs. The Gotter Hotel is perhaps the most elaborate two-part block building in downtown. The contrasting two-color brick construction, geometric designs, and elaborate parapet with tan pilasters and coping against the red brick body create the visual distinction between each story that is an important character-defining feature of the two-part block building.

Additional Property Types: The hospital and theater are somewhat different property types than the other commercial buildings in that the function somewhat determines the design of the building. The hospital building (315 W Main) is similar to the two-part commercial block with the exception of the first story fenestration. The hospital retains a more private relationship to the street because of its medical use. The double-hung windows

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usually found on the upper stories on two-part block buildings are also on the ground floor; there are no storefront windows. The theater building does have commercial use on the first floor and smaller windows on the upper story but the design is somewhat different since the upper story windows light the small projection room and do not open up into a full second story. The storefronts, however, are indicative of the two-part commercial block.

Significance

The commercial buildings of downtown Enterprise are significant under Criteria A and C in the areas of COMMERCE and/or ARCHITECTURE, and were built between 1888 and 1956.

Criterion A: Under COMMERCE, buildings associated with Enterprise’s period of early development and commercial expansion in one or more of the historic contexts noted in Section E are eligible for listing. These buildings housed a variety of commercial enterprises that served, not only the town of Enterprise, but surrounding farms and ranches in the Wallowa Valley. Buildings within the area of COMMERCE include hardware stores, mercantiles, groceries, clothing stores, hotels, jewelers, drug stores, saloons, theaters, furniture stores, newspaper offices, undertaker establishments, banks, private hospitals, restaurants, professional offices, and other types of businesses. The extant buildings represent the historic commercial growth in downtown Enterprise and are eligible under Criterion A for their association with the 1888-1956 developmental periods. A few buildings may also be eligible in other areas of significance. Buildings associated within the category of ENTERTAINMENT/RECREATION are limited to theater and hall buildings, and HEALTH and MEDICINE are limited hospital buildings and clinics. These buildings have somewhat of a different building type than the other commercial buildings

Criterion C: Historic resources in the downtown may also meet requirements of Criterion C, for ARCHITECTURE. Many of Enterprise’s historic downtown buildings are architecturally significant as vernacular designs or as interpretation of other popular period styles. A majority of the buildings in the defined downtown geographic area were built between 1888 and 1956, and are examples of one- or two-part block buildings with commercial uses on the ground floor and more private uses in the upper stories. Some buildings show trends in materials, such as the use of locally-quarried Bowlby stone and brick, cast concrete block, and reinforced board form concrete, and others show trademark corner entrances, and cornice name and date plates. Other buildings are associated with architects and builders including well-known Idaho and Portland firm of Tourtellotte and Hummel, La Grande architect Calvin Thornton and his associate, Samuel Haworth, and local builder John Oberg.

Registration Requirements

Generally, to be eligible for listing under this property type a building must: a) be located within the geographic area defined in Section G; b) have been originally used for a commercial purpose or converted into such use during the historic period; c) have been built between 1888 and 1956; d) possess historical association with the development of downtown Enterprise within the historic context defined in Section E, and e) retain a high degree of architectural integrity.

More specifically, to be eligible under Criterion A in the area of COMMERCE, resources must retain a strong association with growth and development of commerce in Enterprise. A variety of businesses were found in Enterprise, typical of those necessary for small town life. Some businesses were mainstays of the community and stayed in the same location for decades. Others businesses were transitory, changing with new trends and the economy dictated. To be eligible, the buildings must retain a high degree of integrity of location, setting, feeling, and association.

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To be eligible under Criterion C in the area of ARCHITECTURE, resources must retain a high level of integrity of materials, design, workmanship, and stylistic features. These original elements typically identify age and architectural characteristics, and must be present to be eligible under Criterion C. Commercial buildings should retain a significant portion of original form and materials, especially in the bays, window openings, doors and façade treatment. Additionally, character defining features of one- and two-part block buildings should be present to convey the historic period and use. The original building height, rectangular building form, flat roof, and window openings of one-part block buildings should mostly be present. The division of the buildings into distinct zones for two-part block buildings should be present. Alterations to the storefronts should not automatically render the resource ineligible for listing. Changes to transoms, display windows, bulkheads, and entrances are typical in downtowns as over time businesses change. A resource should be considered eligible if the alterations do not detract from the overall design, character, and proportions of the building. Such alterations may have a greater impact on the eligibility of a one-part block, low rise building than on two or three story, two-part block building.

Listed Properties: Two commercial properties are currently listed in the NRHP: the Gotter Hotel (301 W Main Street, listed 1/21/1994) and the Burnaugh Building (107 N River Street, listed in 5/27/1993).

II. Name of Property Type: *Transportation Related, 1914-1956*

Description: As the central downtown business district developed in Enterprise, transportation facilities were needed to provide automobile service, maintenance, storage, repair, and display for area residents, workers, businesses, and visitors. Garages, gas stations, maintenance garages, and automobile showrooms/dealerships are included in this property type. The extant buildings that represent this building type within the Period of Significance were erected from 1914 to 1956.

Generally, these buildings retain the characteristics of one-part block structures, covering the entire lot. Constructed of brick, board-form concrete, or concrete block (cast and smooth face), the buildings are one-story in height with a slightly sloped flat roof. Character defining features include single-pane display windows on the primary facades and smaller windows such as double-hung wood sash windows on the secondary facades, pedestrian and garage doors on the side or front facades, and slightly raised parapets. These buildings are located along the outer edges of Main Street and along the secondary commercial streets, like Greenwood and North.

The poured concrete and concrete block buildings have minimal detailing. The brick garages have more decorative articulation of the facades. Although altered, the garage at 311 W. Main has display windows on either side of a central garage door, a pointed arch central parapet, and raised pilasters between the bays. The concrete transportation-related buildings erected after World War II have little decorative details reflecting the simplicity of form in the modern movement and the concrete construction.

The Enterprise Garage (300 W Main Street, 1914), the oldest extant garage, shows the changes that occurred in the transportation industry. The corner of the concrete structure was removed to accommodate drive-through gas pumps by 1941, and the same corner was enclosed in the 1950s with large display windows when the building changed into a dealership.

Significance

The transportation-related resources of downtown Enterprise are significant under Criteria A and C in the areas of COMMERCE and/or ARCHITECTURE, and were built between 1914 and 1956.

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Criterion A: Under COMMERCE, buildings associated with Enterprise’s period of development and commercial expansion related to the automobile industry in one or more of the historic contexts noted in Section E are eligible for listing. These commercial businesses catered to the early automobile industry and show the evolution of the use of the automobile as a major mode of transportation. The first auto garages accommodated service bays along with car storage areas and gas pumps. The popularity of the automobile in the early 1900s corresponds to the Good Road Movement and the need for better road and connectivity with other towns and markets.

The auto-related buildings were needed to facilitate, either directly or indirectly, the commercial development of the community. Automobile related services were needed to support continued commercial activity as the railroad lost its dominance in transporting agricultural products, manufactured goods, and people. The garages, service stations, and auto show rooms were some of the only buildings constructed during both good and poor economic times. The buildings erected after World War II represent the importance of the automobile in the post-war boom period when the automobile was part of the American dream and prosperity. In Enterprise this was evident in the number of gas and service stations, and car dealerships built in downtown after the war.

Criterion C: Transportation related resources in the downtown may also meet requirements of Criterion C, for ARCHITECTURE. Many of these early gas and service station erected in the 1910s and 1920s, were constructed of concrete, a new type of building material in downtown buildings. Local builder John Oberg worked on many of the early concrete structures. These early garages were some of the first structures made of cast concrete block and later poured-in-place reinforced concrete. Some of the buildings incorporated new construction techniques to create large interior spaces for auto storage and repair. The post-World War II buildings reflect modern designs with minimal detail and clean lines.

Registration Requirements

Generally, to be eligible for listing under this property type, a historic resource must: a) be located within the geographic area defined in Section G; b) have been originally used for transportation purposes or converted into such use during the historic period; c) have been built between 1914 and 1956; d) possess historical association with the development of transportation in downtown Enterprise within the historic contexts defined in Section E, and e) retain architectural integrity.

Criteria A: More specifically, to be eligible under Criterion A in the area of COMMERCE, resources must retain a strong association with growth and development of commerce in Enterprise and the automobile industry. These building must have integrity of location, feeling, and association, and retain sufficient integrity of design and materials. The building should retain its original shape, roof form, and construction materials. Garage doors openings should remain visible even if the doors themselves are closed down. Such modifications may have been undertaken as part of the changing function of the building, and if so, should illustrate the changing function with in the POS. Additions made to the building out of the POS should be subordinate to the original design.

Criteria C: Under Criterion C in the area of ARCHITECTURE, a historic resource must be a good example of a type as defined by form, material, and/or composition, or a good example of a specific architectural style. Integrity of materials, design, and workmanship should also remain high. The building should retain its original shape, roof form, construction materials, window openings, and a majority of the garage doors and entrances. Such modifications may have been undertaken as part of the changing function of the building, and if so, should illustrate the changing function with in the POS. Additions made to the building after the POS should be subordinate and compatible to the original design.

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III. Name of Property Type: *Institutional Buildings, 1898-1920*

Description: The historic institutional properties of downtown Enterprise include four main subtypes: Civic/Public, Educational, Religious, and Fraternal buildings.

Civic & Public Buildings:

Differing from commercial block buildings that fill the entire lot, the civic and public buildings were constructed on larger downtown lots as freestanding objects with green space around them. Their importance in the community was reflected in the surrounding open space. Properties represented in this subtype are the Wallowa County Courthouse, which occupies an entire city block in the middle of the downtown, and the Enterprise Carnegie Library, which is centered on the prominent corner lot of E Main and NE 1st Streets. These buildings were constructed during the boom period associated with the railroad, automobile, and timber industries.

The building styles vary from the imposing, three-story Romanesque style Wallowa County Courthouse to the more refined classically inspired Enterprise Carnegie Library. The prominent Wallowa County Courthouse, in the center of a full city block, visually dominates the entire block not only its scale, but because of its Bowlby stone construction and imposing Romanesque style. The library also has an appearance of permanence in its brick construction, elevated foundation, central pediment central gable, formal façade, and lawn area around the building.

Educational: Educational buildings played an important role in Enterprise’s history. From its beginnings, the city and county played an active role in developing and maintaining education facilities, and promoting higher education in the construction of the Enterprise School. Although a private citizen financed the first school in Enterprise in 1887, the county established the Enterprise School District in the late 1880s, and constructed a public school. Two other schools were erected in Enterprise (razed) before the extant Enterprise school was constructed in 1917.

Only one school is represented in this property type, the Enterprise School. Constructed in 1917, the school was completed during the building boom associated with the railroad, and automobile and timber industries. The school, like the public/civic buildings, anchored the east end of the downtown with its expansive front lawn area, classical design with a large front colonnade, and concrete and brick construction. Throughout its history, several additions have been made to the structure to accommodate the changing educational needs of the community. These additions included a gym, additional classrooms, and service areas; the majority of these additions were made to the back of the 1917 building. The gym and the classroom wing, along the south side of the property, were constructed in the 1940s and 1950s. The front façade has maintained its original prominence on the double city block lot, facing west towards Enterprise’s downtown.

Listed Properties: The Wallowa County Courthouse is currently listed in the NRHP (listed 1/14/2003).

Fraternal Building: Fraternal buildings played an important role in the social history and development of the commercial core. In the earliest developmental period, the fraternal organizations rented hall space in the upper stories of commercial buildings. These buildings were generally two-part block structures with commercial spaces on the first floor, and the hall and professional offices on the second floor. Often, the fraternal order symbol was displayed on the front façade of the building. An example of this is the Bowlby Building (107 W Main), which has the Masonic symbol on the parapet. These resource types were brick or stone construction with large storefront windows on the first floor, double-hung windows on the second floor, decorative parapets, and multiple entrances. A good example of this multi-use building type is the Enterprise Fraternal Association

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Building (200 W Main), designed as a two-part block building with a decorative cornice, masonry construction, clear division of uses between the upper and lower stories, and window types.

Another kind of facility associated with fraternal organizations are sole purpose buildings that use the entire structure for lodge activities and do not have commercial spaces on the ground floor. The design of the building and fenestration are more typical of residential or civic/public buildings. Only one building in downtown Enterprise is of this building type, the IOOF Hall (103 NE 1st Street). Built in 1920, the building has double-hung windows, concrete and brick construction, pilasters separating the bays, decorative brickwork at the parapet, and simulated stone work around the entrance door. The IOOF name is prominently displayed in the center of the front parapet similar to some of the dual-purpose two-part block lodge halls.

Religious Buildings: Religious buildings were some of the first institutional buildings constructed in Enterprise starting in the 1890s. These buildings serve as houses of worship or for use by religious institutions. This category includes churches, parsonage houses, and other buildings that serve the congregation. Enterprise’s religious buildings are closely tied to the development of the town as settlers brought their religious beliefs with them and established churches in and around the downtown core.

Two properties are represented in this subtype in the downtown core. The oldest church in downtown Enterprise is the Christian Church (207 E Main Street) erected in 1898 with elements of the Gothic Revival Style. By 1898, Enterprise has four churches: Methodist (1888); Presbyterian (1891); Christian (1898); and Catholic (1892). Only the Christian Church survives from this early settlement period and is the closest (east of the library) in proximity to the downtown commercial core. St. Patrick’s Episcopal Church is a block farther east of the Christian Church in a residential neighborhood. This church was built in 1960, outside the POS. The Gothic Style church is a one-story, wood structure (resided with synthetic siding) with a tall corner bell tower, alternating bands of decorative shingles on the bell tower roof and gable ends, and pointed arch windows. Additions have been made to the north and west facades but the primary facades retain their basic form and detailing despite being resided.

Significance

Institutional buildings including Civic/Public Buildings, Educational, Fraternal, and Religious buildings may be significant under Criterion A or C, or both.

Criterion A: The majority of these institutional buildings were constructed during the historic context “Railroad, Automobiles, and Industrial Boom: 1908-1928.” These buildings reflect the prosperity of this period in Enterprise’s history when the town secured its position as the county seat, the new stone courthouse was erected, agricultural commodities received high returns, the first railroad through Enterprise was completed, and the automobile made its appearance in the community. Enterprise became more actively involved in bettering the community for all the residents, and providing amenities found in larger towns.

Civic/Public Buildings: After 1900, Enterprise settled into the role as the center of commerce, industry, and agriculture in Wallowa County. The citizens desired civic and public buildings that showed the city’s prominence in the county. Some of these buildings were erected with public money like the Wallowa County Courthouse, built 1909, while others were funded as a result of philanthropic donations such as the Carnegie Library. The Wallowa County Courthouse and the Enterprise Carnegie Library exemplifies the struggles in maintaining and assuring Enterprise’s position as the county seat and the civic pride in establishing a public library in the town during the progressive era. The library represents the local residents’ need to better their community through education and learning. No other new public or civic buildings were erected in the downtown after the Carnegie Library was completed in 1914. The resources may be eligible under GOVERNMENT AND COMMUNITY PLANNING. The library may also be significant in the area of EDUCATION.

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Educational: Buildings associated with education are linked to the public school system in Enterprise, and are significant in the area of EDUCATION. Only one building in this subtype is in downtown, the Enterprise School, which includes primary and secondary classrooms. The original section of the school, built in 1917, reflects the importance that education played in the lives of Enterprise’s citizens. Financed through bond measures, the school was completed right before World War I, during one of the most prosperous periods in the town’s history. The subsequent additions in the 1940s and 1950s also denote upswings in the local economy. The school was a symbol of the economic vitality of the downtown during the two major boom periods; the early 1900s and post World War II.

Fraternal: Fraternal organizations were some of the first benevolent societies in communities throughout the United States. These societies were organized to help improve the lives of their members and the communities, which they served. Prior to government social service programs, many of the fraternal lodges helped people in need; paying sick benefits, aiding widows and orphans, and burying the dead. The lodge halls also served as community centers where social events, fundraisers, and ceremonies took place. Lodges that were active in the pre-Depression eras of Enterprise’s history were the IOOF, Masons, and Knights of Pythias. Fraternal buildings are significant in the area of SOCIAL HISTORY.

Religious Buildings: Religious buildings serve as houses of worship or for use by religious congregations. These buildings were some of the first institutional buildings constructed in Enterprise beginning in the 1890s. Many of first churches were destroyed by fire or due to expansion needs, and new buildings erected. Churches were often a social gathering place and moral guide for the community. These resources are significant in the area of RELIGION.

Criteria C: The majority of these institutional buildings were constructed during the historic context “Railroad, Automobiles, and Industrial Boom: 1908-1928.” The buildings were designed in a variety of styles including the Gothic, Richardsonian Romanesque, and classically-inspired styles. Various building materials were used including Bowlby stone, wood, brick, and concrete. The buildings may be eligible under ARCHITECTURE as a good example of a style, type of construction, or for its level of integrity. The buildings also may be significant for their association with a prominent architect or builder.

Registration Requirements

Generally, to be eligible for listing, institutional buildings must: a) be located within the geographic area defined in Section G; b) have been originally used for institutional use or converted into such use during the historic period; c) have been built between 1908 and 1956; d) possess historical association with the development of institutional buildings in downtown Enterprise within the historic contexts defined in Section E, and e) retain architectural integrity.

Criterion A: More specifically, to be eligible under Criterion A in the areas of GOVERNMENT, SOCIAL HISTORY, and EDUCATION, the historic resources must retain a strong association with the Enterprise’s early growth and development during the early 1900s when the principles of the City Beautiful Movement were shaping the community during a time of tremendous development in the downtown, and Enterprise established itself as the permanent county seat. Additions to these structures made during the post-World War II boom reflect the evolution of the buildings as needs of the community changed and do not exclude them from being eligible.

The buildings eligible under GOVERNMENT, SOCIAL HISTORY, and EDUCATION must retain integrity of association, feeling, setting, and location because of their public use. Buildings in the defined geographic area that are eligible under these areas of significance include the Wallowa County Courthouse (listed in National

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Register in 2003), Enterprise Library, IOOF Hall, the Enterprise Fraternal Association Building, and the Enterprise School. With the exception of the Enterprise Fraternal Association Building, these buildings have retained the original or compatible use.

Criterion C: Buildings eligible under ARCHITECTURE should retain a high level of integrity of design, materials, and workmanship to convey the historic period along with feeling, association, setting, and location. The buildings should retain the original roof form, decorative details, plan shape, structural form, window fenestration, and door locations. Additions to the buildings do not exclude them from being eligible, however, the additions should be built during the POS, or be compatible and subordinate to, the original building. If associated with an architect or builder, the structure should retain the original design elements.

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G. GEOGRAPHIC DATA

The geographic area is defined by the boundary of the Reconnaissance Level Survey conducted by the City and Oregon SHPO in 2008. The area includes the downtown core between W 3rd Street and E 4th Street and between North Street and Greenwood Street. This area encompasses seven blocks along both sides of Main Street the primary commercial street.

H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

The multiple property listing of commercial, transportation, and institutional historic resources in Enterprise, Wallowa County, Oregon is based on two historic architectural resources surveys from 2008 to 2009, which focused on the downtown commercial core of Enterprise. The Reconnaissance Level Survey (RLS) was conducted by Marya Nowakowski, Project Manager, City of Enterprise, with assistance from the Cara Kasar, Architectural Historian, and Ian Johnson, Historian as part of the Certified Local Government Grant program. The RLS included the area surrounding the historic commercial core including commercial, transportation, and institutional buildings. This included North, Main, and Greenwood streets between W 3rd to E 4th streets. The RLS provided a preliminary evaluation of eligibility, approximate building date, type, and style, and noted any significant alterations. This survey provided the baseline information required to conduct a more intensive level survey of selected buildings that were considered potentially eligible for listing in the National Register. The survey also noted which historic buildings were substantially modified, diminishing the architectural integrity. A brief survey report and a map noting the Contributing (eligible), Non-Contributing, and Out of Period/Non-Contributing resources accompanied the RLS. The map, survey data, and preliminary evaluations were important in understanding the distribution, typology, architectural integrity, and ages of the buildings.

After the RLS was completed, the City hired historic preservationist Sally Donovan, Donovan and Associates, to conduct an Intensive Level Survey (ILS) for ten buildings within the RLS area that were potentially eligible buildings. This grant was part of the CLG grant program managed by the Oregon SHPO. The buildings surveyed represented commercial, institutional, and transportation related buildings dating from 1899 to 1919. ILS forms were completed for the ten historic resources including the Bowlby Building (1899), Enterprise Hotel (1903), Enterprise Fraternal Association Building (1908), Litch Building (1903-09), Ashley Building (1910), Enterprise Carnegie Library (1914), Enterprise Barbershop (1914), O.K. Theatre (1918), IOOF Hall (1920), and the Enterprise Garage (1914).

Add Current Evaluation information

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Historic Resource of Downtown Enterprise,
1888-1956

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