

Oregon Historic Site Record

LOCATION AND PROPERTY NAME			
address:	18006 S Gronlund Rd Oregon City vcty, Clackamas County (97046)	historic name:	Baker (Horace) Log Cabin
assoc addresses:		current/other names:	
location descr:	NR nom states: off Oregon 224, at junction of Redland and Forsythe Road; near Carver.	block/lot/tax lot:	/ 01900
		twshp/rng/sect/qtr sect:	2S 3E 18 C

PROPERTY CHARACTERISTICS			
resource type:	Building	height (stories):	1.5
elig evaluation:	eligible/significant	total elig resources:	2
prim constr date:	c.1856	total inelig resources:	0
		NR Status:	Individually Listed
		date indiv listed:	12/12/1976
primary orig use:	Single Dwelling	orig use comments:	
second orig use:	Museum		
primary style:	Vernacular	prim style comments:	hewn log
secondary style:		sec style comments:	
primary siding:	Squared Log	siding comments:	
secondary siding:	Horizontal Board		
plan type:	Single Cell	architect:	Baker, Horace
		builder:	Baker, Horace

comments/notes:
On same property as German Methodist Church (not listed in NR) (ck-08/20/08)

GROUPINGS / ASSOCIATIONS			
Survey/Grouping Included In:	Type of Grouping	Date Listed	Date Compiled
Clackamas County Historic Landmarks	Survey & Inventory Project		2008
Settlement-era Dwellings, Barns & Farm Groups the the Willamette Valley, Oregon	Survey & Inventory Project		2013

SHPO INFORMATION FOR THIS PROPERTY	
NR date listed: 12/12/1976	106 Project(s): None
ILS survey date: 09/30/2007	Special Assess Project(s): None
RLS survey date: 01/09/2013	Federal Tax Project(s): None

ARCHITECTURAL / PROPERTY DESCRIPTION
(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations)

ROOF FORM AND MATERIALS: Steeply pitched gable PRIMARY WINDOW TYPE: Multi-light double-hung sash OTHER: Recessed full-width porch, s. elev.; vertical board door Architecturally, the Horace Baker Cabin is the only known example in Oregon of log construction with a cantilevered loft. If the 1856 date is correct, the Baker Cabin would be one of the oldest log structures in Oregon, adding to its historical significance. The architectural uniqueness of the cabin and the importance of Horace Baker himself in the development of the area, however, make the Baker Cabin a significant cultural resource for the State of Oregon. ALTERATIONS: Restored (n.d.); chimney, logs, doors and windows replaced (1939) LANDSCAPE: Mature coniferous trees, mature apple tree, mature grape arbor The German Methodist Church and Baker Cabin are located on the northwest corner of Hattan and Gronlund Roads, near the intersection of Springwater Road. The site is generally level and bounded by mature Douglas firs at the base of a hill on the west property line. Across the road to the south is a mobile home. To the north are two dwellings, the John J. and Mary E. Hattan House and the Jane Hattan Baker Watts House (see SHPO #934 and #935). This area is characterized by primarily rural residential uses.

HISTORY
(Chronological, descriptive history of the property from its construction through at least the historic period - preferably to the present)

SUBJECT PROPERTY This property is located at Carver, within the original Horace Baker Donation Land Claim. It is near Clear Creek and it is on the Barlow Road. The John J. and Mary E. Hattan House (see SHPO #934), the Jane Hattan Baker Watts House (see SHPO #935), the German Methodist Church and the Baker Cabin (see SHPO #937) are contiguous properties which share a historical association. Horace and Jane Baker crossed the plains by ox-team in 1845 with Jane's brother, Mark Hattan. Baker ran a ferry across the Clackamas River from 1872 until 1882. That year--the same year as his death--the country built a covered bridge across the river. Baker also operated a stone quarry; he supplied the stone for the Willamette Falls locks, the Pioneer Post Office, the Portland Hotel and the Tillamook Lighthouse. Mary Mumpower Hattan was the niece of Horace Baker, who held the Donation Land Claim which included the subject property, as well as 640 acres of the surrounding area. As an ensemble of buildings, they illustrate the building and styles from the mid-19th century and the early 20th-century. The Baker Cabin was listed on the National Register of Historic Places in 1976. The following text was taken from the National Register nomination application. " Architecturally, the Horace Baker Cabin is the only known example in Oregon of log construction with a cantilevered loft. Horace Baker also made important contributions to the early development of the Oregon City area as a farmer, a well pump manufacturer, a ferry operator, by operating a rock quarry, by donating part of his land for a fish hatchery, and by helping to incorporate the Oregon city Water Company. " Horace Baker and Jane Hattan (later Mrs. Baker) came to Oregon via the Oregon Trail in 1846. Baker settled a 640 acre land claim under the Donation Land Law of 1850. He was, however, only entitled to 320 acres since he was not legally married to Jane Hattan. In an attempt to clear title to all 640 acres of land, Horace Baker and Jane Hattan were married in 1852. But, since the were not married prior to December 1, 1850, the government refused to accept the full 640 acre claim when it was reviewed in 1855. " Besides farming, Horace Baker dabbled in a number of other enterprises. In the 1850 census, he was listed as a pump maker. In this venture, he built wooden pumps and installed them in the local area around Oregon City. Baker and two other men petitioned to the Oregon Territory Legislative Assembly to obtain a charter for a water works for Oregon City in 1851. A charter was granted in 1854 to provide "a constant supply of fresh and pure water," but no information survives regarding the success of this project. In 1872, Baker built and operated a slack-cable ferry across the Clackamas River. The ferry was swept away by high water in 1882 and the county built a covered bridge across the river one year later. Baker operated a rock quarry on his land which provided rock for the Willamette falls Locks near Oregon City constructed in 1872 (the locks were entered in the National Register 2/5/74). A salmon hatchery was established by Livingstone Stone on land donated by Horace Baker in 1876. Horace Baker died in 1882. "As mentioned in the physical description, the Baker Cabin is the only known log structure in Oregon with cantilever supported loft and exterior stairway. There is no evidence to suggest why Horace Baker chose this design for his cabin. The sketchy evidence available about Horace Baker and Jane Hattan before they migrated to Oregon shows that Baker was born in Vermont and drifted to Marshall County, Illinois, where he met his future wife. It is probable that Baker conceived the design of his cabin from similar structures he had seen east of the Mississippi River. In any event, the Baker Cabin is an important architectural example for Oregon. " The traditional construction date for the Baker Cabin is 1856. Although there is no substantial documentation to support this date, family reports and records state that 1856 was the date of construction. This date was never challenged until V. Claire Woodward, in an M.A. thesis prepared for the Department of Anthropology at Portland State University, stated that the archeological evidence suggested that 1856 was not the date of construction but that it was probably built in the later 1870s. The evidence, however, is not impressive enough to suggest

another probable date of construction, nor is it substantial enough to prove that 1856 was not the date of construction. Although the family records and reports are not conclusive or overwhelming, they appear to be more reliable and more substantial. "If the 1856 date is correct, the Baker Cabin would be one of the oldest log structures in Oregon, adding to its historical significance. The architectural uniqueness of the cabin and the importance of Horace Baker himself in the development of the area, however, make the Baker Cabin a significant cultural resource for the State of Oregon. In the Carver-Eagle Creek-Fischer's Mill study area, approximately 46% of the residences on the inventory are designed in the Vernacular style. The Baker's Cabin is one of two Vernacular residences in the study area constructed during the Settlement, Statehood and Steampower period (1847-1865). The Baker's Cabin is possibly the oldest Vernacular residence on the inventory in the study area." HISTORIC BACKGROUND The earliest settlers in the Carver-Eagle Creek-Fischer's Mill area was the Phillip Foster family. Phillip Foster, an immigrant merchant from Maine, arrived in Oregon by sea with his business partner Francis W. Pettygrove in 1843. They established a mercantile in Oregon City that same year. Foster settled in the area near what would later be known as Eagle Creek. According to local legend, Foster learned of the area from a Native American. At Eagle Creek, Foster staked a land claim, built a large log cabin, planted fruit trees from seeds brought from Maine, and erected a grist mill along Goose Creek, which bisected his claim. Foster was an influential man in early Oregon affairs. He was elected Treasurer of the Provisional Government, which included the future states of Washington, Idaho, parts of Montana, and Wyoming. He was also a partner of John McLoughlin and others in the Willamette Cattle Company. Foster may be best known for his participation in the establishment of the Barlow Road. "The single most important road building project during this period was the construction of the Barlow Road, the western segment of the Oregon Trail. Upon receiving funds and a license from the Provisional Government in 1846, Samuel K. Barlow formed a partnership with Phillip Foster and constructed a wagon road around Mount Hood, creating the first major overland option to the Columbia River passage. When completed, the road covered 80 miles. In July of 1846, former fur trapper Reuben Gant became the first person to drive a wagon over the new toll road" (Koler/Morrison: 1990). The presence of the Barlow Road contributed to the development of Clackamas County and the Pacific Northwest. The Barlow Road, which evolved into a number of present day thoroughfares, became a Territorial Road and it would retain its status as a primary east-west thoroughfare. Today portions of the road are state highways 26, 212 and 224. The Carver-Eagle Creek-Fischer's Mill area was subject to more intensive and early settlement than any other location in the county for two reasons: (1) the land was suitable for farming and (2) it was on or near the Barlow Road. Many settlers traveling along this early road would identify a desirable place and then file a claim in Oregon City. Others went directly to Oregon City and later "shopped" for a suitable location. Settlement patterns were also determined by family units or former neighbors, who would lay claim to adjacent property. Local school records indicate that other settlers following Foster were: John Church, William Endersby, T. Forrester, Peter H. Hatch, John P. Glover, and Doctor Reed. Later claimants included Bell, Douglas, William Howlett, F. and William Johnson, Judd, and Smith. After the 1850 Donation Land Claim Act of 1850, numerous others settled in the Carver-Eagle Creek-Fischer's Mill study area. N. Lamb claimed the land on the north side of the Clackamas River west of present-day Barton. On the land between Eagle Creek and Estacada on the north side of the river were the claims of Thomas Forrester at Deep Creek; Joseph Church, J.P. Glover, James Foster, and Phillip Foster at Eagle Creek; E. Olcott; George W. Weston; John B. Chiles; J. Young; Charles A. Wade; R.P. Young; George Curran at Currinsville; Henry Wehrheim; J.H. Miller, and Hugh Curran at Morrow; S. Torrence; and Thomas Lee. On the south side of the Clackamas River, from Carver on the north to south of Estacada, were the claims of Horace Baker at Carver; William Arthur, Mark Hatton, Solomon Wheeler, John Foster, Ambrose Foster at Deep Creek; Alwin M. Harding at Harding, later Fischer's Mill; Joseph Church, Isaac Eastwell, Isaac M. Foster, Isaac H. Chase, C.E. Tracy, Nathan Marks and Robert Arthur at Logan; W. Harper, Ora Mattoon, Thomas Waterbury, Z.C. Norton, R. Mattoon and A. Mattoon at Viola; Asa Stone; James Brown; Orland Bidwell; Frederick Helms; Henry Rowleed; J. McCord; P. Warnock; Frederick Wallenstein; M. Folsom; J. Stephenson; H. Brown and Samuel Hughes. Flanking either side of Redland Road, west of Viola, were the land claims of William McConnell, William Fosdyke, Ridelash Mettoll, and A. Wright at Redland; Matthew Richardson, David Cutting, Barney Briock, G. Hichinbotham, and A.J. Wright at Four Corners; D. Moster and Nicholas Wells at Viola. The first settlement in the vicinity was at Eagle Creek, named for the preponderance of eagles which inhabited the area where Foster had established the grist mill, as well as the first store and hostelry west of the Missouri River on the Oregon Trail. Foster supplied overland immigrants with fresh food and supplies. After taking over the management of the Barlow Road from Barlow, Foster extended several immigrant trails which radiated from his Donation Land Claim. The intensive settlement of the area caused social improvements to occur relatively early. In 1850 area residents petitioned the Probate Court of the Provisional Government to establish a public school at Eagle Creek. The size of the initial school district was immense by current standards. The petitioners assembled at John P. Glover's house. The following year a frame schoolhouse was constructed. Other political matters occurred during the Settlement, Statehood and Steampower period (1847-1865) which had a significant impact on the development of the Eagle Creek area. In 1854 the Provisional Government saw the need to reduce the size of the Clackamas District, one quarter of the Oregon Country. The elected representatives proposed to create the county of Multnomah out of the Clackamas District. Residents north of the Clackamas River favored the river as the boundary. According to newspaper accounts, Foster was sent by his neighbors to convey their preference, however, due to injury to his horse and generally inclement weather, Foster's arrival was delayed until after the vote was taken. The part of Clackamas County on the north side of the Clackamas River remained Clackamas County rather than becoming part of Multnomah County. The population of the county during the Settlement, Statehood and Steampower period was primarily made up of English, Irish and German immigrants, many of who had lived in Missouri or Kentucky. Mid 19th-century dwellings were often of log or simple wood frame construction. Some exhibited an influence from the Classical Revival style of architecture, although generally this influence was limited to symmetrical facade arrangements and suggestions of a cornice at the eave line and corner boards. Like their residential counterparts, agricultural buildings from the period were generally simple buildings. Due to the nature of farming practices, barns and sheds were low profile broad buildings. Few houses and no agricultural buildings are known to survive from this earlier period. After the Civil War, during the period known as the Railroads and Industrial Growth period (1866-1883), the area experienced slow but steady growth. Both Eagle Creek and the community of Clear Creek established post offices in 1867. Foster was named the post master of Eagle Creek, and Oliver P. Mattoon was the post master of Clear Creek. In 1876 Clear Creek was renamed Viola for Violet O. Harding, wife of pioneer Alwin M. Harding. Alwin Harding constructed a mill, later to be known as Fischer's Mill, on Clear Creek in the 1860s. This enterprise was purchased by Mathias Carl Kirchem in 1867. The mill was sold in 1889 to August Fischer, whose descendants operated the facility through the historic period. Also in 1869, a church, to be later known as the Viola Church, was constructed along present-day Springwater Road. Nearly 20 years later the church was moved to the place known as Viola. At the future site of Carver, a slack-line ferry was put into operation by Horace Baker in 1872. The ferry would operate until it was taken out by a flood in 1882. That year a bridge was constructed at Baker Ferry, and the place-name changed to Baker Bridge. Horace Baker also contributed in other ways to the transportation history of Clackamas County and the state of Oregon. Baker supplied the stone for the construction of the locks at the Willamette Falls (1868). The construction of the Oregon California Railroad, the single most important transportation improvement of the period, did not serve the Carver-Eagle Creek-Fischer's Mill community directly. However, despite the inaccessibility to the area, the rural population continued to expand. With the exception of the more hilly areas, farms were established throughout the study area. During the Railroads and Industrial Growth period, subsistence farming was the norm throughout the county, as well as in the study area. Livestock and cereal grains were raised and lumber complemented the rural economy. Kitchen gardens were essential. Toward the end of the period, oats began to surpass wheat as the number one crop and potatoes attained the rank of number three crop. Increasing numbers of livestock corresponded with an increase in hay production. The total number of acres in cultivation tripled from 1866 to 1883. Lumber was an important part of the local economy. Saw mills and grist mills dotted the landscape. Dwellings from the Railroads and Industrial Growth period were simple wood frame buildings; many showed an influence from the Gothic Revival style of architecture. The most common style was the Vernacular or Western Farmhouse. In contrast to earlier dwellings, the buildings of this period had a vertical emphasis: windows were taller and roof pitch was steeper. Drop siding was the most popular exterior wall material, although some buildings were clad with primitive lap siding. Windows had multiple lights or panes. The windows of earlier buildings (circa 1860s) typically had six lights or panes in each sash. As window glass became more readily available, panes became larger and the number of lights became fewer. By the end of the period, four lights per sash became common. In general, agricultural buildings continued to be low, broad buildings. Improvements in farm practices and building technology, however, caused changes to agrarian buildings. Beginning in the 1870s, barns began to be taller to accommodate machinery, such as hay fork lifts. During the Progressive Era (1883-1913), the population of Clackamas County tripled from 9260 to almost 30,000. The land claimed during the previous periods was subdivided and more intensively farmed. Farms increased in raw numbers and in total production. The Carver-Eagle Creek-Fischer's Mill vicinity experienced expansion in commerce, industry and social institutions. Baker's Quarry is a notable example of the industrial development. It provided the stone for several buildings during this period including the Pioneer Post Office/Courthouse (1872) the Portland Hotel (1896) in Portland, and the Tillamook Lighthouse. Other early industrialists operated sawmills. Throughout the county and in the Carver-Eagle Creek-Fischer's Mill area, the public demanded better roadways. As a result of the agitation of farmers via the Grange and other organizations, the enabling legislation was passed in 1893 authorizing road improvement districts. The establishment of the Rural Free Delivery mail program also stimulated farmers to spend funds for rural road improvements. A post office was established at Logan in 1884. The community was named for Major General John Logan during the year Logan was a candidate for the office of United States Vice-President. Logan was a career military officer, a diplomat, a statesman, and an author, who apparently was the choice of voters and residents of this tablelands area of Clackamas County. Lafayette Humiston was named postmaster of the Logan post office. The post office operated until 1903, when it became a victim of the extension of rural free delivery. In 1892 a post office was established at Redland on the David Cuttings land claim, a place that would also be known as Four Corners during the historic period. Redland was approximately six miles east of Oregon City and named for red soil. William J. Johnson was the first post master. The post office was closed in 1903, another victim of rural free delivery. The Harding Grange was established in 1894. Within two years, the Grange Hall was built at the intersection of Harding and Springwater roads. The Buenker German Methodist Church was constructed in 1895 near the Harding Grange, at what was later referred to as Upper Logan. A flour mill was built by Ernest H. Burghardt, one of the early settlers, near Deep Creek. The community, composed of the flour mill, a store and a post office (established in 1896), was named Barton, after Burghardt's hometown in Wisconsin. The first federal fish hatchery in Oregon was established at the outlet of Clear Creek at the Clackamas River. This facility was only the second of its kind in the United States. From the late 1890s until 1920s, the community of Baker Bridge was known as Stone. One source says this place was named in honor of the first superintendent of the fish hatchery, Livingstone Stone. The Oregon Geographic Names, however, states the name came from the number of large boulders in the locality. During the same period, a post office was established at Stone. The name of this community was again changed to Carver when a town site at Stone was surveyed and platted by Stephen S. Carver (1866-1933) in 1915. The post office of Carver was established about 1924. At the close of the period, industrial, agricultural and commercial expansion continued. Changes in agriculture and other industries, and a trend toward urbanization marked the period.

Technological advancements in agriculture continued, resulting in higher productivity. Specialized farming changed the landscape and the economy. Income related to dairying doubled during the period. The Cheese Factory produced cheese on a commercial scale near Fischer's Mill. Truck farming near urban centers increased. Lumber began to decrease in importance in the lower elevations. However, in hilly areas, the cutting of timber continued well into the 20th century. Social improvements, such as the construction of schools and churches, were also being undertaken throughout the period. Interurban railroads sought to fill the demand for better transportation systems and entrepreneurs took advantage of the situation. Electric railroads were constructed to serve the northern portion of the study area. In 1902, the Oregon Water Power & Railway Company incorporated. Initially serving the population between Portland and Gresham, the line was extended to the Clackamas River when a second power plant was constructed at Boring. Service continued to Estacada in 1907, upon the completion of the Cazadero dam. Several towns were founded in anticipation of greater development. Boring Junction was platted in 1902 at the intersection of the railroad right-of-way and the north fork of Deep Creek. The plat was amended in 1906. In 1904, Barton and Eagle Creek, just east of the study area, were platted. Both towns were never developed as planned and the plots were vacated in 1906. Other places, such as Fischer's Mill, Harding, Logan, Springwater, and Viola were never envisioned as fully developed towns, but they maintained their role as the focal points of dispersed communities because of their social/cultural or industrial institutions. Vernacular buildings continued to be popular in the Carver-Eagle Creek-Fischer's Mill vicinity; although in rare instances more varied styles were constructed. The eclectic styles of the late 19th century were more popular in cities; rural folk adapted modest forms of the ornament typically associated with the urban designs. The availability of machine-made ornament, such as turned posts and balustrades, jigsaw brackets, and patterned shingles, allowed a modicum of decorative treatments to be used on even the most remote farmhouse. At the turn of the century innovative American styles came into being. The most popular in Clackamas County was the Craftsman Bungalow. The designers of this type rejected the machine made ornament and instead embraced the handmade look and natural materials. This building type would continue to be the most popular through the following period. Agricultural buildings changed dramatically during the Progressive Era. By the turn of the century barns had become quite tall. Most barns were equipped with devices to raise hay to a second floor or to a higher loft. Barns began to be designed in a variety of shapes, including Gambrel and Gothic Gambrel. During the Motor Age (1914-1940), transportation improvements and growth in population continued to fuel agricultural activity. By the 1920s specialized crops, such as fruit and nut cultivation and dairying, began to supplant general farming in the Carver-Eagle Creek-Fischer's Mill vicinity. An additional interurban railroad was constructed during this period. Stephen Carver envisioned a rail service that would emanate from the urban areas and serve the lower Clackamas River Valley. Fighting against more powerful financiers and industrialists, and the tide of automobiles, Carver constructed a rail line that was never fully realized. Service was established in 1923, six years after he founded the town of Carver. The company was incorporated into a larger railroad, and the line eventually went to Viola where lumber was the major commodity carried. Service ceased in 1940. During the Depression and the years following, the population remained steady. The towns continued as agricultural centers. The Craftsman Bungalow style continued to be the most popular style although a variety of Period Revival styles were introduced from Europe after World War I. Changes in agricultural buildings continued. Large barns were still constructed, but the most notable change was the introduction of outbuildings for large scale specialized farming. After World War II, the Carver-Eagle Creek-Fischer's Mill area witnessed dramatic changes. Changes occurred in agricultural practices. Growing grass for seed became an important agricultural product. More recently, the cultivation of Christmas trees has become the most visible component of the Carver-Eagle Creek-Fischer's Mill landscape. Suburban development has also intruded into parts of the study area.

RESEARCH INFORMATION

✓ Title Records Sanborn Maps Obituaries City Directories	Census Records Biographical Sources Newspapers Building Permits	✓ Property Tax Records SHPO Files State Archives State Library	✓ Local Histories Interviews Historic Photographs
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Local Library: _____

Historical Society: Baker Cabin Historical Society

University Library: _____

Other Respository: _____

Bibliography:

National Register Nomination Application, 1976.