Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

1/10/73

STATE: Oregon
COUNTY: Josephine
FOR NPS USE ONLY
ENTRY NUMBER: SEP 22 1972
DATE:

SEE INSTRUCTIONS

1. NAME

COMMON:

AND/OR HISTORIC: Wolf Creek Tavern

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN: Wolf Creek

STATE: Oregon 97497 | CODE: 41 | COUNTY: Josephine | CODE: 033

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building ☐ Site ☐ Structure ☐ Object	☐ Public ☒ Private ☐ Both Public Acquisition: ☐ In Process ☐ Being Considered	☒ Occupied ☐ Unoccupied ☐ Preservation work in progress	Yes: ☐ Restricted ☒ Unrestricted ☐ No

PRESENT USE *(Check One or More as Appropriate)*

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☒ Other *(Specify)* Lodging	
☐ Educational	☐ Military	☐ Religious		
☒ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Mr. and Mrs. Orland J. Giurlani

STREET AND NUMBER: P. O. Box 307

CITY OR TOWN: Wolf Creek | STATE: Oregon 97497 | CODE: 41

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Josephine County Courthouse

STREET AND NUMBER:

CITY OR TOWN: Grants Pass | STATE: Oregon 97526 | CODE: 41

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: National Survey of Historic Sites and Buildings

DATE OF SURVEY: ca. 1960 ☒ Federal ☐ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS: National Park Service

STREET AND NUMBER:

CITY OR TOWN: Washington | STATE: District of Columbia | CODE:

STATE: Oregon
COUNTY: Josephine
FOR NPS USE ONLY
ENTRY NUMBER: SEP 22 1972
DATE:

7. DESCRIPTION

CONDITION	(Check One)					
	☒ Excellent	☐ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

The Wolf Creek Tavern is located about 22 miles north of Grants Pass at a point where the Siskiyou Mountains have historically gathered traffic into a high pass. The Tavern is situated in a narrow trough of bottom land created by Wolf Creek, a feeder stream of the Rogue River.

The three-acre property is bounded by the old Pacific Highway on the east side, and by Wolf Creek on the south. On the immediate grounds are casual plantings, fir trees and a variety of fruit trees.

As constructed in 1857, the sizeable, frame building had an L-shaped plan, including a main block of two stories and an attic, and a two-story wing for a kitchen and ball room. The rectangular main block is formally organized, with a central stair hall and parlors at either end. The front, or east slope of the gable roof overhangs at one uninterrupted decline a double piazza, or two-story veranda with square posts and capitals and a pierced railing. The box cornice does not continue across the gable ends. Flues of the inside end chimneys, which originally had elaborately corbelled caps, have been shortened, and the original shingle roof has been covered with asphalt tile.

The building is sheathed with horizontal weatherboarding. Plain wooden window and door trim includes shallow pediments. Original doors making up the center bays of the ground and second stories are surrounded by transoms and sidelights. Windows are double-hung sash with 6 lights over 6. The public rooms downstairs have been modified superficially with modern wall paneling, but original brick chimney pieces and much of the old paneled wainscoting are intact. The central stair to sleeping rooms upstairs is presently enclosed, but could be reopened readily. The attic has been closed due to fire regulations for some years.

The dormitory wing was added around 1915 in response to anticipated traffic on the Pacific Highway, which was under construction in 1914. The new wing matched materials and detail of the original building. It was joined to the back of the main block and extended beyond the south end of the old building.

RECEIVED

SEE INSTRUCTIONS

8. SIGNIFICANCE

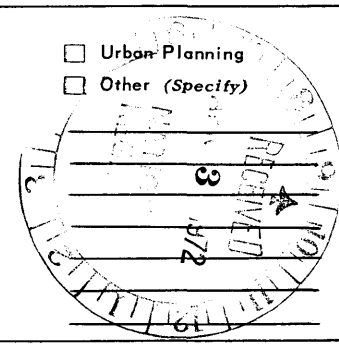
PERIOD *(Check One or More as Appropriate)*

☐ Pre-Columbian	☐ 16th Century	☐ 18th Century	☐ 20th Century
☐ 15th Century	☐ 17th Century	☒ 19th Century	

SPECIFIC DATE(S) *(If Applicable and Known)* 1857

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

Aboriginal	☐ Education	☐ Political	☐ Urban Planning
☐ Prehistoric	☐ Engineering	☐ Religion/Philosophy	☐ Other *(Specify)*
☐ Historic	☐ Industry	☐ Science	
☐ Agriculture	☐ Invention	☐ Sculpture	
☒ Architecture	☐ Landscape Architecture	☐ Social/Humanitarian	
☐ Art	☐ Literature	☐ Theater	
☐ Commerce	☐ Military	☒ Transportation	
☐ Communications	☐ Music		
☐ Conservation			



STATEMENT OF SIGNIFICANCE

The road house at Wolf Creek, with its double piazza and trim derived from the Classical Revival style, is one of the oldest buildings of its type remaining in Oregon. It is unique among surviving examples in that it has remained in continuous use for essentially its original purpose and it is in sound condition. After Historic American Buildings Survey work of 1934, the Wolf Creek Tavern was for many years the most frequently published example of the architecture of Territorial Oregon. Today it is generally considered to be the paragon of dozens of similar way-stations once associated with the network of early roads and trails in Western Oregon.

Owing to the loss of authentic records of the day-to-day operation of the Tavern, a certain amount of romantic tradition and misinformation has been attached to the building over the years. The establishment is incorrectly supposed to have been built by the West's famous transportation enterpriser, Ben Holladay. Moreover, newspaper feature articles perpetuate the notion that the entourage of President Rutherford B. Hayes stopped at the Tavern while traveling on the Coast in 1880. The latter claim has not been substantiated by evidence presently available. Other celebrated figures reputed to have been guests of the hostel are General U. S. Grant and California author Jack London, who is said to have completed the final chapters of Valley of the Moon during his stay.

The date consistently attributed to construction of the Tavern is 1857. The building was erected on the main north-south Territorial Road through Southwestern Oregon, much of which route the California Stage Company duplicated in opening a 710-mile line between Sacramento and Portland in 1860. A road was completed from Portland to Jacksonville by 1859. In 1861 the California Stage Company had completed all sections of its road north from Sacramento to Jacksonville. The Company's leading proprietors were James Birch, Frank S. Stevens and Warren F. Hall. Initially bolstered with a U. S. gornvernment mail contract, the Oregon and California Stage Line was operated for nearly thirty years before it was displaced by the Oregon and California Railroad.

In the 1860s and 1870s, a trip by stagecoach from Sacramento to Portland was a six-day journey for a fare of $60. In mountainous northern Josephine County, the Company depended upon the Twogood and Harkness House at Grave Creek and Wolf Creek Tavern for the convenience of its passengers.

With construction of the Pacific Highway in 1914 and successive road improvements, the Tavern was revived and has periodically prospered from the steady stream of traffic passing by its door.

SEE INSTRUCTIONS

HABS Data Sheet, ORE-38, 1934; revised 1938.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Hamlin, Talbot, Greek Revival Architecture in America (New York, New York: Dover Publications, Inc., 1964), Plate 89. Hamlin's book, including the plate, was originally published by Oxford University Press in London in 1944.

Ross, Marion Dean, "Architecture in Oregon 1845-1895," Oregon Historical Quarterly, Vol. 57, No. 1 (March 1956), 39.

Sutton, Jack, 110 Years with Josephine: The History of Josephine County, Oregon, 1856-1966 (Medford: Josephine County Historical Society, 1966), 70.

Winther, Oscar Osburn, The Old Oregon Country: A History of Frontier Trade, Transportation and Travel (Stanford, California: Stanford University Press, 1950), 145-146; 263, 276-278.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY						OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE			LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	42°	41'	44"	123°	23'	41"
NE	°	'	"	°	'	"						
SE	°	'	"	°	'	"						
SW	°	'	"	°	'	"						

10/ 46'16" 4726'85" HA

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 3 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

RECEIVED APR 3 1972 NATIONAL REGISTER

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Elisabeth Walton, Park Historian

ORGANIZATION: Parks and Recreation Section

DATE: March 1972

STREET AND NUMBER: Oregon State Highway Building

CITY OR TOWN: Salem

STATE: Oregon 97310

CODE: 41

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National [X] State [ ] Local [ ]

Name: Governor Tallman

Title: Administrator of Highways

Date: March 23, 1972

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robert M. Utley

Chief, Office of Archeology and Historic Preservation

Date: 9/22/72

ATTEST:

William J. Murtagh

Keeper of The National Register

Date:

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Oregon	
COUNTY	
Josephine	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
SEP 24 1972	

(Number all entries)

WOLF CREEK TAVERN

2. Location

The Wolf Creek Tavern is located in Sec. 22, T. 33 S., R. 6 W., of the Willamette Meridian, in Josephine County, Oregon.

4. Owner of Property

As of this date, a purchase option has been taken by:

Mr. Donald V. Nall
125 El Toyonal
Orinda, California 94563

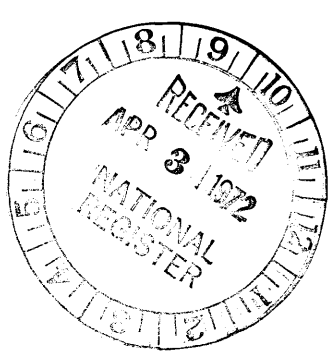
6. Representation in Existing Surveys

Historic American Buildings Survey

1934
National Park Service, Washington, D. C.

Statewide Inventory of Historic Sites and Buildings

1970
Parks and Recreation Section
Oregon State Highway Division
Salem, Oregon 97310 Code: 41



NPS Form 10-900
(Oct. 1990) Oregon WordPerfect 6.0 Format (Revised July 1998)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

AD

RECEIVED 2280
SEP 1 1998
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Wolf Creek Tavern

other names/site number Wolf Creek Hotel

2. Location

street & number Old Pacific Highway (Highway 99) N/A not for publication

city or town Wolf Creek N/A vicinity

state Oregon code OR county Josephine code 033 zip code 97497

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination _request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _does not meet the National Register criteria. I recommend that this property be considered significant _nationally X statewide _locally. (X See continuation sheet for additional comments about this revised form for a previously listed property.)

Signature of certifying official/Title Deputy SHPO Date: August 17, 1998

State or Federal agency and bureau
Oregon State Historic Preservation Office

In my opinion, the property _meets _does not meet the National Register criteria. (_ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

_ entered in the National Register.
_ See continuation sheet.
_ determined eligible for the National Register.
_ See continuation sheet.
_ determined not eligible for the National Register.

_ removed from the National Register.

✓ other, (explain:)_____

Additional Documentation Accepted

Edson H. Beall 10/16/98

Name of Property | City, County, and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- _ private
- _ public-local
- X public-State
- _ public-Federal

Category of Property
(Check only one box)

- X building(s)
- _ district
- _ site
- _ structure
- _ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Non-contributing	
1	1	buildings
		sites
	1	structures
		objects
1	2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Hotel

Current Functions
(Enter categories from instructions)

Hotel

7. Description

Architectural Classification
(Enter categories from instructions)

Classical Revival, belated expression

Materials
(Enter categories from instructions)

foundation brick, concrete
walls weatherboard
roof wood shingle
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

X See continuation sheet(s) for Section No. 7

Wolf Creek Tavern
Name of Property

Wolf Creek, Josephine County, Oregon
City, County, and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" on one or more lines for the criteria qualifying the property for National Register listing.)

X **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

X **B** Property is associated with the lives of persons significant in our past.

X **C** Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

_ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" on all that apply.)

Property is:

_ **A** owned by a religious institution or used for religious purposes.

_ **B** removed from its original location.

_ **C** a birthplace or grave.

_ **D** a cemetery.

_ **E** a reconstructed building, object, or structure.

_ **F** a commemorative property.

_ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Exploration and Settlement
Transportation
Architecture

Period of Significance

1883-1943

Significant Dates

1883
1925

Significant Person
(Complete if Criterion B is marked above)

Henry Smith (c.1820-1892)

Cultural Affiliation

N/A

Architect/Builder

Henry McIntosh, brick masonry
Lewis Vaughn, Henry McIntosh, carpentry
W. T. Wallace, painting and (?) graining

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

X See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):
_ preliminary determination of individual listing (36 CFR 67) has been requested
X previously listed in the National Register 9-22-72, NRIS #72001081
_ previously determined eligible by the National Register
_ designated a National Historic Landmark
X recorded by Historic American Buildings Survey # ORE-17, 1934
_ recorded by Historic American Engineering Record # _____

Primary location of additional data:
_ State Historic Preservation Office
X Other State agency
_ Federal agency
_ Local government
_ University
_ Other

Name of repository:
Oregon Parks and Recreation Department

X See continuation sheet(s) for Section No. 9

Wolf Creek Tavern
Name of Property

Wolf Creek, Josephine County, Oregon
City, County, and State

10. Geographical Data

Acreage of property 3 acres, more or less (2.94)

Glendale, Oregon 1:24000

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
A	10	467670	4726830
B	/	/////	//////
C	/	/////	//////
D	/	/////	//////

Verbal Boundary Description

(Describe the boundaries of the property.)
The registered property is located in NW 1/4 and NE 1/4 Section 22, Township 33 South, Range 6 West, Willamette Meridian, at Wolf Creek in Josephine County, Oregon and is identified as Tax Lot 100 at said location.

N/A See continuation sheet(s) for Section No. 10

Boundary Justification
(Explain why the boundaries were selected.)

The registered property encompasses the entire tax lot presently associated with the historic hotel developed by Henry Smith beginning in 1883.

N/A See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Elisabeth Walton Potter

organization Oregon Parks and Recreation Department date August 17, 1998

street & number 1115 Commercial Street NE telephone 503-378-5001, ext. 226

city or town Salem state OR zip code 97301-1012

Additional Documentation

Submit the following items with the completed form:

- **Continuation Sheets**
- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
  A **Sketch map** for historic districts and/or properties having large acreage or numerous resources.
- **Photographs:** Representative **black and white photographs** of the property.
- **Additional items** (Check with the SHPO or FPO for any additional items.)

Property Owner

name Oregon Parks and Recreation Department, Robert L. Meinen, Director

street & number 1115 Commercial Street NE telephone 503-378-6508

town Salem state OR zip code 97301-1012

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

Narrative Description - Introduction

The first object of this revised and updated nomination form is to correct essential information relating to the date of the building's construction based on 1) research by Professor Philip H. Dole and others in connection with restoration work carried out under state auspices between 1976 and 1979 and 2) the research of local historian Larry L. McLane, whose *First There Was Twogood: A Pictorial History of Northern Josephine County* was brought out in 1995. The hotel is now known, on the strength of authoritative testimony and County assessment records, to have been built, not in 1857, but in 1883 for Henry Smith, a merchant-farmer and entrepreneur, who was concurrently the proprietor of an earlier hotel he established at Wolf Creek commonly referred to as the second Six Bit House. Both hotels were associated with companion mercantile stores. Smith undertook the later of his two hostelry ventures in Wolf Creek to serve the local mining district and those travelers who depended on stages for connection between Redding, California and Roseburg, Oregon before the last link of the Oregon and California Railroad was completed through the Siskiyou Mountains in 1887. Even as Henry Smith made plans for his Wolf Creek Hotel, the through-state railroad gap was steadily closing.

The hotel at Wolf Creek was not a stage company contract station. Because it was somewhat redundant to the spacing of existing way stations on the old stage road established in 1860, scheduled overnight stops were not made there. Nevertheless, passengers boarded and disembarked at Wolf Creek, and in times of high water when roads became impassable, the stages resorted to the closest hostelry in the emergency. The hotel's heyday as a regular stage station began in 1905 when the Greenback Mining Company, as leasee, ran its own stage between Wolf Creek and the mines located on upper Coyote Creek, which is tributary to Wolf Creek. The hotel's south guest wing, the result of expansion in the automobile era, is now known to have been constructed in 1925, as opposed to 1915.

This revised nomination also accounts for the public acquisition and restoration of the building since its listing in the National Register in 1972. It affirms, though more precisely, the acreage figure for the registered area. When the property was conveyed to the State of Oregon in 1975 it was resurveyed by the state according to the deed description, which, on its westerly boundary, appeared to overlap by about 18 feet Block C of the replat of the Townsite of Wolf Creek. The cause of the discrepancy between the deed description and the replat of Wolf Creek Townsite is unclear. The original plat was filed by W. G. Smith, no relation to the founder of Wolf Creek, as Wolf Creek Orchard Tracts in 1909. Because the initial plat made no provision for dedicated streets or roads, the replatting was carried out in 1913 to comply with legal requirements and allay controversy over the ownership of right-of-way to individual tracts.[1] It is believed the 1913 replat conformed to a boundary fence that is seen in early

1 Larry L. McLane, *First There Was Twogood: A Pictorial History of Northern Josephine County.* Sunny Valley, Oregon, Sexton Enterprises, 1995. Page 364.

photographs but is no longer standing on the westerly property line of the Wolf Creek Tavern. In any case, the platted boundary has been the generally accepted west boundary of the holding since 1913, and in 1995 a second state resurvey established the old fence line as the true west boundary of the property.

The difference between the three acres registered in 1972 and the 2.94 acres defined by the latest resurvey is so negligible as to render a formal boundary reduction proceeding unnecessary. The acreage of the registered area will continue to be cited as three acres with the qualification *more or less*, and the boundary description of the registered area remains unchanged in its briefest identification as Tax Lot 100, NW 1/4 and NE 1/4 Section 22, Township 33 South, Range 6 West, Willamette Meridian, in Josephine County, Oregon. A copy of the 1995 Oregon Parks and Recreation Department Boundary Survey for Wolf Creek Tavern State Wayside accompanies this revised nomination, as do additional historic views and photographs documenting completion of the restoration in 1979.

General Description and Historic Alterations

Beginning in 1883, the hotel was constructed as a sizable rectangular end-gabled building of two stories and attic with hand-hewn timber and sawn lumber in the balloon framing system. It stands facing east-northeast on the east stream bank where the north-south travel corridor intersects with Wolf Creek. The main volume of the building has ground plan dimensions of 20 x 43 feet, not including its distinctive full length double veranda having a depth of eight feet. A 25 x 40-foot two-story ell extends from the north side of the rear face of the main block, giving the building an L-shaped ground plan overall. On the north elevation, a recessed three-bay porch with two chamfered posts fronts the easterly section of the ell containing the diningroom. In the main block, interior space is symmetrically organized as a central stairhall giving access on the ground story to the ladies' parlor on the south and men's parlor on the north. On the second story, space is organized into sleeping chambers partitioned by vertical plank and batten walls on either side of the central hallway. The rear ell, which is reported to have been the first part of the building to be completed, contained on the ground story the diningroom in the front half and, separated from it by a vertical plank and batten partition, was the original kitchen space with a fireplace on the west wall, a pantry along the north wall, and, in the southwest corner, a secondary stairway to the ballroom and kitchen chamber on the upper story.[2]

The present single-story kitchen was created initially in 1925, when the old detached woodshed with hewn frame was moved about 10 feet to abut the west end of the ell. During the state-sponsored restoration of the 1970s, when the woodshed/kitchen structure was dismantled for treatment of insect infestation and reassembled, painted exterior siding was revealed where the woodshed structure had been

2 Professor Philip Dole, Commentary on "Restoring Wolf Creek Tavern," SHPO's draft account of the public acquisition, restoration and operation of the historic roadside hotel at Wolf Creek Oregon, November 1995, based on field and research notes of 1975-1978, page 13.

joined to the ell. The footprint of the present kitchen addition is 22 x 59 feet, and it closely approximates the ground plan dimensions of the historic shed. A two-story guest room wing of 1925 is joined to the south elevation of the diningroom ell, adjacent to and parallel with the main block. The south wing ground plan dimensions are 32 x 44 feet.

In its main section and ell, the building historically rested on stacked rock piers spaced at intervals of about 8 feet. During the restoration, the piers were enclosed with brick perimeter walls eight inches thick to achieve energy efficiency and pest control. The south guest room wing of 1925 has a basement pier and post foundation and concrete perimeter walls. The reconstructed kitchen addition rests on a concrete slab and stem wall. About 1930, a concrete slab was substituted for the front porch deck. This alteration was reversed in the restoration.

The roofs of main block and all extensions are double-pitched and clad with wood shingles. The front slope of the main gable extends without break to shelter the two-story porch, or veranda. The ground level supports of the porch are solid chamfered timbers with simple plinths and terminal molding whereas posts of the upper deck are boxed columns having more elaborate bases and capitals. The upper deck has a handrailing composed of jigsawn cut-out work on matched vertical boards. The building exterior is clad with horizontal lapped weatherboards and trimmed in the Classical Revival manner with plain corner boards and frieze boards, bed molding, and a box cornice with eave returns. Attic lunettes pierce either gable end of the main block. Exterior window and door trim is capped with shallow pediments. The main entrance at the center of the facade and the central stairhall doorway onto the upper porch deck are surrounded by toplights and sidelights. Secondary entrances give access to the main parlors from the lower porch. The exterior parlor entries have three-part transoms like those of the central doorways on either story, but no sidelights. Window openings are fitted with double-hung sash having six-over-six lights. Prominent above the roof ridge, inside either gable end, are chimneys with rebuilt corbelled caps which ventilated the fireplaces of the two main public rooms. There is a chimney also at the end of the ell to vent the diningroom (original kitchen) fireplace.

Exterior Color Treatment

The building's initial exterior paint treatment might have been white overall in the classical tradition. It is so depicted in a painting showing conditions of c. 1887-1888. However, analysis during the preliminary phase of restoration in the 1970s supplied evidence of the contrasting values seen in the earliest known photographic view, a black and white photograph of c. 1895. There is no doubt, therefore, at an early date, the white body color was complemented by deep green accents on selected trim pieces, notably window and door frames, corner boards, porch posts, and top and bottom rails of the upper porch deck

Dougall, repainted the exterior all white while preserving the black window sash. Since this treatment was extended by Dougall to the south guest wing when it was built in 1925, it was decided in the course of restoration to retain the all-white scheme which unified original and newer sections of the building.[4]

Interior Partitions and Trim Details

In the main volume and ell, walls are finished with horizontal tongue and groove boards. Partitions are vertical plank and batten walls in which the planks are approximately an inch thick. To the walls and partitions of the stairhall and public rooms are applied a paneled wainscot to the height of the windowsills. Other trim elements are baseboards and simple cornice moldings. Typical interior doors have two full-height vertical panels, whereas exterior doors have four panels. Mantelpieces framing brick fireplace openings in ladies' and men's parlors and the diningroom/kitchen ell are of identical conservative design consisting of classical pilasters, friezes, and simple mantel shelves with bed molding. All wall and ceiling surfaces are painted. The floors were unpainted historically. Professor Philip Dole, historical architecture consultant engaged in the preliminary phase of the state-sponsored restoration, noted that because the board ceilings are "significant for long, continuous flat surfaces," it was recommended that ceiling-mounted lighting and other obtrusions be avoided or at least restricted in the restoration.[5]

A noteworthy feature of the hotel's interior organization, historically, was the ladies' parlor suite, which had its own front entrance from the veranda. Because, originally, the parlor opened to an adjacent bed chamber, the two rooms could used as an independent suite when necessary. This configuration is characteristic of Oregon hostelries of the stagecoach era.[6]

Interior and Exterior Staircases

When newly built, Wolf Creek Tavern had front and back interior staircases enclosed with walls of vertical planks. The single-flight front hall staircase was repeated on the upper story by a second flight to the attic. At the head of the first flight was a section of solid handrail of vertical boards and battens. The front staircase was removed in both flights about 1900 and the first flight was rebuilt as an open stair with continuous square balusters from stair treads to ground story ceiling. The alteration of this period was reversed in the restoration, and the winding back stair in the southwest corner of the original kitchen

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3 Philip Dole, Commentary, 1995, page 9.

4 Ibid.

5 Op. cit., page 15.

6 Op. cit., page 12.

space in the ell which had been removed by John Dougall in the 1920s was reconstructed also on the basis of paint lines and fragments, and other evidence.[7]

Between 1922 and 1925, innkeeper John Dougall relocated a sixty-foot-long detached woodshed with hand-hewn frame to the end of the diningroom/kitchen ell and converted to an up-to-date kitchen. The dining room was enlarged into the original kitchen space by removal of a partition, and other changes were made to the interior layout. At the same time, Dougall added a two-story guest room wing extending at a right angle to the ell, on the south side. To make way for the new wing, an early one-and-a-half-story lean-to on the south face of the ell which housed four bedchambers was demolished. It is noted by Professor Dole that until the time of the latter demolition, a chimney in the lean-to vented wood stoves that heated the diningroom section in the adjoining ell and the ballroom above it.[8] The new south wing, with exterior finish materials and details to match the original building, added eight guestrooms and indoor toilet and bath facilities to the inn's overnight accommodations. The layout was configured on both floors of the wing as four small rooms opening onto a central corridor.

The restoration introduced two new interior staircases. An open-well stair was added at the north end of the 1925 wing in compliance with fire safety code requirements and for convenience. It is accompanied by a new two-story porch on the west face of the wing. Another new stair was built at the east end of the rebuilt kitchen addition of 1925 to facilitate serving banquets in the upstairs hall, or ballroom.

Formerly, there were two exterior stairs. After 1940, an exterior stair was added at the south end of the 1925 guest wing. Superseded by a single-bay porch with upper deck balustrade, it was not reconstructed in the restoration. As part of the exterior stair alteration, the center windows of the south end elevation of the wing had been modified as doorways with toplights and four-panel doors. The later doorways were retained. Originally, an exterior open stair rose to the attic at the gable end of the ell. The exterior door to which the stair ascended remains in place. Historic photographs indicate that this stair had been abandoned by about 1910.[9]

A number of the craftsmen who built the Wolf Creek Tavern have been identified by Josephine County historian Larry McLane. Most of the workmen were residents of the Wolf Creek environs. Lewis Vaughn was a sawyer and carpenter. Henry McIntosh, carpenter, was also the brick mason. William T. Wallace did the painting and, possibly, the hand graining. Historical architecture consultant Philip Dole

7 Philip Dole, Commentary, 1995, page 9.

8 Op. cit. page 8.

9 Op. cit., page 10.

has noted stylistic similarities between the 1864 Rock Point Hotel on the stage road in neighboring Jackson County which was built by John Campbell.[10]

Challenges Encountered in the Restoration

Because the evidence of alteration over time was clear in shadow lines, saw marks and patched areas, it was possible to return the building nearly to its historic configuration in the restoration of 1976-1979. Dougall's south guest room wing and the kitchen and diningroom improvements of 1925 were retained for their suitability for use in the new scheme, although the later kitchen volume was dismantled for treatment and reerected, as has been noted. At its west end, an old pump house was razed and replaced adjacent to a small fenced area for mechanical equipment. Some of the space originally allocated to upstairs bed chambers was set aside for meeting and banqueting areas, but four small rooms in the north side of the main block were reserved for exhibit purposes. The back starirway was reconstructed to provide access from dining room to upstairs banquet room. Most importantly, the principal public spaces in the main block, namely, the stairhall and ladies' and men's parlors, were restored to their original states. In keeping with the Secretary of the Interior's Standards, all original fabric that was sound was retained as a rule of thumb throughout.

Research on the historical context of Wolf Creek Tavern, interviews, physical evaluation, preparation of drawings and recommendations was completed within a few months of intensive effort in advance of the construction phase. Professor Dole recounts four funded contractual phases, as follows: Phase I, acquisition; Phase II, historic restoration research and planning, code issues, marketing, functional and rehabilitation issues; Phase III, bid solicitation, selection of contractors, and construction; and Phase IV, miscellaneous projects not completed in the previous phase, interpretive planning, furnishing, and modest landscape development.

As originally constructed, the hotel had fourteen bedrooms, including the lean-to on the south side of the ell. Mostly, they were on the second floor. John Dougall's 1925 wing added eight rooms but removed four in the demoliton of the lean-to. By the later years of the historic period, upstairs rooms had been reconfigured to create larger spaces. The ballroom space and ladies parlor chamber were subdivided in the process. As Professor Dole observed, at the time planning for the restoration began, "no original second floor chamber configuration remained."[11] Adding to the challenge of determining the sequence of changes were the new partitions built of re-used planks.

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10 Philip Dole, Commentary, 1995, page 13.

11 Philip Dole, Commentary, 1995, page 14.

Among the curiosities noted by Professor Dole and his assistants in taking measurements of the building is the fact that "second floor ceiling heights are nearly a foot and a half higher" than those of the first story. The height differential is explained by the use of the second story space in the ell as a ballroom. Examination of physical evidence remaining after alterations of the 1920s indicated the ballroom plan was about 18 x 24 feet, and there was a second large room, the kitchen chamber, opening behind it. Along the north side of the two rooms were five small plank-walled chambers corresponding to each window bay. In the restoration, three of the rooms which had adjoined the ballroom were not reconstructed so that the maximum amount of daylight could be admitted directly into the ballroom space. The configuration of these former subdivisions is indicated for historical purposes by molding strips attached to the ceiling. Professor Dole suggests the varied sizes of the sleeping rooms reflected the "various kinds of stage passengers, as well as drivers, servants, and hotel managers" who used the accommodations.[12]

Much of the historic consulting work was required to come to an understanding of the sequence of alterations, to determine original room layouts, wood trim details, finishes, and evidence of missing elements. The preliminary work resulted in "recommendations for every wall and surface" and provided examples for all moldings and original paint colors and historically founded designs for rebuilding missing interior staircases. Among the interesting discoveries concerning interior paint treatment relates to the original kitchen space which contained the fireplace. The wall color scheme was a "dark gray, approaching black," which is assumed to have had practical value for a work space such as a kitchen.[13]

Analysis of remnants in the attic before the construction phase revealed the windowless space had been finished with reused lumber some time after the original construction period, probably about 1900.[14] There is a tradition that a local group of the Independent Order of Odd Fellows held meetings in the space for a time.

To avoid the addition of new roof vents, the roof was reshingled with a raised ridge piece for ventilation. The three brick chimneys were partially dismantled and rebuilt to original dimensions and detail as documented in historic views. As originally built to standards of an earlier day, the chimneys were one brick in thickness and their interiors were lined with a thin coating of clay. To eliminate risk and comply with current fire code requirements, dampers and tile flue liners were installed. Sprinkler systems were installed throughout, and modern services, such as public restrooms, were restricted to the later additions, such as the 1925 wing. Intrusive heating duct work was avoided by the addtion of two heating systems;

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12 Professor Philip Dole. Commentary, 1995, page 13. Assisting Professor Dole in the historical investigations which preceded construction were three architecture students of the University of Oregon School of Architecture and Allied Arts: Carl Bridgers, Robert Ditton, and Gregg Olson. Also assisting as a volunteer in this phase with respect to analysis of interior finish work was Dorothy Dole. Commentary, pages 10, 17.

13 Op. cit., page 11.

14 Op. cit., page 10.

one in the attic and one below the ground story. The restoration also entailed reinforcement of the floor structure.[15]

Color Treatment of Interior Surfaces

The interior restoration and furnishing plan called for treating the main block as an interior of the late 19th century. The guest units in the south wing, on the other hand, were to be furnished to reflect the early automobile era of the 1920s. Historic paint colors were revealed through careful investigation and reproduced. When the restoration started, all the walls were papered. The process of investigation was complicated also by the fact that, in the upstairs rooms, certain vertical wall boards partitioning the bed chambers had been moved from their historic locations. Beneath the layers of wallpaper, the paint on wall boards varied. The dilemma was in interpreting this evidence when it seemed that the colors represented different dates. As a result, the color scheme was unified by continuing into the bed chambers the pale gold that clearly was the historic treatment in the stairhall.[16]

On wall boards that never had been moved or repainted, the original treatment was in tune with 19th century taste for layered glazes. It produced a pleasing translucent color like the pale gold of honey. This quality could not be duplicated precisely since, for the most part, the washes had to be applied over previously painted surfaces. The walls of the hallway outside the ladies' parlor provide the best example of the original, unretouched glazes. To preserve and display areas of original color treatment on walls that were repainted in the restoration, small areas were reserved for viewing under plexiglas "windows."

Another defining aspect of the Wolf Creek Tavern interior was its hand-grained woodwork. Originally, hallway wainscot, doors and door and window frames were hand painted to imitate the figure, or grain of red oak. The restoration was painstakingly done, but of necessity it was based on fragmentary evidence. Since no sample of the original graining large enough to use as a template for the complete pattern could be found in the building, the result is the closest approximation of original treatment that could be made.[17] Hand graining is very labor intensive and is virtually a lost art today.

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15 Op. cit., pages 15-16. Professor Dole recounts: "Original framing of 1883 used heavy sills, but 2 x 8-inch floor joists spaced at 24 inches for spans of 15 feet or more. All original flooring was a single board thickness. While stable and in good condition, the system did not suit modern codes nor, perhaps, modern uses. The building's subfloor frame and areas of the second floor's floor frame were substantially reinforced. To avoid changes in appearnaces and damage to board ceilings in the 1978 repair work, second floor flooring was carefully removed, in order to be replaced in original locations, and three new joists were inserted between each two existing joists, reducing spaces between joists from 24 inches to 6 inches."

16 Professor Philip Dole. Remarks during site inspection, Wolf Creek Tavern, October 23, 1996.

17 Ibid.

The Historic Landscape

Panoramic and general views of Wolf Creek taken between 1910 and 1920 show that the hotel historically was the pivotal edifice of the community. The earliest documentary view, a painting of unidentified source portraying conditions of about 1887-1888, is reproduced by Larry McLane in his 1995 account of northern Josephine County history. It shows Smith's false-fronted store which stood opposite the hotel across the stage road to the east. The associated store burned in 1904 and was promptly rebuilt.[18] In the initial years, the hotel yard was enclosed by a high picket fence, and a walkway led to the central entrance. For a time, a stable was maintained in a long shed at the back of the hotel property. Also to the west, immediately behind the hotel, was a detached wood shed, the long axis of which was parallel with the ell. Before 1925, when a furnace for steam heat was intalled, a generous supply of cord wood was required to fuel the cooking stove and fireplaces. A panoramic view of Wolf Creek from the southwest dated about 1910-1914, shows a tower for a wooden water tank standing off the end of the diningroom/kitchen ell on the north side of the hotel. In later years, the water tower was replaced by a pump house. The same panoramic view shows the location of men's and ladies' privies, separated by a shed, directly west of the woodshed, at the back of the property. A small, single-story, end-gabled, shiplap-clad outbuilding of box construction stood about 100 feet to the southwest, toward the stream bank. The outbuilding, which had double-hung wood window sash and a hip-roofed entrance porch at the north end, is understood to have been a cook's residence.[19]

By 1922, after the hard-surfaced Pacific Highway was completed through Wolf Creek, the wooden perimeter fence was replaced by wire fencing which, in turn, gave way to a decorative picket fence assembly that fronted the property and was specially oriented to the automobile. This last and most elaborate historic enclosure element, developed by John Dougall about 1923-1924, incorporated a crescent driveway centered on the building front and wooden archways which marked the entrances at either end. In the 1940s, a new alignment for Highway 99 changed the approach to Wolf Creek Tavern. The gateway features took on a straight, rather than arched configuration and eventually they were removed. Today, the axial approach to the main entrance is marked by two mature deodar cedars which tower over the inn on a landscape island in the public right of way.

Originally, the gateway arches stood at an oblique angle, turning outward to passing traffic. They had approximately ten feet of clearance and were about 16 feet wide. They were anchored visually by the sections of low picket fencing lining the front of the property. In 1996, the gateway arches were recreated as a community project in cooperation with the Oregon Parks and Recreation Department. Of necessity, the proportions were modified to achieve greater clearance and adapt to the straight driveway

18 Larry McLane, *First There Was Twogood*, 1995, page 369.

19 Philip Dole, Commentary, 1995, page 20.

which had replaced the crescent configuration after the historic period. Consequently, the reconstructed arches are about 28 feet wide and stand at a right angle to the building facade.

The last standing outbuilding associated with the Wolf Creek Tavern in the historic period was the small, L-shaped single-story caretaker's house, built about 1936. It stood about 100 feet southwest of the hotel until 1977. Close inspection at the time of the state-sponsored restoration revealed the east portion, the cottage livingroom, to have been of box construction and equivalent in footprint to the outbuilding shown in the photographs taken between 1910 and 1920. Based on information provided by later hotel owner John Dougall, the older outbuilding was believed to have been the dwelling place for cooks and waiters.[20] After it was determined the long-neglected caretaker's cottage would not be restored for a role in the redeveloped property, a mobile housing unit was brought in for the concessioner's quarters. A row of dilapidated garages, nearly contiguous and partially collapsed, which stood along the westerly property line at the time of the restoration was examined also. Believed to have been built partly of reused lumber in the 1920s, the rudimentary sheds were not found to contain elements of a historic barn, outbuildings, or the hotel.[21] While the general location of outhouses that were in use until the time of John Dougall in the 1920s is known from a panoramic photograph, the presence of privy pits is not verified by subsurface testing.

The Present Landscape and Contributing Features

The present landscape treatment of Wolf Creek Tavern is characterized by a border of lawn shaded by mature conifers, elms, and locusts. A birch tree stands to the south of the front porch. The yard is ornamented by rose beds on north and south and a simple foundation planting scheme including flowering shrubs such as lilacs and spirea.[22] Along the north yard of the hotel is a row of aging apple and pear trees on either side of a driveway leading to the rear service/parking area. Henry Smith is known to have

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20 Philip Dole, Commentary, 1995, page 20.

21 Ibid.

22 Op. cit., page 19. Professor Dole counted among the historic plantings in the yard at the south end of the front driveway and elderberry bush and a catalpa that John Dougall had described as mature in 1922 when he came to the property. The catalpa appears not to be present today. In the north yard is an old mulberry tree. Photographs of the 1920s document a bed of roses lining the south end of the driveway. Dougall reported in interviews associated with the restoration conducted variously by David Powers and Philip Dole that these roses, all of them appearing to have been early 20th century varieties, were the gift of George L. Baker, Mayor of Portland 1917-1933, who had them sent from the rose test garden in Washington Park.

planted fruit trees when he settled his homestead claim at Wolf Creek in 1872.[23] The now-aged trees appear as relatively mature stock in the panoramic view of 1910-1914. They will be replaced in kind as required. The historic orchards which so distinctly patterned the landscape around Wolf Creek early in the 20th century were the legacy of William G. Smith, owner of the hotel for the brief period of 1908-1909, and no relation to the community founder. W. G. Smith platted the townsite as Wolf Creek Orchard Tracts in 1909. The paved driveway on the north side of the hotel leads to a rear service entry and to a paved automobile parking area for overnight guests and employees. The parking area had been used as a staging place by the contractor during restoration construction work of the 1970s. A walkway leads from the parking area to a recessed side porch in the north elevation of the diningroom ell and continues to the front entrance. The alternative side entrance through the diningroom incorporates an inconspicous wheelchair ramp. A small parking area the width of one or two vehicle bays is offset to the south of the front porch for the convenience of short term visitors. Historic views show automobiles traditionally were parked at this location after the guest wing was added in 1925.

The Wolf Creek Tavern is the only improvement on the property that is counted as a historical feature since the former caretaker's residence was removed from the site after restoration plans were drawn in 1977. Standing at the back of the building are two non-historic features. Twenty-eight feet from the rear end elevation of the kitchen extension, separated by a lattice-screened yard for mechanical and electrical equipment, is a 12 x 14-foot gable-roofed and weatherboard-clad pump house which replaced the earlier pump house in accordance with 1977 plans. Offset from its southwest corner a distance of a few feet is a round wood water storage tank resting on concrete. The tank is twenty feet in diameter and capped with a conical roof. It, too, is an improvement dating from the state's restoration period. The roofs of both pump house and water tank are covered with composition shingles.

A feature which is scheduled for addition to the site in October, 1998 is a double-wide mobile living unit for the resident manager. Its exterior color treatment is to be white to coordinate with the existing ensemble. The position selected for the new unit is located immediately southwest of the water tank on the site previously occupied by the single-wide trailer. While the footprint of the new unit will cover 26 x 54 feet, about twice the surface area of the former, the placement with long axis north to south perpetuates a customary use of recent years for that limited level ground above the slope toward Wolf Creek, the water course which defines a portion of the south boundary of the property. Placement of the new trailer will not impinge upon the likely location of the privy pits.

23 Larry McLane, *First There Was Twogood*, 1995, page 346.

Advisors, Consultants and Contractors for the Restoration Completed in 1979

Wolf Creek Tavern Advisory Committee
- P. M. Stephenson, Chairman, Salem, Oregon
- Robertson Collins, Jacksonville, Oregon
- John Gray, Omark Industries, Portland, Oregon
- Robert Hull, The Village Green, Cottage Grove, Oregon
- John Miele, Superintendent, Oregon Caves National Monument, Cave Junction vicinity
- E. D. "Debbs" Potts, Oregon Senate, Grants Pass, Oregon
- Marion Dean Ross, University of Oregon School of Architecture and Allied Arts, Eugene

Wolf Creek Citizens Advisory Committee
- Robert W. Pugh, Chairman, Wolf Creek, Oregon

Economic Consultant
- Jack Jarvis & Company, Inc., Portland, Oregon

Project Architects
- Dick Aanderud and George Sheldon, Sheldon, Eggleston, Sax, Architects and Planners, AIA, Portland, Oregon
- Philip H. Dole, Consulting Historical Architect, Eugene, Oregon

Consulting Engineers - Electrical, Plumbing and Mechancial
- Richard Burgess and Larrie Astrachan, Peterson Associated Engineers, Inc., Portland, Oregon

Consulting Engineers - Structural
- Mackenzie Engineering, Inc., Portland, Oregon

Prime Contractor
- J. B. Steel, Inc., Medford, Oregon, Wayne Slape, Construction Foreman

Subcontractors
- McLaughlin Plumbing & Heating Company, Medford, Oregon
- Sprinkler Contractors, Inc., White City, Oregon
- Batzer Construction, Inc., Medford, Oregon
- Rodland Electric, Grants Pass, Oregon
- S. R. Tile Company, Medford, Oregon
- Hess & Boyle Plastering, Medford, Oregon

Specialty Contractors, Medford, Oregon
Hoag Roofing, Phoenix, Oregon
Armpriest Sheet Metal [installation of kitchen equipment], Salem, Oregon
F. C. Baker Lighting Company, Portland, Oregon
Scott Abbott, Sunny Valley, Oregon
Lloyd Johnson, Ed Lake, Lake Backhoe and Dozer Service
MOCON Corporation
Copeland Paving
White Buffalo Construction
J. D. Enterprises
Steve M. Heaton
Sears Contract Sales

Historic Interior Architecture Consultant
Mirza Dickel, Dickel and Kramer, ASID, Portland, Oregon

Project Coordinator
David W. Powers, III, Architect, State Parks and Recreation Branch

Interpretive Specialist
Jeannette M. Gue, State Parks and Recreation Branch

Custodian in Charge
George Guthrie, Park Manager, Valley of the Rogue State Park
Gerald E. Lucas, Supervisor, State Parks and Recreation Branch Region 4
David G. Talbot, State Parks Superintendent, Parks and Recreation Branch, State Highway Division, Oregon Department of Transportation
Paul Hartwig, State Parks Historian

Contracting Officer
Art Brummit, Oregon Department of Transportation

Project Inspectors
Bob Johnson, Assistant Resident Engineer, State Highway Division Region 3
Wallace Willrett, Project Inspector, State Highway Division Region 3
Jim Gix, Construction Engineer, State Highway Division Region 3

Narrative Statement of Significance - Applicable Criteria and Historic Period

Wolf Creek Tavern in the rural community of Wolf Creek in northern Josephine County, Oregon, is the focal point of an unincorporated town. It has passed to the custody of a succession of proprietors who kept it open for local traffic, overland travelers, and community use nearly without interruption since it was built in 1883. Until 1905, owners of Wolf Creek Tavern were the town postmasters. Among the men and women who owned the hotel, Henry Smith, the town founder, and John Dougall, the hotelier who adapted the place for the auto age, were key figures in the history of Wolf Creek. This and an earlier hotel of log construction established by Smith, together with the associated stores, were vital businesses and places of employment for the settlement. Although the residence of homesteader, merchant and entrepreneur Henry Smith still stands, its state of preservation is not formally evaluated, and it is not identified with the commercial origins of Wolf Creek as vividly as is Smith's second and larger hotel on the public thoroughfare. As the best-preserved remaining property symbolizing the promise of Wolf Creek as a trading place in the 1880s, Wolf Creek Tavern meets National Register Criterion B in the area of exploration and settlement for its association with Henry Smith.

Built in the opening days of the railroad era, the tavern was not a contract station on the overland stage route even during those few years before the last link of the Oregon and California Railroad was completed over the Siskiyous in 1887. It seems, instead, to have been erected to serve local traffic between area gold mines and Smith's trading outlets on the main route of travel through the mountain passes. For a time, at least, overland stages stopped at the tavern in Wolf Creek, but the the records indicate no regularly scheduled overnight stops. The hotel's traditional arrangement of parlors and sleeping compartments was designed to accommodate varied categories of travelers, ranging from laborers to ladies traveling on their own. With the completion of the railroad and establishment of a station on the outskirts of the community, the hotel provided lodgings for rail passengers, for example, backers and executives of the Greenback Mining Company which was to run regular stages between Wolf Creek and the mines on upper Coyote Creek beginning in 1905.[24] The importance of the hotel to regional travel and communication in the automobile era is equally clear. Telegraph service was provided to Wolf Creek in 1883, but came directly to the tavern in the 1920s when proprietor John Dougall enlisted as a weather observer.[25] In 1933, Dougall installed at the tavern the first telephone in 23 miles to facilitate communication with State Police offices in Roseburg and Medford.[26] For its long-continuing role as an indispensable support to several modes of travel through the mountains of northern Josephine County, Wolf Creek Tavern meets Criterion A in the area of transportation.

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24 Larry McLane, *First There Was Twogood*, 1995, page 362.

25 Op. cit., page 367.

26 Philip Dole, Commentary, 1995, page 3.

Wolf Creek Tavern meets National Register Criterion C in the area of architecture notwithstanding mispprehension of its date of construction so long perpetuated on the basis of a journalistic invention of the 1920s. Until recently, it was widely believed to have been erected in 1857, and the ascribed date seemed plausible because of the building's conservative form and details. In 1934, the hotel was recorded along with other select examples of Oregon's Classical Revival architecture under auspices of the Historic American Buildings Survey, and it was published as an illustration of the Classical Revival on the frontier in Talbot Hamlin's influential work on the Greek Revival in America brought out ten years later, in 1944. On close inspection during the state-sponsored restoration of the 1970s, the building date was adjusted to a time between 1868 and 1873.[27] It was not before recent research of local historian Larry McLane in County assessment records and other corroborating documents, however, that the date of construction was proven to be as much as 20 years later than buildings of kindred type and style erected elsewhere in southern and western Oregon.

With its documented later date, Wolf Creek Tavern becomes no less significant as an example of the persistence of traditional building forms far beyond the period of customary use. Moreover, it displays the fine craftsmanship of mostly local workmen. It embodies characteristic elements of the Classical Revival style, including a boxed cornice with eave returns at gable ends, attic lunettes, classical porch columns, pedimented window and door caps, and bilateral symmetry in main block spatial organization that is expressed on the exterior in the formal arrangement of openings. At the same time, as is pointed out by Professor Philip Dole, historical architecture consultant for the state's restoration project, certain features of the building reflect later 19th century stylistic influences. These include the attenuated, or vertical proportions of the building and the type of jigsaw cut-out work of the porch balustrade that are associated with the Gothic Revival. There are also the broad bands of corbelled brick on the chimneys that are characteristic of the Queen Anne style, which was in vogue across the country in the 1880s.[28] The Wolf Creek Tavern was a consequential building project for its time and locale. Because of its scale and the quality of its finish work in the spirit of the Classical Revival, it remains the most stately edifice in the community. Because intact examples of its type and style are rare in Oregon today, it is significant to the state as a whole.

The building's historic period of significance extends from 1883, the date of construction, to 1943, that brief period when the property's functional continuity was first interrupted by closure. It was in 1943 that work began on the new alignment for Highway 99 which cut through the community center, widening the

27 Philip Dole, Commentary, 1995, page 4. As Professor Dole has observed, "the building has many anachronistic features which have helped to confuse attribution of a construction period." The first tentative revision of the construction date was based on a combination of clues, including patent dates on remaining pieces of cast-iron hardware, though these were not in themselves considered reliable, and newspaper fragments. As restoration progressed, dated signture inscriptions were found on several painted plank walls upstairs, one of which, located in the ladies' parlor chamber, was dated July 21, 1888.

28 Op. cit., pages 11-12.

thoroughfare and altering irrevocably the close proximity of the hotel to its traditional adjuncts, the store and post office.

The Classical Revival Style and Stage Route Hotels in Southern Oregon

The Classical Revival style was based on ancient Greek and Roman archetypes. It was the prevailing style of architecture during Oregon's settlement period, from the 1840s to 1865. The revival was an outgrowth of the Romantic movement, which molded artistic expression in Europe and the new republic of the United States of America in the early years of the 19th century. In this period, Greek and Roman temples were the preferred models for buildings of all types: churches, schools, public buildings, and houses. With the opening of the overland trail to Oregon beginning in 1841-1843, the builders who came west to take up land or work in the settlements translated the classical idiom to wood technology. The houses of milled lumber built for settlers after their claims had been proved are admired for their fitness, proportion, and craft detail.

The Historic American Buildings Survey was founded as a cooperative undertaking of the National Park Service, The American Institute of Architects, and Library of Congress under the New Deal Administration of Franklin Roosevelt. It was aimed at recording significant early American architecture and sustaining underemployed architects during the Great Depression. Jamieson Parker, director of the efforts in Oregon, observed appreciatively that frontier carpenters working under the limitations of hand labor were able to produce weatherboards that were "remarkably uniform" and simplified plane surfaces approximating the effect of curved moldings that were "strong and original."[29] The Willamette Valley in western Oregon and the Umpqua and Rogue River Valleys in southern Oregon, were early settled areas in which a great many Classical Revival houses were built in the 1850s and 1860s. Because time has taken its toll of the architectural legacy of the settlement period, fewer than half of the 47 mostly Classical Revival buildings recorded under auspices of the Historic American Buildings Survey in Oregon in 1934 are standing in a good state of preservation. Buildings of all types in the Classical Revival style are increasingly significant to Oregon as they become rarer. The Wolf Creek Tavern and one other

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29 Jamieson Parker, "Historic American Buildings Survey," *Oregon Historical Quarterly*, Vol. 35, No. 1, March, 1934, 32-41. Parker was HABS District Officer for District 39, which initially included Oregon and Washington as a whole but soon was separated into Oregon and Washington sub-areas. For insight to the process by which the District 39 advisory committee and the district officer reached consensus on the Oregon buildings to be covered by the survey, see Potter, Elisabeth Walton, Part I, "The American Institute of Architects and the Historic American Buildings Survey in Oregon, 1930-1940," *A History of HABS and HAER in Oregon, 1933-1983: A Program in Observance of the 50th Anniversary of the Founding of the Historic American Buidlings Survey*, prepared in 1984 in collaboration with Alfred M. Staehli with grant assistance from the Oregon Committee for the Humanities under auspices of The American Institute of Architects and Historic Preservation League of Oregon. Building on the counsel of advisors from the AIA, Oregon Historical Society, and University of Oregon School of Architecture and Allied Arts and on prior work of the Oregon Chapter's Committee for the AIA on Old Oregon Buildings, the director traveled western Oregon to approve selections, arrange permissions, and plan itineraries for the squads of architects wo would take measurements for record drawings. The survey area, based on early settlement patterns, was narrowed to the Willamette Valley and portions of the Umpqua and Rogue River drainages in southern Oregon. The survey included two outstanding stagehouses in southern Oregon, theWolf Creek Tavern in Josephine County and the Rock Point Tavern in Jackson County.

Classical Revival-style stagehouse in southern Oregon, the Rock Point Hotel in Jackson County, were recorded in the Depression-era survey. Both are listed in the National Register of Historic Places.

In frontier building of the mid-19th century, the distinctions between Greek and Roman forms frequently were blurred, but whether based on Greek or Roman orders, Classical Revival buildings usually had roofs of low to medium pitch. They were clad with lapped weatherboards and detailed with classical cornices and friezes. Typically, they were symmetrically organized and fronted by a veranda or portico. The Rock Point Hotel built at Dardanelles (Point of Rocks), in the vicinity of Gold Hill on the Rogue River in 1864, is an outstanding example of a way station in the Classical Revival tradition, and it has many characteristics in common with the Wolf Creek Tavern in the neighboring county. For example, the older hostelry on the Rogue is composed as a two-story, end-gabled volume with two-story ell. It too has a porch across the full width of a five bay facade and has three entrances on the ground story, six-over-six double-hung windows, pedimented window caps, and similar wainscot detail. So striking are these parallels, Professor Philip Dole has postulated common workmanship or, at the least, a deliberate modeling of the later hotel upon the earlier. The Rock Point Hotel would have been well known to Henry Smith, a regular traveler on the old stage route to Jacksonville as he attended to his widespread business interests and duties as Josephine County commissioner. Professor Dole has identified John Campbell as the builder of the Rock Point Hotel and another stagehouse similar to it, namely, Three Oaks House in the vicinity of Savage Creek, a few miles west of the town of Rogue River.[30] There are interesting points of dissimilarity between the Rock Point Hotel and Wolf Creek Tavern. As built in 1864, the hotel in Jackson County had only a single-story veranda across its facade, but it had a fine balustrade on the upper deck, as does the porch at Wolf Creek. It was not until after 1900 that the Rock Point Hotel's upper deck was sheltered by a roof. The porch of the Rock Point Hotel is embellished with shadow pilasters on the front wall plane, whereas the Wolf Creek Tavern veranda is not.

Stage companies operated in western Oregon from the early 1850s onward. A road from Portland was completed south to Jacksonville in the Rogue River Valley in 1859, soon after the Rogue River Indian uprisings were brought to closure. It incorporated sections of military, or Territorial road, along which were dispersed the earliest way stations, many of them remote from established settlements and built of logs. Along this north-south route, beginning in 1860, the California Stage Company provided the first through transportation between Portland and Sacramento for passengers, mail, and express freight. The overland run of approximately 700 miles could be accomplished in seven days by four-horse or six-horse stages with the support, it is said, of 60 hostler stations and a force of 35 drivers. The *Dictionary of Oregon History* describes the company's operating stock as 28 coaches, 30 stage wagons, and 500 head

30 Philip Dole, Commentary, 1995, pags 13-14. The attribution of John Campbell as builder of the Rock Point Hotel is credited to Philip Dole in the National Register of Historic Places nomination form for the Rock Point Hotel prepared by Kay Atwood, July 12, 1979.

of horses, and identifies its route as "the second longest single route in the United States."[31] At about the time the company lost its contract to carry the U. S. mail, in 1864 or 1865, the line was taken over by the Oregon Stage Company. Short lines continued service over the route through the 1870s while the Oregon and California Railroad was under construction from the north and south. By the time rail connection was completed in the Siskiyou Mountains near the Oregon-California border in 1887, the era of through stages had ended.

Hostler stations under contract to the stage lines were spaced at strategic intervals, sometimes as close as five miles apart, perhaps with fewer miles of separation in mountainous regions. The stage lines depended on the stations for a change of horses, refreshment, and overnight lodging. In the mountains of northern Josephine County and southern Douglas County, regularly scheduled stops were made at the Grave Creek station of Twogood and Harkness at present-day Sunny Valley, about five miles south of Wolf Creek, and, on the opposite side of the divide from Wolf Creek, a station in the Cow Creek Valley a few miles north of Stage Road Pass. The station known as the second Grave Creek House, built in 1860, burned in 1875 and was succeeded by third establishment. A photograph of the second Grave Creek House taken in 1864 shows the characteristic stagehouse form of the period in which a generous veranda was the distinguishing feature. Following the Classical Revival tradition, the second Grave Creek House was a rectilinear end-gabled building of five bays with boxed cornice and a two-story, full-width porch supported by classical columns. Its porch had, in addition, an attic deck and balustrade.

The succession of way stations at Grave Creek, or Old Leland (later, Sunny Valley), and the Rock Point Hotel, like the hotel at Wolf Creek, exemplify the pattern of settlement that coalesced around a stage route hotel. L. J. White was among the earliest settlers in the vicinity of Dardanelles. At the time he erected his hotel, in 1864, he rebuilt the bridge at Rock Point, a traditional crossing place on the Rogue River, and his hotel brought telegraph service to the area. The Wolf Creek Tavern of 1883 may be seen as the culmination of a continuum of traditional stagehouse building in southern Oregon. It is a belated but excellent expression of Classical Revival architecture.

Traditional Terms for Wayfarer Hospitality

The traditional meaning of the word "tavern" is the legacy of England and its American colonies, where, in the 17th and 18th centuries, "ordinaries," or taverns providing food and drink were maintained as public houses for the welfare of travelers. In Puritan New England, each town had its place of this kind, and the taverns were used also by townspeople for social interchange. In the colonies of the north Atlantic, tavern was a name as commonly used as inn.

31 Howard McKinley Corning, ed., *Dictionary of Oregon History*, Portland, Oregon: Binfords & Mort, 1956, page 40.

At Wolf Creek, the community's historic hostelry has been called both hotel and tavern. Called a hotel in its first decade, it seems never to have been referred to as an inn during the historic period. Although it will be publicized from time to time as Wolf Creek Inn in an effort to be consistent with terms familiar to the public in the present day, the establishment continues to be known locally as Wolf Creek Tavern. Tavern is the name which prevailed from 1894 to 1908 and from 1922 onward.[32] The building was listed in the National Register of Historic Places under the latter title in 1972.

The Community of Wolf Creek

In the Oregon, as elsewhere, the earliest wayfarer accommodations were established at strategic locations, at the junctions of roads and trails, at fording places where travel routes crossed rivers and streams, and where there was a year-around supply of fresh water, grazing area for livestock, and timber for construction. Sometimes, communities gathered around the way stations as mercantile stores, blacksmith shops, barns and stables, saw mills, and other enterprises were added as accessories. Wolf Creek is one such settlement between high passes in the mountains of northern Josephine County, about 20 miles north of Grants Pass, the county seat. The California-Oregon Stage Road closely duplicated the Territorial Road between Portland and the California border which had been authorized by legislative act in 1851. In the mountainous territory of southern Oregon, the stage road later was paralleled in places by the Oregon and California Railroad, and it foreshadowed alignments of the modern highways which came later still. At Wolf Creek, Interstate Highway 5, the ultimate development in the north-south travel corridor, descends from Smith Hill Summit (elevation 1,725 feet) on the south to cross Wolf Creek, a feeder stream of the Rogue River drainage system, before ascending to Stage Pass Road (elevation 1,830 feet), to the north. During the period of settlement by Euro-Americans, when the setting was still primitive, the narrow trough of bottomland created by Wolf Creek supported subsistence agriculture and livestock.

The trading economy of the historic community was founded on gold mining activity along the streams in the surrounding hills and was diversified at various times by lumber manufacture. The old growth Douglas fir was logged off at the peak of railroad construction, when timber was required for trestles and tunnel bracing as well as track ties. Before the region-wide decline in the timber industry of recent years, lumber manufacture continued to play an important part in local economy as new growth matured for harvest. In the past 30 years, the population of Wolf Creek rural community has remained more or less constant at around 500.

Most of southern Oregon, which embraces the Klamath Mountains and its subordinate Siskiyou mountain system, is drained by two major west-flowing rivers that empty into the Pacific Ocean. The Umpqua and

32 Larry McLane, *First There Was Twogood*, 1995, page 355.

the Rogue Rivers have their sources in the Cascade Range. The Klamath Mountains were little explored by Euro-Americans other than men of the fur trade until Levi Scott and Jesse Applegate sought a southern overland immigrant route from Fort Hall, in Idaho. The trail they established in 1846 led across the semi-arid basin and range country into Oregon via the Klamath Lakes region. The trail cut through the Siskiyous and followed a northerly course between the Klamath formation and the Calapooyas, an extension of the Cascade Range, into the Willamette Valley. Settlement in southern Oregon, which grew along this immigrant route, was spurred by prospectors working north from California after the Gold Rush of 1849.

Following the discovery of placer gold in the Rogue River basin in the early 1850s, miners spread out to stake claims along streams which cut through terraces containing gold-bearing ore, particles of which washed down gullies and ravines into the streambeds. At the outset of gold excitement, food and supplies for the miners were most efficiently shipped up the coast from San Francisco, landed at the head of navigation on the Umpqua, and moved south to the diggings by pack train. In northern Josephine County, placer mines were worked on Wolf Creek and its feeder, Coyote Creek, and on Grave Creek most notably. Coyote Creek lets out into Wolf Creek a short distance below the site of Wolf Creek Tavern. A clear picture of the essential relationship between mining activity and the pattern of settlement of northern Josephine County in the 19th and early 20th centuries is provided by Larry McLane's 1995 pictorial history, *First There Was Twogood.* In the narrow valley of upper Coyote Creek, hydraulic workings were extensive enough over a period of years to create flat land where little had existed before the hillsides were washed down.[33] Mining activity on the upper reach of Coyote Creek was a determining factor in the development of Wolf Creek.

Henry Smith and the Development of Wolf Creek

Henry Smith (c. 1820-1892), a native of Pennsylvania, and his wife arrived in Oregon to take up a donation land claim of 320 acres in the Cow Creek drainage north of Wolf Creek, near the present town of Glendale, in 1853.[34] Cow Creek is tributary to the South Umpqua River in Douglas County. The log

33 Larry McLane, *First There Was Twogood,* 1995, page 271.

34 *Genealogical Material in Oregon Donation Land Claims Abstracted from Applictions Filed in Roseburg, The Dalles and La Grande Land Offices,* Vol. III, Genealogical Forum of Portland, Oregon, Inc., compiler, 1962. Henry Smith's donation land claim certificate No. 903, filed at the Roseburg Land Office, gives Smith's birth year as 1818 and his birthplace as Greene County, New York. It is noted, however, that on a related document signed in 1858, Smith gave his birth year as 1819 and birthplace as Pennsylvania. The certificate indicates he arrived in Oregon on September 30, 1853 and on July 5, 1854 settled his Douglas County claim with wife Phoebe, who he married on June 1, 1844 in Huron County, Ohio. U. S. Census records for Josephine County for 1870 and 1880, give Smith's age as 48 and 59 years, respectively, thus indicating a birth year between 1820 and 1822. The census records confirm his place of birth as Pennsylvania. An obituary notice published in *The Medford Mail* for January 7, 1892 reports that Smith died at Grants Pass on January 3 after an illness of a few days but does not indicate birth year or age at time of death. Merle Converse, sexton of Wolf Creek Cemetery, reports the gravemarker in the Smith family plot gives 71 years as Henry Smith's age at the time of death. Katherine Atwood's

house which Henry and Phoebe Smith built had a stockade and became a place of refuge for other settlers in the area during the Indian unrest in 1855-1856. Shortly after the birth of the Smith's fourth child, Caroline, in 1856, Henry became a widower. He sold his land claim in 1859 and moved with his three children, Edward, Zelma, and Sylvester, and infant daughter to the mining settlement on upper Coyote Creek, where he acquired a claim. For a time, he and Francis Gabbert, owner of an adjoining stake, were partners in a mercantile business catering to the miners, which included a number of Chinese.[35]

In 1863, Smith and Gabbert acquired a house and store which had been standing alongside Wolf Creek and the Territorial Road since about 1854 or 1855. Known as Six Bit Ranch, the place was located upstream from the outlets of Coyote Creek and Tunnel Creek. Before Gabbert sold out his interests to Smith in 1865, the partners had acquired a tract of 40 acres at the junction of Wolf Creek and Coyote Creek which Smith eventually homesteaded.[36] After five years as sole proprietor of Six Bit House and store, Smith decided to open a new hotel and store on the stage road about a mile downstream, at the outlet of Tunnel Creek, which afforded fresh water. Construction in 1870-1871 of the more commodious second Six Bit House, a log building, together with its attendant store, barn, and blacksmith shop, represents the initial development of the community of Wolf Creek.

In 1872, Smith homesteaded his 40-acre Wolf Creek tract. The claim was filed on February 1, 1872, and patented in 1878.[37] South of his log hotel and store, on the opposite side of the creek, he built a two-story, end-gabled block-and-ell house which still stands, though altered by tasteful remodeling of around 1930 that added a side porch, front picture windows, shutters, and a gabled, single-story portico. The house is clad with weatherboards. Since Smith was engaged in agriculture to support his trade with miners, the house was accompanied by a barn, which no longer stands. He raised hogs and cattle, kept over a dozen head of horses, and planted an orchard. He acquired timbered tracts at Wolf Creek, boosting his combined holdings on Coyote Creek and Wolf Creek to 840 acres. Through the 1870s, Smith followed a pattern of buying and selling mining claims locally. He married Elizabeth Williams, a widow, at Jacksonville in 1878, and from 1878 to 1880 was a Josephine County commissioner. He traveled to the county seat to conduct official business on a quarterly basis.[38]

Josephine County Cultural and Historical Resource Survey data sheet for the Henry Smith House at Wolf Creek, Oregon, prepared November 25, 1983, gives Smith's birth year as 1820.

35 McLane, *First There Was Twogood*, 1995, page 272.

36 Op. cit., page 340.

37 Op. cit., page 344. The naming of Smith Hill and Smith Hill Summit isunderstood to commemorate Henry Smith.

38 Op. cit., page 347. In later years, he would be a district road supervisor (page 352).

While founded on the trade associated with mining activity, Smith's Wolf Creek enterprise flourished with railroad development in the 1880s. Organizers of the railroad company planning a through-state route to California on the west side of the Cascade Range began construction at Portland in 1868 and reached Roseburg in 1872 before the undertaking was interrupted by financial crisis. In California, the rails had extended north from Sacramento as far as Redding by that time. The Oregon and California Railroad came under new leadership following the depression of 1873. Construction resumed on the 315-mile gap, and by the end of 1883, a 77-mile section was extended from Roseburg to Grants Pass. Henry Smith availed himself of the convenience of direct rail service to the county's largest town and eventual county seat. In 1884, the rails reached Ashland. It would be three more years, however, before the 17-mile connecting link over the Siskiyous to California would be joined.

In 1881, Oregon and California Railroad survey crews were in northern Josephine County establishing the best route over the divide from Cow Creek. The proposed line traversed a small portion, about three and a half miles, of Smith's property.[39] Construction crews were soon at work on tunnels and grading the roadbed in the Cow Creek-to-Grave Creek section. Smith had purchased a saw mill in northern California and reassembled it about mile downstream from Wolf Creek to supply railroad timbers, cordwood for the steam engines, and lumber for his own construction plans. Such was the scope of his manufacturing, Smith would sell his second-hand mill and establish a new plant in 1886.

It was in 1882, when railroad building was in full swing and crews of workers, including Chinese laborers, were encamped in the environs, that Henry Smith planned construction of a second store and hotel that would be the "finest built" between Rock Point on the Rogue and Canyonville in the South Umpqua drainage.[40] The town's prospects were on the rise. Smith applied for a post office in anticipation of mail delivery by rail. The telegraph station was moved to Wolf Creek from Grave Creek. A railroad station was established on the easterly outskirts of Wolf Creek in 1883 when the line was completed through northern Josephine County. Originally named Almaden by the Oregon and California Railroad, it was renamed Wolf Creek Station in 1888. *McKenney's Pacific Coast Directory* for 1886-1887, published in San Francisco by L. M. McKenney & Co., listed Henry Smith as the Wells Fargo agent at Wolf Creek.[41]

Josephine County assessment records indicate that the hotel, representing Smith's costliest improvement, was substantially completed in its first phase in 1883. The records reveal a marked increase in value of

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39 McLane, *First There Was Twogood*, 1995, page 348.

40 Op. cit., page 349.

41 Op. cit., page 351, information on Wolf Creek Station. *McKenney's Pacific Coast Directory* is cited by Katherine Atwood, Josephine County Cultural and Historical Resource Survey data sheet, Henry Smith House, Wolf Creek, Oregon, November 25, 1983.

improvements for the tax years 1882-1883 and 1883-1884 ($3,000 and $2,000, respectively).[42] Lewis Vaughn, who was a sawyer and carpenter as well as an administrative assistant at times when Smith was away from the community on business, is reported to have said the first part of the hotel to be completed was the ell, or kitchen and diningroom volume, and there is evidence to suggest that work on the building might have continued intermittently over a period of several years. A Jacksonville *Democratic Times* newspaper article reported in 1887 Smith had sent for William T. Wallace, then mining on Coyote Creek, to come to Wolf Creek to paint his buildings.[43] A detached shed for wood storage at the back of the hotel was an indispensable accessory at the outset. It is shown in a painting portraying conditions of ca. 1887-1888. It burned in 1891 and was rebuilt.[44] It is an indication of the volume of mostly local traffic associated with the surrounding mining areas that Smith's first store and hotel, variously known as second Six Bit House and first Wolf Creek House, continued in operation for years after the new Wolf Creek Hotel was opened. The old Six Bit Ranch house, circumscribed by the looping curve of the Oregon and California Railroad alignment about a mile to the northeast of the community center, eventually disappeared. The second Six Bit House, the log building at Wolf Creek, stood unaltered until it was partially destroyed by fire in 1902. Although the old hotel was renovated and reused, Wolf Creek by that time had lost some of its edge as a trading center since concentrated mining activity shifted south to Grave Creek.[45]

As the town of Wolf Creek reached the height of its historic development under the proprietorship of Henry Smith, Smith expanded his interests to mercantile enterprises in Grants Pass and Medford. The latter was a new townsite on the railroad in Jackson County. In 1884, Smith commenced buying lots in Medford on which to build a house and what was to be a large general store.[46] Acquiring timber tracts in 1884 and 1885, he redoubled his holdings at Wolf Creek, eventually accumulating a total of 1,880 acres. At the time of his death, in January, 1892, Smith was a man of substantial wealth and acknowledged as one of the leading merchants in southern Oregon.[47] He was buried at Wolf Creek in the cemetery on the hillside west of Tunnel Creek which he had established for his daughter Zelma after her untimely death in 1870. It was to this cemetery he had brought the remains of his first wife, Phoebe, to be reinterred

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42 Op. cit., page 349.

43 McLane, *First There Was Twogood*, 1995, page 349-350.

44 Op. cit., 350.

45 Op. cit., 361, 357.

46 Op. cit., 351.

47 Op. cit., 352-353. Mr. McLane makes note Henry Smith left no will of record. The probate value of Wolf Creek properties, not inclusive of property in Grants Pass and Medford and the various mining claims, was listed as $48,025. Court appraisers, he reports, set the value at $68,750. Smith died at Grants Pass on January 3, 1892 after an illness of a few days, according to the obituary article published in *The Medford Mail* for January 7, 1892.

thereafter. After his death, Smith's assets were dispersed to his widow, Elizabeth, and remaining children, Edward, Sylvester. Elizabeth sold her interest in the Wolf Creek properties to her stepsons, and relocated to Ashland. The hotels and stores were leased to local managers. Sylvester and Edward Smith assumed the duties of post master and deputy post master, respectively, and divided between them responsibility for their father's interests. Within the span of a few years, however, they sold out, and the centerpiece hotel at Wolf Creek began its period under a succession of owners, leasees, and owner-managers, each of whom played a part in sustaining the community while keeping the hotel in service.

Later Days of Hotel-keeping at Wolf Creek

In 1894, the estate properties of Henry Smith, founder of Wolf Creek, were acquired from Smith's heirs by Robert A. Booth and James T. Tuffs. Tuffs's wife managed the community's earlier hotel while Mrs. George W. Kearns continued to manage the primary hotel as she and her husband had for Smith's sons, Sylvester and Edward. It should be noted it was with this point, when the property passed from family ownership, the place commenced to be called Wolf Creek Tavern. Previously, it had been called hotel.[48] The hotel was held by several business partnerships following the brief period of ownership by Smith's heirs. In 1908, the hotel and its associated tracts were purchased by the Reverend W. G. Smith, formerly of Medford, which was the center of the orchard industry in the Rogue River Valley. William G. Smith was an ordained minister and no relation to the builder of the hostelry. Setting out to attract new settlement to Wolf Creek, he platted the townsite and promoted the sale of tracts for fruit growing. It was at this time that the narrow valley's rolling landscape was overspread with the distinctive patchwork formations of apple orchards. Here and there, remnants of the community's historic orchards may be seen today. W. G. Smith was a teetotaler and required his managers to run the hostelry with the absence of spiritous liquors. It was he who reinstated the name Wolf Creek Hotel, which prevailed until the ultimate reversion to Wolf Creek Tavern under the enterprising owner-manager John Dougall, beginning in 1922.

The key to Wolf Creek Tavern's longevity as a traveler's resort since 1883 has been its proximity to successive routes of travel through a mountain pass. As new modes of transportation kept a steady stream of traffic flowing through Wolf Creek, hotel-keepers adapted to a changing clientele. Just as the railroad had displaced stage travel by the late 1880s, automobiles overtook railroad passenger service as the preferred form of personal transportation in the early 20th century.

Alice Rogers, daughter of a Grants pass hotelier and owner of businesses in neighboring communities, received the hotel deed from W. G. Smith in 1909. She variously managed or maintained ownership of

48 McLane, *First There Was Twogood*, 1995, page 355.

the property over a period of about 12 years. It was reported in 1913 that she installed an electrical generating plant by which to illuminate the hotel and supply lighting to the community.[49]

In 1922, the purchase contract of three parties who were maganging the hotel for Rogers was assumed by John Lathrop Dougall, a young man whose tenure as owner-manager to extended to 1935 and was ideally matched to the onset of the auto age. He married Hazel "Dinkey" Blynn, a local girl, and instituted the roast chicken dinners that were to become a popular tradition. The Dougalls raised two children at Wolf Creek before their departure from the community in 1939.

The Pacific Highway, a hard-surfaced road that was to link the west coast states of Washington, Oregon and California from the Canadian border to Mexico, was promoted and constructed between 1911 and 1923. In the Wolf Creek section, the alignment approximated that of the old stage road. Almost immediately upon assuming the purchase contract, Dougall had devised for the old hotel a new aspect for the motor trade. To attract patronage to his dining room, Dougall raised a pair of wooden arches and a low picket fence to mark north and south entrances to a crescent-shaped driveway centered on the building front. The arches were painted with the legend "Wolf Creek Tavern," and signs for the slogans "Fine Dining" and "Tasty Cuisine" were suspended from them.

Dougall's outstanding contribution to the evolutionary development of Wolf Creek Tavern was incorporating the Wolf Creek Tavern Company to finance construction in 1925 of the south guest wing housing eight small rooms on two floors.[50] That Dougall chose to construct the large but subordinate addition as a wholly compatible feature, duplicating floor levels, fenestration, siding, and trim details of the main block, is a testament to his sensibility as well as his business sense. Contractors for the addition were identified at the time as Stephenson and Green. Renovations of 1925 also provided the inn with additional bathrooms, an electric refrigeration plant, and steam heating.[51] Dougall also made significant improvements to the diningroom and kitchen facilities, the foundation of his business.

Another of John Dougall's innovations was the hotel's first marketing initiative. With the cooperation of a local reporter, he created an imaginative background for the inn which was widely promoted and thereby introduced the readily-accepted myth of an 1857 date of origin.[52] As is pointed out by local historian Larry McLane, the Dougalls, by their industry and enterprise, and by their hospitality to townspeople,

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49 Op. cit., page 365.

50 McLane, *First There Was Twogood*, 1995, page. 366. Mr. McLane cites the *Rogue River Courier* for May 8, 1925, as the source of information on the capitalization and planned construction of the wing.

51 Op. cit., page 367. The furnace was installed in the basement of the new guest wing.

52 McLane, *First There Was Twogood*, 1995, page 367.

succeeded in holding the community together through the early years of the Great Depression. Theirs was a going concern.

The automobile era brought another type of overnight accommodation to Wolf Creek in complement to the hotel. In 1928, Clarence Tissot, who acquired and adapted the early 1870s homestead house of Henry Smith, opened the Triangle Motor Court and an associated gasoline filling station. The auto court remained in operation for about 30 years.[53] Wolf Creek Tavern carried on through the balance of the historic period and into the post war years, sustained largely by its dining room and, ultimately, its tap room, which became a social gathering place for local loggers and mill workers.

The first of modern highway improvements to depart from the traditional stage road alignment was the new alignment for Highway 99, which in 1943-1944 cut through the community center, causing the relocation of the general store and post office and altering somewhat the approach to Wolf Creek Tavern. After Interstate Highway 5 by-passed Wolf Creek on a steep curving grade about a quarter of a mile to the east in the late 1950s, it became increasingly difficult for the community's historic hotel to attract patrons. Motorists could not see the building from the freeway. Roadside directional signing was limited by guidelines and proved only a partial solution. Age and deterioration took a toll on the building, and the expense of maintenance grew burdensome. By the early 1970s, the building stood unoccupied for a time, open to vandalism and falling into serious disrepair. Most of the interior door hardware was lost. After an interlude of independent refurbishment by collective onwers,Wolf Creek Tavern was last held in private ownership in 1975.

Historic Hotel Acquired by the State of Oregon

Wolf Creek Tavern long has been appreciated as an architectural landmark. Its pleasing proportions and clean, uncluttered lines in the tradition of the Classical Revival have appealed to travelers of the modern day as a reminder of the "stagecoach era." In 1934, barely 50 years after it was opened for use, the building was selected by architects of the federally-sponsored Historic American Buildings Survey to be recorded in photographs and drawings deposited with the Library of Congress. Despite general misunderstanding of its actual age which persisted for some time, the building was recognized correctly as a fine, well-preserved example of the two-story stage station type.

After state legislation of 1963 gave the Oregon State Highway Commission authority to acquire and develop scenic and historic places for public enjoyment, the State Parks and Recreation Branch from time

53 Katherine Atwood, Josephine County Cultural and Historical Resource Survey data sheet, Triangle Motor Court, Wolf Creek, Oregon, November 26, 1983.

to time considered purchasing the inn as a historical wayside for the state park system. In 1972, with the concurrence of the inn's owners, Orland and Juanita Giurlani, the state nominated Wolf Creek Tavern to the National Register of Historic Places, maintained by the National Park Service in Washington, D.C. In the same year, the property was offered for sale, following the death of Mr. Giurlani.

In 1973, a purchase option was acquired by Arthur L. Finn, Jr., Robert Wycoff and David Maranov, leaders of a communal group which planned to reopen the kitchen and diningroom and, eventually, the upstairs guestrooms. The commune occupied the building and commenced repairs and restoration using its own work force. The opportunity for public acquisition came in 1975 when the partners yielded their purchase option and, following clearance of title, sold the building and its three-acre parcel to the Oregon Department of Transportation at a cost of $50,000. Just under half of the purchase price was covered by a matching grant from the National Park Service Historic Preservation Fund under provisions of the National Historic Preservation Act of 1966. The keys of the inn were turned over to the state's steward on June 5, 1975.

The Preservation Project Launched

A Wolf Creek Tavern Advisory Committee composed of seven knowledgable citizens was appointed by the state immediately to guide the development phase. It was headed by retired Assistant State Highway Engineer P. M. "Steve" Stephenson of Salem. The advisory committee served through completion of the project in 1979 and, in the initial stages, was supported by an informal organization of local advisers representing the Wolf Creek community. It was agreed at the outset that the preferred goal was to maintain the inn for its original purpose. After inviting proposals, the state contracted for an architectural analysis and restoration plan. The Portland firm of Colburn, Sheldon & Partners, with Philip H. Dole of Eugene as consulting historical architect, was selected. Later in the course of the project, the architectural firm reorganized as Sheldon, Eggleston, Sax, Architects and Planners.

In 1975, the state also contracted with Jack Jarvis & Company for a market study which would help determine what combination of building uses was economically feasible, taking into account the proximity of the inn to the interstate freeway and current trends in tourism. The State Parks and Recreation Branch took charge of the consultant selection process, assisted research into the historical background of the inn and, in cooperation with the Department of Transportation's Highway Division, handled other aspects of the restoration which would take place over the next four years. Staff architect David W. Powers was the project coordinator. In 1979, the year the project was completed, the Parks and Recreation organization, long a section or branch of the Highway Division, was raised to full division status within the Department of Transportation. Eventually, in 1989, the organization became an wholly separate and independent agency of state government.

In the economic climate of the time, it was recognized that the inn could not be sustained purely as a historical museum. It would have to function in the marketplace, but, it was hoped, without sacrifice to its educational value as a historic building of exceptional quality. The challenge to planners of the restoration was to strike a balance between accurate restoration and accommodating all the facilities, such as banquet/conference room space, a modern kitchen and guest bathrooms, and heating, cooling and electrical systems that would meet building code requirements and allow the inn to compete in the modern-day hospitality business. In addition, it was important to all concerned that Wolf Creek Tavern should continue as the centerpiece of the community which local families could use freely.

Based on comments from community advisers as well as building and market evaluation, the Wolf Creek Tavern Advisory Committee selected the preferred plan for development. The plan acknowledged several episodes of modification, including addition of the south wing in 1925, as having historic value since, as a whole, the building illustrates how a roadside hotel survived by adapting to new developments in transportation. The kitchen, which had been in the woodshed wing attached to the dining room at the back of the building since the 1920s, would be updated in its present location. This would keep service deliveries in the proper place, in the back and away from the areas of public use. There would be nine guest rooms in all, each with private bath, and a new back staircase would provide the flexibility of direct access from the kitchen and dining room level to an upstairs banquet hall. Under this scheme, the inn could serve traffic of moderate density, including pass-through diners, overnight guests, local receptions and small-scale conferences. A supplementary patio dining area was projected for the angle between the ell and the south wing.

Restoration was delayed while the state searched for funding at the height of a recession. The building stood idle for a year. Finally, in June, 1977, State Parks Superintendent David G. Talbot announced that Wolf Creek Tavern would be reopened for public viewing though the summer, though without hospitality service of any kind. A guide was on duty during open hours to greet the public, and an interpretive exhibit was furnished.

Federal Grant Enabled Restoration

The break-through in funding came in the form of federal aid to stimulate the economy through local capital construction projects. Governor Bob Straub approved the Department of Transportation's Wolf Creek Tavern project to compete with other urgent state projects for assistance under provisions of the Local Public Works Capital Development and Investment Act of 1976. The application was successful. In 1977, the Economic Development Administration awarded to the state of Oregon a grant of $600,000 to cover administrative expense, architectural and engineering fees, project inspection fees, selective demolition and removal, construction and finish work.

Final plans and specifications were delivered by the architect to the Department of Transportation in October, 1977, and the construction contract shortly afterward was sent out for bids. On November 22, the contract and bond for "Wolf Creek Inn Building Restoration" was awarded to J. B. Steel, Inc., of Medford. It was planned that landscaping and some other grounds improvement would be deferred and carried out after restoration under a separate contract. Work proceeded steadily over the next year. Spaces which had been modified in later years were restored to historic configuration. Missing historic staircases were faithfully reproduced, and original paint colors were replicated on walls and woodwork, including the hand combed finish of hallway wainscoting and window and door trim which imitated the grain of red oak.

On October 26, 1978, the final inspection was performed. Finishing touches involved interior outfitting. For the parlors and guest rooms of the building's core and wing, many period furnishings were loaned by members of the community and the Oregon Historical Society. Reproduction fittings and new furniture for the diningroom and upstairs banquet hall/conference room were purchased to round out the authentic look and feeling of a 19th century stagecoach inn. Portland interior architect Mirza Dickel consulted on window hangings, wallpaper and other finishes appropriate to the historic period.

Formal opening of the restored and refurnished inn was celebrated on February 15, 1979 with Governor Victor Atiyeh heading a festive program of music, dedicatory speeches and acknowledgments emanating from the inn's upper porch deck. State Senator E. D. "Debbs" Potts of Grants Pass, a member of the Wolf Creek Tavern Advisory Committee, was the master of ceremonies. The building front was draped with patriotic bunting of red, white and blue. The event had been timed, in part, to commmorate the 120th anniversary of Oregon's admittance to the union of states on February 14, 1859. As of the dedication day, the building was reopened officially for its former use. Keys now were in the hands of Vernon and Donna Wiard, innkeepers who inaugurated the concession agreement with the state of Oregon at Wolf Creek.

The New Mode of Innkeeping at Wolf Creek

Restoration of the Wolf Creek Tavern undoubtedly could not have been accomplished without the sizable grant of $600,000 from the federal government. Even so, an additional appropriation of $210,000 in state funds had been necessary to cover a cost overrun which owed to the unavoidable lag between cost estimating and construction, to inflation in the building trades industry, and other factors. As the restoration proceeded, it attracted the attention of the public and the news media. Some questioned the size of the public investment and wondered what would happen to the proceeds from the business that was to be operated in a publicly-owned building. Most were pleased by the transformation of a well known southern Oregon landmark into a functional showplace. In 1979, the completed restoration was selected by the Portland Chapter of The American Institute of Architects with an "Award of Excellence."

As many as ten skilled workers of the Wolf Creek area had been employed in course of the restoration, and many more from the closest main centers of population, Grants Pass and Medford, were hired for the project. A point was made throughout to use local products, materials and services whenever possible. Once the concession was placed in operation, Wolf Creek Tavern commenced to fulfill its promise as a place of employment for some of the local work force.

Until recently, the innkeeping concession at Wolf Creek was based on a three-year renewable contract for maintaining the overnight guest rooms, a restaurant for about 50 people, and the conference/banquet facilities for up to 75 persons. Under terms of the concession agreement, the state received a small percent of the gross profits, but not enough to offset the cost of building maintenance. The operator was responsible for insurance and minor maintenance, and the cost of repairs to the state-owned kitchen equipment was shared by the operator and the state.

Although Wolf Creek is readily accessible by the interstate freeway, the unincorporated rural community is not a destination resort. Present-day innkeepers make an effort to attract the public. A quality dining room historically has been the key to the survival of the enterprise. To complement the food service, concessioners have maintained a license to serve wine and beer, but liquor is not featured otherwise. Placing articles and advertisements in travel publications, improving visibility by appropriate roadside directional signing on the freeway, and providing the extra service that encourages word-of-mouth recommendations all play a part in successful marketing.

A new phase of property management is scheduled to begin in October, 1998, when, after 19 years, the Oregon Parks and Recreation Department will close out its last concession lease and assume direct responsibility for all business operations. In the oncoming phase, a resident park manager specially qualified in hotel management will oversee the running of Wolf Creek Tavern under the supervision of the agency's regional managers.

Owners of the Wolf Creek Tavern

Henry Smith	1883-1892
Edward and Sylvester Smith	1892-1894
R. A. Booth and James T. Tuffs	1894-1904
Elmer E. Dunbar and E. W. Kuykendall	1904-1907
William G. Smith	1908-1909
Alice Rogers	1909-1914
Harold and Bethel McIntosh	1914-1916
Alice Rogers	1916-1922
Stella Whittaker and Charles and Belle Fetters	1922
John Dougall	1922-1935
Earnest R. Burchell	1935
Don Blackburn	1937
W. A. Blackburn	1938-1942
Mr. and Mrs. R. E. Mills and E. I. Gamet	1944-1946
John and Ann Porter	1946
Robert B. and Marie Morse	1956-1971
Orland J. and Juanita M. Giurlani	1956-1972
Juanita M. Giurlani/Lonita Harper	1972-1975
Arthur L. Finn, Jr., Robert Wycoff, David Maranov	1973-1975
State of Oregon	1975-present

Through the year 1946, this list is based on the deed research of Larry McLane as outlined in *First There was Twogood: A Pictorial History of Northern Josephine County*, Sunny Valley, Oregon, Sexton Enterprises, 1995. The schedule of ownership given on page 368 of Mr. McLane's publication includes a parallel list of leasees/managers to 1942.

The hotel was closed in 1943. In the list above, in the post war years, from 1956 onward, the overlapping dates indicate that a purchase contract was assumed by the hotel managers.

Wolf Creek Inn Concession Operators (Leasees under State Contract)

Vernon and Donna Wiard	1979-1984
Ray and Alfreda Delvigne	1985
Sam and Joy Angelos	1986-1990
Mike and Joy Carter	1990-1996
Christine Jackson	1996-1998

WOLF CREEK TAVERN (1883)
Old Pacific Highway (Highway 99)
Wolf Creek, Josephine County, Oregon

The purpose of this continuation sheet is to expand briefly on information given on page 10, Section 8, concerning the sequence of the building's construction. This nomination acknowledges the local tradition that Wolf Creek Tavern was erected in an episodic manner, beginning with the ell. The statements occurring earlier in Section 8 cite historian Larry McLane's authoritative informant and a documentary source, namely, a newspaper report of 1887 that appears to lend support to the tradition of phased construction.

It is important to point out, however, that no evidence was found within the fabric of the building to suggest that the ell and the main volume were completed in significantly distinct phases. For that reason, this nomination document adheres to a single completion date, that of 1883 based on Mr. McLane's research in Josephine County assessment records.

Writing to the author in a letter dated at Eugene, Oregon on September 22, 1998, consulting historical architect for the restoration, Professor Philip Dole, observed the tradition of the ell being the first part of construction to be completed could be misleading if it is overemphasized. In Professor Dole's view, remarks attributed to the carpenter Lewis Vaughn "may...simply mean that it was a month or so before the interior carpentry and painting were completed in the front part. Not only is there no gap or contrast 'stylistically' in the materials, [nor] detail of the front area with the rear ell, but the whole original building would have been going forward at the same time as far as the frame is concerned." Professor Dole's interpretation, thus, is "the carpenters, and then the painters, most likely worked regularly from start to finish – the rear finished as they continued on the front – [with] little or no time lapse between."

EWP



James M. Hamrick, Deputy
State Historic Preservation Officer

Date: October 12, 1998

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McLane, Larry L., *First There Was Twogood: A Pictorial History of Northern Josephine County.* Sunny Valley, Oregon. Sunny Valley, Oregon, Sexton Enterprises, 1995.

Dole, Philip H., Commentary on "Restoring Wolf Creek Tavern," SHPO's draft account of the public acquisition, restoration and operation of the historic roadside hotel at Wolf Creek, Oregon. Professor Dole's critical commentary is a 22-page typescript dated November, 1995. It is based on his field and research notes of 1975-1978.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Photos Previously Submitted

Photographer: Elisabeth Walton, State Historic Preservation Office, Parks and Recreation Section, Oregon State Highway Division. Date: 1970.

Photo No. 1
Southeast view of building showing two-story veranda and south guest room wing.
Photo No. 2
Northeast view of building showing two-story veranda and diningroom/kitchen wing.

Common Label Information - Current submission

Wolf Creek Tavern
Wolf Creek, Josephine County, Oregon
Photographer: Photo Services, Oregon Department of Transportation. Date: 1980.
Negative on file at Oregon Parks and Recreation Department, State Historic Preservation Office, 1115 Commercial Street NE, Salem OR 97301-1012.

Photo No. 3:
East (front) elevation of building. Camera facing west.
Photo No. 4:
Southeast view of building. Camera facing northwest.
Photo No. 5:
Interior view, ladies' parlor, ground story, looking southeast.
Photo No. 6:
Interior view, ladies' parlor chamber, second story, looking northeast, showing plank and batten wall.

Supplementary Illustrations in Photocopy Form

1. Southeast views of building , color prints, post restoration period: Jerry Robertson, ODOT photo, 1992; Ray Hoth, OPRD photo, 1997, showing reconstructed gateway arches.
2. Southeast view of building, 1980, following completion of restoration 1976-1979. ODOT photo.
3. Southeast view of building, 1970, prior to State acquisition/restoration. State Highway Dept.(ODOT) photo.
4. Historic American Buildings Survey photos [ORE-17], 1934. Characteristic views of building from southeast, northeast, and southwest. Interior views of men's and ladies' parlors.
5. Historic view from the southeast, c. 1922-1925, prior to construction of the 1925 two-story guest wing, showing picket fence and gateway arches. Photographer unknown.
6. Interior view of diningroom, 1920s, after remodeling of kitchen in 1925. Photographer unknown.
7. General view of Wolf Creek, c. 1920, looking west/northwest. Photographer unknown.
8. Panoramic view of Wolf Creek, c. 1910-1914, looking north/northwest. Shows broad landscape context of the settlement, including hills, streams, fields, stage road, and railroad. Photographer unknown.

PANORAMIC VIEW OF WOLF CREEK FROM THE SOUTHWEST, ca. 1910-1914

Panoramic view of Wolf Creek, c. 1910-1914, looking north/northeast, photographer unknown. In the foreground, marked by prominent riparian vegetation, is the south-flowing Wolf Creek, tributary to the Rogue River system. Feeding into the stream, lower right, is Coyote Creek, the upper reaches of which were the scene of gold discoveries in the 1850s and steady mining activity into the early 20th century.

The hotel built in 1883 by Henry Smith (c. 1820-1892) is at the center of this view with its associated features, including a water tank tower, woodshed, small detached residence on the south, and, directly back of the west end of the woodshed, two privies separated by a shed.

Tunnel Creek, another feeder to Wolf Creek, can be seen descending from the northerly slopes, almost in direct alignment with the stage road as it straightens to the south.

This view includes the looping aligment of the old Oregon and California Railroad, by this time operated by the Southern Pacific, as it descends from the divide between the Cow Creek and Wolf Creek drainages. The railroad can be seen north of the hotel paralleling for about a mile the old stage road to Jacksonville before it continues west and out of view to the left.

Across the stage road to the east, the rebuilt store of 1904 stands opposite the hotel, and to the north of it is the barn associated with Henry Smith's first hotel at Wolf Creek known as the second Six Bit House. The original Six Bit House and store owned by Heury Smith stood approximately a mile to the northeast, inside the hairpin curve of the railroad. Smith relocated to the junction of Tunnel Creek and Wolf Creek in 1870, to build the second Six Bit House and store on a 40-acre tract and, in so doing, established the settlement of Wolf Creek.

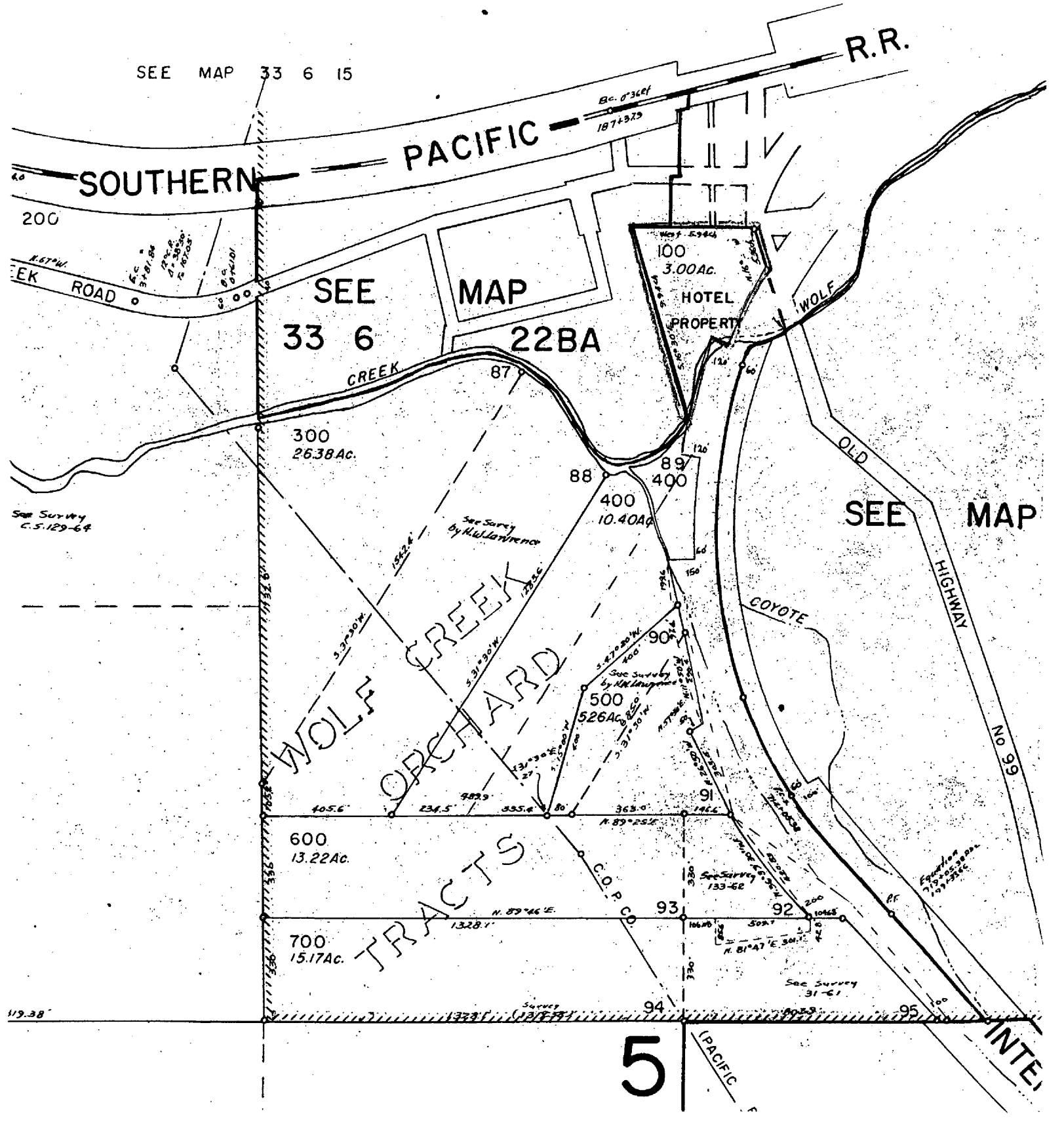
The house Henry Smith built on his homestead claim in 1872, stands on the east bank of Wolf Creek, east of the stage road. In this view, it is partially obscured by trees. The community cemetery which Smith established is located on the hillside on the west bank of Tunnel Creek, a short distance above the railroad grade. In addition to his homestead tract of 40 acres, Henry Smith acquired hundreds of acres at Wolf Creek and mining claims on Coyote Creek. Here and in other parts of southern Oregon, his enterprises embraced the mercantile and hotel business, agriculture, and mining. He also was postmaster and a Josephine County commissioner.

After Henry Smith's death, the hostelries and stores that were the nucleus of the community were operated by a succession of owners and managers. In this view, the tracts newly planted to orchards are the legacy of William G. Smith, the fifth owner and no relation to the town founder. W. G. Smith platted the townsite in 1909 and promoted the fruit industry before relinquishing ownership of the hotel to Alice Rogers.

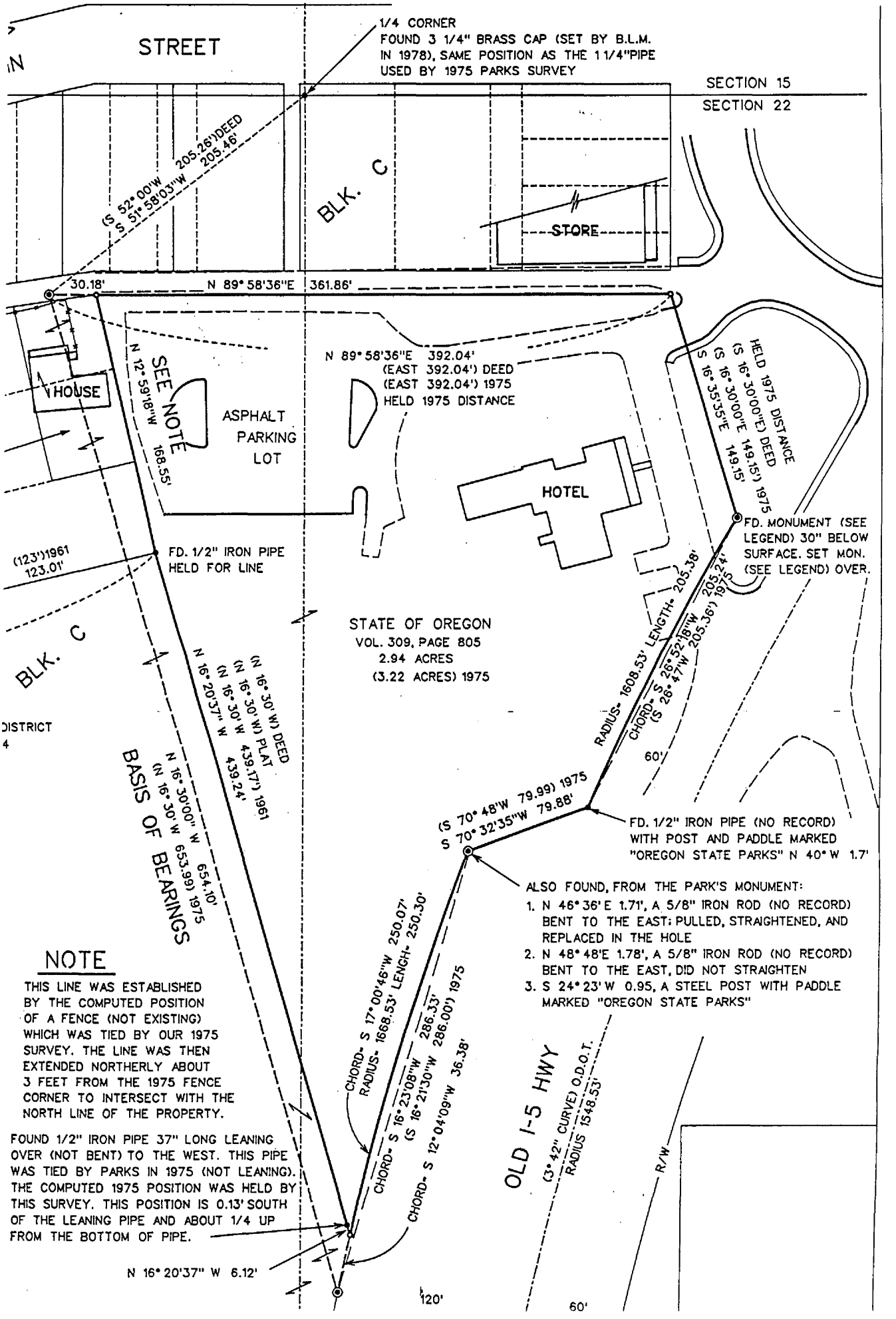
SECTION 22 T.33S. R.6W. W. M.
JOSEPHINE COUNTY

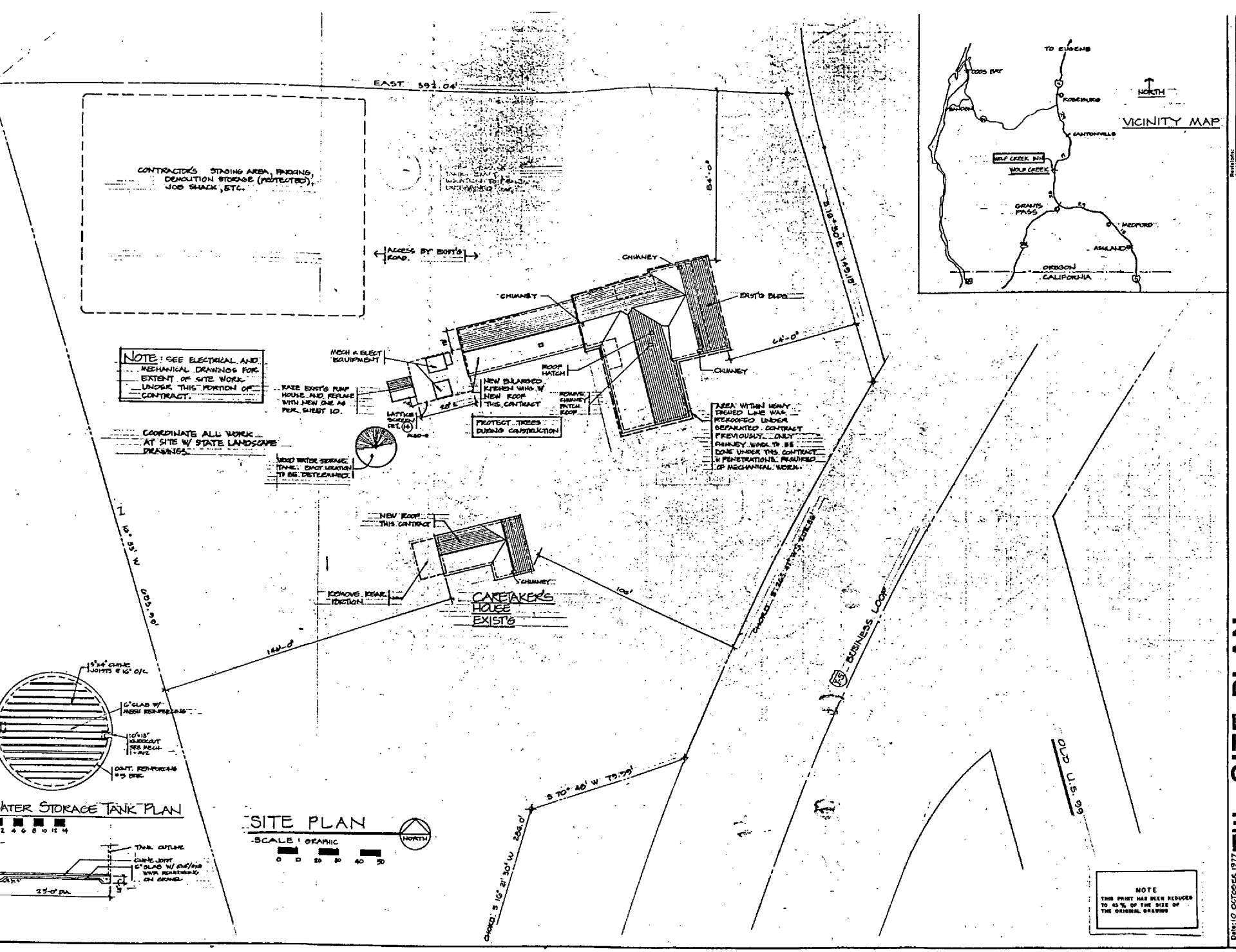
1"= 400'

SEE MAP 33 6 15D



Oregon Parks & Recreation Department Boundary Survey, Wolf Creek Tavern State Wayside, August 10, 1995





REGISTERED ARCHITECT BRUCE B. BROOKS PORTLAND, OREG. STATE OF OREGON

Revisions:
Revisions:
Revisions:
Revisions:

Date: 10 OCTOBER 1977
Drawn: D.A.
Checked: B.B.B.
Job No.: 7369

Title: SITE PLAN (November 1977)

Project: WOLF CREEK INN RENOVATION

Owner: STATE OF OREGON

Sheet No. 1 OF TWENTY

ColburnSheldon&Partners: Architects & Planners AIA
123 Northwest Second Portland, Ore. 97209 Phone 228-6444



WOLF CREEK TAVERN

JOSEPHINE COUNTY, OREGON

NR VIEW 1970



WOLF CREEK TAVERN

JOSEPHINE COUNTY, OREGON

NORTH ELEVATION, 1970



JOSEPHINE CO., OREGON

WOLF CREEK. TUNNEL

NORTHEAST VIEW


BROILER
TAVERN
WOLF CREEK
INN
FOOD ROOMS
SINCE 1857

Josephine Co., Oregon

Wolf Creek Tuff

Southeast View


WOLF CREEK TAVERN

WOLF CREEK TAVERN, WOLF CREEK
JOSEPHINE COUNTY, OREGON

3 OF 6

EAST (FRONT) ELEVATION, 1980

OREGON DEPT. OF TRANSPORTATION PHOTO
ODOT PHOTO SERVICES

NEGATIVE: OTHOCOLOR SHEET



WOLF CREEK TAVERN, WOLF CREEK
JOSEPHINE COUNTY, OREGON

4 OF 6

SOUTHEAST VIEW, 1950

OREGON DEPT. OF TRANSPORTATION PHOTO
ODOT PHOTO SERVICE

NEGATIVE: OREGON SHPO



WOLF CREEK TAVERN, WOLF CREEK
JOSEPHINE COUNTY, OREGON

5 OF 6

LADIES' PARLOR, LOOKING SOUTHEAST, 1980
OREGON DEPT. OF TRANSPORTATION PHOTO
ODOT PHOTO SERVICES

NEGATIVE: OREGON SHPO



WOLF CREEK TAVERN, WOLF CREEK
JOSEPHINE COUNTY, OREGON

6 OF 6

PARLOR BACKWARD, SECOND FLOOR, 1980
LOOKING NORTH EAST

OREGON DEPT. OF TRANSPORTATION PHOTO
ODOT PHOTO SERVICES

NEGATIVE: OREGON SHPO



Wolf Creek Tavern - East front as restored, July 1992, Jerry Robertson photograph, ODOT



Wolf Creek Tavern - View to north, reconstructed entrance arches, 9-7-97, Ray Hoth photo, OPRD



Wolf Creek Tavern - East face, c. 1980, after completion of 1976-1979 restoration, ODOT photo



Wolf Creek Tavern - East face, c. 1970, prior to State acquisition, restoration, State Highway Dept.



Wolf Creek Tavern, southeast view
Historic American Buildings Survey
ORE-17 1934



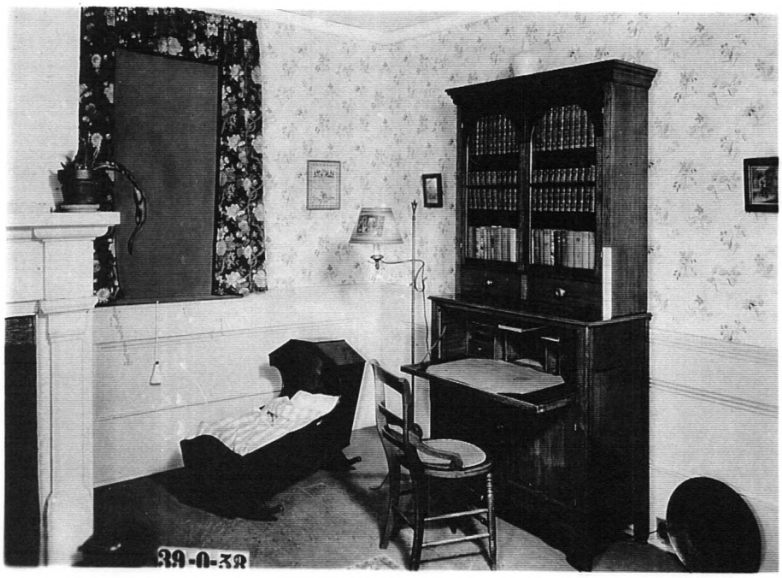
Wolf Creek Tavern, northeast view
Historic American Buildings Survey
ORE-17 1934



Wolf Creek Tavern, southwest view
Historic American Buildings Survey
ORE-17 1934



Wolf Creek Tavern, men's parlor
Historic American Buildings Survey
ORE-17 1934



Wolf Creek Tavern, ladies' parlor
Historic American Buildings Survey
ORE-17 1934



Wolf Creek Tavern - View from the southeast, c. 1922-1925, prior to construction of south wing



after
Wolf Creek Tavern - Historic view, diningroom interior, ~~prior to~~ 1925, photographer unknown



General view of Wolf Creek, c. 1920, looking west/northwest, photographer unknown. Pictured are the school, hotel, and rebuilt store on opposite side of highway. Note the one-and-a-half-story lean-to on the ell's south elevation which housed four sleeping rooms prior to construction of the eight-room guest wing in 1925. Also shown are the woodshed, parallel with the diningroom and kitchen ell, and, c. 100 feet to the south, an outbuilding understood to have been a cook's residence.

