

THE STORY OF LONE FIR CEMETERY

SETTLEMENT OF PORTLAND AND EAST PORTLAND

In 1804, Lewis & Clark left on their two-year expedition of the Oregon Country. After returning to Washington D.C. in 1806 reports of the mild climate, the lush green forests, fertile land, and abundance of lakes and streams generated great interest in the region. Forty years later, hundreds of immigrants traveled to the Oregon Territory. Many stopped at present-day Portland, a clearing on the west bank of the Willamette River about halfway between the territorial capital of Oregon City and Fort Vancouver.(2)

William Overton was one of these early emigrants who arrived in present-day Oregon in 1843. Overton recognized the commercial potential of the land, but lacked the funds required to file a land claim. He struck a bargain with his partner Asa Lovejoy of Boston, Massachusetts: for 25¢, Overton would share his claim to the 640-acres. The two men began to develop the land, but only after a few months the penniless Overton decided to move. He traded his half-interest to storeowner Francis Pettygrove, originally of Portland, Maine. Pettygrove and Lovejoy platted the new town, but when it came time to choose a name they both had the same idea: to name the new community after their hometowns; The two men flipped a coin to decide and Pettygrove won - Portland was named. By Summer 1845 the town was surveyed and lots began to sell.

By 1848, Portland had about a dozen occupied houses and a population of approximately sixty people. More importantly, a good deep-water wharf was built. Navigation of the Willamette River was the key to the growth of the new town. The wheat and timber shipped south to San Francisco during the 1849 California Gold Rush boosted the local economy and population. The enactment of the Donation Land Claim Act (DLC) of 1850 also brought hundreds of people into the Portland area. By 1851 Portland had its own territorial city charter and its own newspaper, The Weekly Oregonian, published by Thomas Dryer. On the other side of the river the town of East Portland developed.

(1) Archaeological Investigations Northwest Inc. Archaeological Exploration of Multnomah County's Morrison Property at SE 20th and Morrison, Portland, Oregon, Report #1443, March 8, 2005.

(2) In 1829, John McLoughlin claimed the area around Oregon City and nearby bank of Columbia River for the Hudson Bay Company in 1829. He then surveyed and platted Oregon City. Oregon City became the capital of the Oregon Country
In 1843

THE DEVELOPMENT OF EAST PORTLAND

Originally held by John McLoughlin of the Hudson Bay Trading Company, much of the land that would become East Portland was owned by James B. Stephens and Seldon Murray. Stephens purchased rights to the acreage from the Hudson Bay Company and in 1850 secured a DLC (#53) of 641-acres. His claim extended from present-day SE Stark to SE Division Streets, and from the Willamette River to SE 20th Avenue. Stephens then laid out the town of East Portland in the 1850s and established the first ferry across the Willamette River, first from Jefferson Street (1846) and later from Stark Street (1850). Stephens, known for his generous spirit, donated land for a school and hospital as a way to promote East Portland.

Seldon Murray's OLC (#54) of 641-acres was adjacent to Stephens claim along SE 20th Avenue and included the land between what is now SE 20th and SE 38th Avenues and between SE Stark and SE Division streets, including part of the land that would become the Lone Fir Cemetery. The two claims were in

excellent locations near two wagon roads and the river - the Road to the Sandy River and another wagon road that extended east from the river (SE Hawthorne Blvd.) The Sandy River Road was one of the major transportation routes used by early settlers traveling on the Oregon Trail.

Stephens and Murray sold some of their land to Colburn Barrell in the early 1850s. As part of the Stephen's transaction, Barrell agreed to maintain the grave of Emmor Stephens, James Stephen's father who had been buried on the property in 1846. Following the death of Barrell's business partner, Crawford Dobbins, Barrell set aside ten acres of his property in 1855 for cemetery use. He named the new cemetery Mt. Crawford after his friend.

The founding of Mt. Crawford Cemetery coincides with the Portland City Council's decision in 1854 to close the existing graveyards within confines of the city because of health concerns. The marshy lands where the cemeteries were located were unsuitable for burials. These burial grounds included cemeteries at Ankeny and Front Streets, Washington and Stark Streets at SW 10th Avenue, and Alder and Burnside Streets at SW 11th Avenue. In November 1857, the City Council provided funds to remove bodies from city graveyard. Many of these were re-interred in the Mt. Crawford Cemetery.

At the same time, the area continued to grow and develop. Farms and orchards dotted the landscape of East Portland as more people settled in the region. Farmers sold their produce to businesses and individuals on both sides of the Willamette River using Stephen's Stark Street Ferry to ship their produce and wares across the river. A year before Oregon became a state in 1859, Dr. J.C. Hawthorne arrived in Portland to care for the area's indigent patients. In 1862, James Stephens, impressed by the new doctor's abilities, donated seven acres of prime land around present-day SE9th Avenue and SE Hawthorne Boulevard to build the Oregon Hospital for the Insane. Dr. Hawthorne and his son-in-law, Dr. A.M. Loryea, operated the new hospital, which employed about a fifth of the residents of East Portland by 1873. 3 Patients that died while in the care of the hospital were buried near the southwest corner of the cemetery in Block Fourteen. The burial records indicate that at least 132 patients were buried at Lone Fir.(4)

(3) City of Portland, OR. Historic Context-Hawthorne Boulevard from SE 20th to SE 55th Avenues, 2003, p.6.

(4) Portland, Lone Fir Cemetery Collection Number 8147. Special Collections Division, University of Oregon Library. Eugene, Oregon. 5 Ibid, p. 7.

THE RAILROAD ERA

With the introduction of the railroad, East Portland grew in importance as a shipping and agricultural center. In 1868 the Oregon Central Railroad broke ground and became the first railroad on the east side of the river. As the new terminus of the railroad developed, the town limits were extended to present-day SE 24th Avenue. East Portland was officially incorporated in 1871 as a result of the development. The same time, Chinatown was established in Portland as many Chinese were employed on the railroad and on road-building projects. Portland had one of the largest Chinese populations in the Pacific Northwest. Lone Fir became one of the main burial grounds for the Chinese community.

In May 1882 east side land owners Henry Prettyman, W.W. Watson and John Campbell incorporated the East Portland Railway Company. Although no solid plans existed for the railroad's construction, the news caused a flurry of land speculations in the community. The completion of the transcontinental railroad in

1883 further stimulated growth in the region.(5) As farmers anticipated better routes to Portland and easier access to markets, the nature of the community began changing from rural to suburban. Nearby Mt. Tabor farmland was subdivided into small tracts and sold for housing.

The east side community changed once again when William Beck, a Portland gunsmith, agreed to manage the construction of the first bridge linking Portland with East Portland. Over the objections of ferry operators and with the support of J.C. Hawthorne and other investors, Beck helped finance and construct the Morrison Street Bridge. The bridge was completed in 1887, further connecting the two river communities. Other public projects were begun including improvements to the road and water systems.

East Portland challenged Portland in industrial development and new growth as land developers looked to the east side of the river for opportunities. The Hospital for the Insane closed in 1883 when the new state hospital opened in Salem. Asylum Avenue was renamed Hawthorne Boulevard after the doctor who started the facility. Improvements in transit-related businesses in the 1880s gave a boost to the local economy. In 1888 the Mt. Tabor Street Railway Company built a steam-powered streetcar line on Hawthorne Boulevard between present-day SE 5th and SE 54th Avenues. Until then, the street had been a country road with a number of adjacent orchards and berry fields. The new route proved popular and was eventually extended south along SE 50th Avenue to the Lents Neighborhood. The steel bridge was completed in 1888, and the Madison Street Bridge, the predecessor of today's Hawthorne Bridge, was completed in January 1891. Streetcars now stretched from Mt. Tabor to downtown Portland. Street car service was established along SE Morrison Street in the early 1890s, including a stop at the Lone Fir Cemetery. Anticipating that better access to the Cemetery would increase business, the cemetery association platted new sections to the existing cemetery grounds in 1892 and 1894. This expansion also corresponds to deaths of many of the early developers of Portland who died during this period and were buried at Lone Fir. Others were buried at "newer" cemeteries that were platted in the 1880s, such the elaborately landscaped River View Cemetery in southwest Portland.

East Portland continued to change from a rural agricultural community to streetcar suburb. The city expanded to the east, and services such as telephones and electricity were brought to new housing developments. Ladd's Addition was platted south of SE Hawthorne Boulevard, and small specialty stores such as grocers, butchers, hardware stores, and beauty parlors opened along transit routes. East Portland and Albina were annexed into the City of Portland in 1891. By the turn of twentieth century Portland had a population of over 90,000, and new business and residential developments were constructed on both sides of the river. The 1905 Lewis and Clark Exposition in Portland accelerated the city's growth. Thousands of people came into Portland for the fair, and hundreds decided to stay. Smaller, affordable housing continued to be developed on the east side of the river; six percent of the west side families owned their homes compared with thirty percent of the east side.(6) The streetcar system expanded bringing more people into the urban areas, and public facilities were improved including the road systems. Reflecting the city's ongoing growth, In 1901 Lone Fir Cemetery was platted to SE 26th Avenue in response to the expansion of transportation in the area and the growing need to accommodate the needs of a growing city.

As a growing and ambitious young city, Portland sought to make the city both more functional and beautiful. These efforts were influenced by the ideals of the City Beautiful Movement and the American middle and upper-class Progressive-Era ideals that drove it. The trend was greatly influenced by the aesthetics and

philosophy of the British Garden City Movement and the work and philosophies of landscape architect Frederick Law Olmstead. The City Beautiful Movement in the United States sought to remedy perceived nineteenth century urban evils such as poverty, drunkenness, violence, crowding, and general filth by manipulating the urban environment. The belief was that one's surroundings profoundly influenced individual behavior. Proponents of this idea focused on creating monuments, large classically inspired buildings, green spaces, and municipal art in order to reinvent urban space, "The aesthetic goals of the improvement societies, blended images of small town beauty with order, cleanliness, and moral uplift." The trend received widespread recognition in the Chicago World's Fair in 1893 with the exhibition of the Great White City, which featured classically inspired monumental architectures, wide tree-lined boulevards, and large public spaces. The Garden City Movement also emphasized modernity, including municipal utilities such as water, sewer, and electricity, and services such as garbage collection and public transportation. This blending of attractive space and city services was termed "Beautility" and expressed the idea that modern cities should be both attractive and functional.(5)

In Portland, this movement manifested itself in a number of municipal projects. In 1903 the State government in cooperation with the City of Portland sponsored a parks plan, authored by Frederick Law Olmstead himself, in anticipation of the 1905 Lewis and Clark Exposition. Although little came of the plan initially, many aspects of it were reinvigorated by Portland Mayor Harry Lane who served from 1905 to 1909. Lane also established the annual Rose Festival and sponsored many beautification and infrastructure projects. The trend continued through the early twentieth century as city parks were established and rose gardens planted.(9) Beautification initiatives were undertaken in Lone fir as well, and throughout the early twentieth century there were several efforts to improve the grounds.

As the Progressive Era slowly gave way to the Automobile Era, the face of Portland once again changed. More bridges were built across the Willamette River to accommodate the increase in traffic, trade, and commerce. The Interstate Bridge was completed in 1917, thus connecting Oregon and Washington. City-wide zoning ordinances were enacted in the 1920s, and still more bridges were completed up and down the river. Service and gas stations were constructed, and car dealerships proliferated. New subdivisions were built with small Bungalow-Style residences lining the streets. Because of increased development in the southeast Portland, business people started pushing for the cession of Lone Fir Cemetery. Despite their effort, the cemetery was deeded to Multnomah County in 1928 in an effort to help preserve the historical burial ground for future generations.

(6) Carl Abbott, *Portland: Planning, Politics, and Growth in the Twentieth Century*. (University of Nebraska Press, 1983), p. 55.

(7) Jon A. Peterson, "The City Beautiful Movement: Forgotten Origins and Lost Meanings," *Journal of Urban History* 2:4 (August 1976),416.

(8) Peterson, 416-417, 424, 427-429, 430; Anthony Sutcliffe, *The Rise of Modern Urban Planning* (New York: St. Martins Press, 1980). 172.

(9) Mansel G. Blackford, "The Lost Dream: Businessmen and City Planning in Portland, Oregon, 1903-1914," *The Western Historical Quarterly* 15:1 (January 1984),42-43.

THE DEVELOPMENT OF LONE FIR CEMETERY

MT. CRAWFORD CEMETERY

Colburn Barrell officially filed the Mt. Crawford Cemetery plat on 9 August 1855. Barrell paid \$100 to Seldon and Hiantha Murray for a ten-acre parcel that was part of the Murray's original 642-acre DLC that was bounded by present-day SE 20th to SE 38th Avenues from SE Stark to SE Division Streets. After the death of his best friend Crawford Dobbins in an explosion of the steamship Gazelle, Barrell wanted a place to bury his friend near the 1846 grave of Emmor Stephens.¹⁰ Surveyor A.B. Hallock laid out the new cemetery, and Barrell named the burial ground Mt. Crawford after this friend. A small portion of the cemetery land had been used in 1846 to bury Emmor Stephens, the father of James B. Stephens, who owned an adjacent DLC.¹¹ Colburn assured Stephens he would take care of this father's grave. He also placed the first cemetery monument on the grave of this friend, Crawford Dobbins. Barrell purchased additional land for the cemetery from Seldon and Hiantha Murray on 4 August 1855 and from George Bagby on 28 May 1856. The stipulation was that the land be used for cemetery purpose forever.

The cemetery plat was laid out in rectangular blocks with twenty-by-ten foot lots containing six individual grave plots; this acreage was in the western portion of the current cemetery grounds. Two hundred feet above the river, the property was well-drained, fairly-level and lightly-treed, a good location for a cemetery. Barrell began to sell lots for ten dollars for half lots and twenty dollars for whole lots. He purchased Lot One in Block One for his family. Two blocks were quickly filled because of the lack of other burial grounds in the immediate area. Many Portland families ferried their family members across the Willamette River to the east side to attend funerals and to bury their loved ones in the Mt. Crawford Cemetery. Barrell, known for his generosity, often provided burial places for the less fortunate who had few resources or family. Many of the patients at the first "Insane Asylum" were buried in Mt. Crawford Cemetery.

Many remains were re-interred in the Mt. Crawford Cemetery in the mid-1850s after the Portland City Council passed an ordinance requiring that the early Portland burial grounds be vacated because they were built on marshy land. During the next few years many burial plots in Lone Fir were sold. In 1862 Barrell sold the Masonic Harmony and Willamette Lodges two blocks. Later the group purchased another two blocks. He donated Block Five to the City Volunteer Fire Department. The first burial in the lot was fire fighter, J.F. Dennison in 1864, In 1865 and 1866 Barrell purchased the final acres for the cemetery, now including 30.5 acres. Much of the land would not be platted until later.

(10) Barrell was part owner in the steamship and felt responsible for his friend's death.

(11) Stephens purchased his donation land claim from John McLoughlin.

NAME CHANGE: THE LONE FIR CEMETERY

The cemetery was increasingly difficult to manage for Barrell because of the number of burials and the invasiveness of native plants. In the mid-1860s Barrell offered to sell the cemetery to the City of Portland. The City refused the offer because the cemetery was too far away from the developing Portland town center. After the City declined the offer, Barrell sold the property to a group of Portland business people for \$4,000. The new private group incorporated on 26 July 1866 under the new name of the Portland Lone Fir Cemetery Company, and the Cemetery became known as "Lone Fir Cemetery." The new name was suggested by

Barrell's wife, Aurelia, for the lone fir that stood on the grounds. In 1867 the company included Byron Cardwell, Levi Anderson, and Robert Pittock. The group raised over \$350 to help clean up the cemetery and mark some of the graves with wooden markers. In 1874 a new section of the cemetery was platted pushing the developed portion of the property further east.

In 1877, the community once again took action to clean up the cemetery. Many people planted shrubs and trees to enhance the grounds and a lawn was planted. A wooden-plank fence was installed around the cemetery grounds, and the fire fighters erected a wrought-iron fence around their dedicated blocks. Scottish immigrant and Portland businessman Donald Macleay completed the beautiful Gothic-style mausoleum for his wife Martha who died at the age of 31 in Block Seventeen, Lot Three.

In the late 1800s, the cemetery continued to grow as the cities of Portland and East Portland expanded. Another section of the cemetery was platted in 1882 on the east side. The Portland Lone Fir Cemetery Company continued to manage the cemetery, and in 1888 the group hired Sexton Wilson Benefiel to care for the grounds. He continued as the caretaker until 1928. Benefiel not only made an effort to record all the burials, but also began a daily log of the cemetery operations. An effort was made to plant more lawn around the plots and manage the vegetation that was prevalent in the cemetery. A branch of the Mt. Tabor Streetcar Line of the City and Suburban Railway was constructed in the 1890s along SE Morrison Street. It provided better access to the cemetery with a stop at SE 23rd Avenue and SE Morrison Street. The cemetery blocks once again expanded when more acreage was platted in 1892 and 1894. The expansion may have partially been the results of the annexation of East Portland by Portland in 1891.

The need to bury a burgeoning population of Chinese laborers also spurred the growth of the Cemetery. In the late-nineteenth century Portland's Chinese community was second in size only to San Francisco's. Between 1870 and 1890, Multnomah County's Chinese population grew from 508 to 5,184 people. Young Chinese men, primarily from the Guangdong province (also known as the Kwangtung or Canton province) of southern China were recruited to work in the western United States as miners, as workers in fish canneries and textile mills, and as laborers building railroads, bridges, and tunnels. The majority of these men hoped to save money and eventually return to China to support their families. Due to the hazardous nature of industrial work and illness, many laborers passed away while in the U.S. Recognizing a need for its own workers, the Suburban Railroad Company purchased Block 14 in 1891, the southwest corner of the cemetery, for burying immigrant Chinese employees. Most of those buried there would be disinterred and sent to China for reburial according to Chinese custom.(12)

In the early twentieth century, Lone Fir Cemetery physically demonstrated Portland's growth and the city's self-improvement efforts. In 1901 Lone Fir Cemetery achieved its current size as it was platted to SE 26th Avenue in response to the expansion of transportation in the area and the growing need to accommodate the needs of a growing city. As the cemetery grew in size, there was a renewed effort to improve the grounds. Reflecting both an effort to raise awareness about the past and honor war veterans and the desire to make the cemetery more attractive by installing grand statuary, the Soldiers' Memorial was dedicated in the cemetery in 1903. The project was began in 1901 and drew great support from the Portland area. The expected subscription was \$1; however, the sum of \$3500 was raised from 500 persons. The Sumner Women's Relief Corps raised \$100 and the largest subscription of \$200 was received from Henry W. Corbett, a leader in the business and civic affairs of Portland and one of the developers of River View Cemetery on the west side of

the Willamette River. People from all neighborhoods of Portland contributed to the memorial. Due to the outpouring of public support funds for the memorial were raised in one year instead of the expected five years. The monument became a focal point of the public square, and was a source of community pride. Improvements were also suggested for Block 14, which by the 1910s had fallen into disrepair. Beautification efforts included replacing the existing markers with cement monuments placed in the ground and seeding the entire area with grass.(13) Discontent with the condition of the cemetery eventually prompted a new group, the Lone Fir Lot Owners' Association, to take over management of the cemetery in 1912 in an attempt to "beautify" the grounds and honor the early settlers buried there. The new association, headed by community leaders S.E. Joseph and J. A. Strowbridge, realized the historical importance of the grounds and established a subscription for the perpetual care of the cemetery. The group called on the community and lot owners to help improve the grounds. In their brochure the new association stated that they wanted to maintain the cemetery in a park-like setting as "a Portland beauty spot." As part of the effort, the grounds were cleaned, roads graveled, grass and roses planted, and the entrance formally moved to the south side of the cemetery. Many of the curbs and fences were removed to make maintenance easier. Removing curbs was a common practice in the memorial park cemetery movement of the early 1900s.

In 1922, local Eastside businesspeople pushed for the cession of Lone Fir Cemetery. In a letter from the archives at the Pioneer Cemeteries Office, David Stearns wrote to State Senator Joseph Dunne on 3 February 1927 expressing his strong feelings about preserving Lone Fir Cemetery:

I have talked with both Mrs. Phillips and Mrs. Bennett, quite a while back, and believe I appreciate their views in a matter that concerns as many people as does this and in such a sacred way; it would be a physical impossibility for all to be of one mind, even though we all wish to reach the same end to preserve Lone Fir Cemetery from future desecration, not for fifty nor for one hundred years or for any lesser period, but for all time to come, has been my thought in advocating some legislative action.

To ensure its preservation, Lone Fir Cemetery was deeded to Multnomah County on 9 April 1928. A special tax was established for the care of the cemetery and a new sexton was hired. The grounds were cleaned and some of the older markers were laid flat and curbs removed or cut down to ground level to facilitate maintenance.(14) This same year the remains of 526 Chinese were exhumed and, in accordance with Chinese custom, returned to their homeland. In 1934, the County hired a new sexton, N.O. Lundberg, who cared for the grounds and buildings. A second exhumation of Chinese burials occurred in 1948. The Pioneer Rose Association planted a rose garden in the cemetery in 1943, which included varieties of pioneer roses. The cemetery continued to be maintained by the County during the Depression and WWII.

In 1952 the Portland City Council issued a special permit to Multnomah County for the construction of the Morrison Building, a two-story concrete office building, to be located in the cemetery on Block 14.

This permit separated Block 14 from Lone Fir Cemetery. At this time it was believed that all the bodies had been removed from the area. Multnomah County transferred the Lone Fir Cemetery property to METRO in 1997 as part of the Parks and Greenspace Program, but retained the Morrison Building and related parking space for County use. After the demolition of the building the County deeded back Block Fourteen to the cemetery on 4 January 2007.

(12) Archaeological Exploration of Multnomah County's Morrison Property at SE 20th and Morrison, Portland, Oregon, Report j: 1443. March 8.2005.

(13) Ibid.

(14) This corresponds to the perpetual care movement in cemetery management that started in the early 1900s that promoted lawn-like grounds and reduced maintenance through low monuments and no curbs.

LONE FIR AND THE RURAL CEMETERY MOVEMENT

RURAL CEMETERY MOVEMENT

In the late-seventeenth and eighteenth centuries American burials were in town centers on greens, next to meeting halls, or in churchyards. Outside towns, burials or domestic graves were on private land set aside for future family burials. These small-town graveyards were sometimes laid out in a rectangular pattern with rows of burials marked by wooden or stone markers carved with the deceased birth and death dates and imagery of death including the skull and cross bones. By the end of the eighteenth century, many of these town-burial grounds were overcrowded and in disarray as the urban population grew.

Epidemics of small pox and other contagious diseases spread through many American communities. While the cause of these epidemics was unknown, many pointed to burial grounds as a source of spreading disease through the ground, water, and air. In response Connecticut established the New Haven Burying Ground in 1796, which was the first cemetery to be set outside the town center. The cemetery was laid out in a geometric grid and divided into blocks and lots that could be purchased for family use.

The idea for the rural cemeteries gained popularity as the cities grew and the Romantic Movement in art and architecture spread throughout the country in the early to mid-1800s. Mt. Auburn Cemetery in Cambridge, Massachusetts was one of the first large-scale rural cemetery that emphasized the landscape. The property was a beautiful place for Bostonians to commemorate the dead. The natural landscape ornamental plantings, monuments, fences, fountains, and chapels enhanced the landscape. This inspired concept was copied widely throughout the United States, giving birth to the rural cemetery movement and the tradition of garden cemeteries. Their popularity led, in turn, to the establishment of America's public parks. Other examples of this rural style are Laurel Hill in Philadelphia, Pennsylvania, founded in 1836, and Spring Grove in Cincinnati, Ohio, in 1844.

The concepts of the rural cemetery movement crossed the country with pioneers traveling to the Oregon Territory. Early Oregon cemeteries were usually laid out in blocks and lots and located outside the community center in scenic locations such as hilltops.⁽¹⁵⁾ Although these cemeteries were not as elaborately designed landscapes like Mt. Auburn, the idea of making the grounds a place of pride and beauty was important. By the 1880s and 1890s, many of these early cemeteries that were once in the rural landscape became part of the urban landscape as communities expanded. For some of the older cemeteries, community members formed cemetery associations that often instigated enhancement and clean-up projects and established endowment funds to help maintain the grounds. Other communities abandoned the early cemeteries and started new cemeteries that were planned landscapes much like the East Coast predecessors. The first three decades of the twentieth century brought changes in cemetery management and care, ushering in the memorial park or lawn cemetery.

Extensive landscaping and use of the natural topography were still emphasized with the memorial park cemetery. Often sections of the cemeteries were developed and platted as needed, and an endowment fund was established from the sale of each plot to help offset the cost of maintenance. The roads were often planned with a central boulevard with extensions of shorter circular or linear drives. Many memorial parks included crematoriums as part of their burial services and interment in mausoleums became an option. Cemetery lot holders were more restricted than before in the use of their plots. Rules regulated planting of flowers and shrubs and the location and size of the headstones. Flush type monuments were favored as a way to simplify lawn maintenance. Many of the caretakers of the older cemeteries removed curbs and fences during this time and planted more of the grounds in lawn.

(15) The exception were cemeteries associated with churches; however, some of the churches were in rural settings.

LONE FIR CEMETERY AND THE RURAL CEMETERY MOVEMENT

Throughout its long history Lone Fir Cemetery maintained its original simple rectangular design, geometric road configuration, and informal landscaping. Even though the cemetery was not originally laid out like many of the rural cemeteries on the East Coast, the cemetery shares some of the same characteristics with these more highly designed landscapes. When the grounds were platted, Lone Fir was in a rural setting, far away from any settlement. Colburn Barrell, originally from Boston, sited the cemetery on a slight knoll with views and chose acreage with excellent drainage; these were similar to choices made by planners of the larger East Coast rural cemeteries.

As Portland and East Portland changed and became more settled public attitudes towards burial grounds changed. In the late 1800s, the idea that a cemetery should be more park-like grew in popularity. From the late 1870s into the early 1900s caretakers of Lone Fir improved the grounds by cleaning up the site, planting trees and shrubs, marking graves, and establishing more lawn areas. Many of the curbs and fences were removed creating a more open park-like setting as well as cutting down on maintenance around the graves. The dedication of the Soldiers' Memorial in 1903 occurred as memorial parks were developed with sculpture often as an important part of the grounds. In 1912, J.A. Strowbridge, secretary of the Lone Fir Lot Owners' Association contracted with Harold F. Wold, a landscape engineer, to oversee the restoration of the grounds to create a park-like area. In the period following the transfer of the cemetery to Multnomah County in 1928, many gravemarkers were set into the ground to facilitate maintenance and to increase lawn area following the trends of the lawn cemetery movement. Although Lone Fir Cemetery has maintained its original platting, it has incorporated the changing developments of cemetery design. The cemetery today is a Portland green space with a park-like setting filled with over 500 trees open to the surrounding neighborhoods.

The takeover of the cemetery by the Lone Fir Lot Owners' Association in 1912 signaled a shift toward the management policies and aesthetic sensibilities of the memorial park cemetery movement, which sought to lower maintenance costs and enhance the visual experience of cemeteries by creating open and unobstructed vistas in the park. This was accomplished by doing away with the personalized markers, gardens, fencing associated with the rural cemeteries in favor of flush-placed markers and master-planned landscaping that emphasizes wide expanses of manicured lawn. The Lone Fir Lot Owners' Association did attempt to ease maintenance by removing curbs and other obstructions and emphasized the use of lawns as a design element.

The group left most of the cemetery's features intact, and thus the cemetery shows the transition period between the two practices.

COMPARATIVE ANALYSIS

Lone Fir Cemetery is the oldest continuously operating cemetery in the immediate Portland area. It reflects the initial settlement of Portland and the subsequent growth and expansion of the city. Lone Fir has been continuously chosen by Portlanders for the burials of their family members. From the beginning families purchased lots for future use. James B. Stephens' lot in Block One has burials from 1846, the earliest in Lone Fir, to 2003. The family of Thomas Holmes, an early Portland mayor, is remembered on the marker with deaths recorded from 1867 to 1928. The Strowbridge family, active in Lone Fir restoration in 1912, has burials from 1852 to 1958. The Firemen's Block has been used since 1864 and is part of the annual Memorial Day services. Families are the core groups maintaining and continuing the history of Lone Fir.

As Portland grew out to the east and west from the Willamette River, Lone Fir remained easily accessible from within the city and continued to be chosen as the Portland cemetery. The Morrison Bridge opened in 1887, and the subsequent bridges built made travel across the river easier. The street car lines brought visitors directly to the cemetery from all parts of the city and developing suburbs.

In the late nineteenth century, new cemeteries were established outside the Portland city limits. These cemeteries were usually smaller and served the new suburban neighborhoods. Examples are Brainard Pioneer Cemetery at NE 89th and Glisan Street with 1.1 acre, Columbia Pioneer Cemetery at NE 99th and Sandy Boulevard with 2.4 acres and Multnomah Park Pioneer Cemetery at SE 82nd and Holgate Street with 9.3 acres. These cemeteries are now managed by the METRO Pioneer Cemeteries Office.

CEMETERIES NO LONGER IN EXISTENCE

Date Established	Cemetery Name
1847-1854	City Cemetery #1 located at SW 4th and W Burnside once covered 2.5 acres. Closed in 1854.
1854-1854	City Cemetery #2 located at SW 11 th and Washington. Closed in 1854.
1854-1854	City Cemetery #3 located at Corbett Avenue and Abernathy Street. Closed in 1854.
1858-1873	Beth Israel Jewish Cemetery located at Hood Avenue and Hooker Street covered one. acre. Closed in 1873.
1858-1937	St. Mary's Cemetery, adjacent to Lone Fir Cemetery on the north side of SE Stark Street at 26th Avenue, was established under Archbishop F.N. Blanchet in 1858. Timothy and Margaret Sullivan donated four acres of their land claim for the cemetery. By the 1930s the grounds were overcrowded and the church closed the cemetery. Many of the remains were re-interred in the Mt Calvary Cemetery, a Catholic cemetery established by the archdiocese on SW Skyline Road in 1888. Central Catholic High School is presently located on this site of the old St. Mary's Cemetery. Closed in 1937.

(16) Note: Number of burial are based on the Oregon Burial Site Guide and are not exact numbers.

INNER PORTLAND CEMETERIES: PRE-1900

Date Established	Cemetery Name
1854	Lone Fir Cemetery
1854	Jones Pioneer Cemetery, located at SW Hewett and Scholls Ferry Road, has 217 recorded burials. Nathan Jones established the cemetery on his Donation Land Claim Act after the death of his father in 1854. Jones donated the land for cemetery use to ensure the grave of his father was protected. This cemetery is 3.25 acres in size and includes Havurah Shalom, which was started in 1986.
1869	Ahavai Shalom located at 44 SW Alice Street also contains the B'nai B'rith Cemetery with five acres and has over 2,000 burials.=
1872	Beth Israel Cemetery (new) located at 26 SW Taylors Ferry Road covers fourteen acres with 2,000 burials. This is the second cemetery of this name and is the oldest continuously operating Jewish cemetery in the nation.
1882	River View Cemetery located at 8421 SW Macadam Avenue contains covers 350 acres with 2,000 burials. Henry Corbett, William Ladd and Henry Failing, early settlers in the Willamette Valley and prominent Portland business people founded the River View Cemetery Association. An endowment fund for the perpetual care of the cemetery was set aside from thirty percent of the revenue received from the sale of the lots. The planning and landscaping of the property took three years and included curved roadways, view of the Cascade mountains, and an array of trees and shrubs. The first burial was the infant daughter, May Belle, of John Blaze in 1882. About sixty burials were removed from Lone Fir Cemetery and moved to River View after it opened.
1884-88	Greenwood Hills, I.O.O.F., and G.A.R. cemeteries located at 9002 SE Boones Ferry Road covers 12.5 acres with over 2,000 burials. This Greenwood Hills cemetery began with fourty acres; soon 2.35 acres were sold to the J.O.O.F (now part of Riverview Cemetery). In 1888, 2.06 acres were sold to the G.A.R. and more land was granted for use by River View Cemetery. Later, still more was sold for residential use.

OUTER PORTLAND AREA CEMETERIES

Date Established	Cemetery Name
1857	Columbian Cemetery, located at 1100 N. Columbia Boulevard in the Kenton/St. Johns area of Portland, is a ten acre cemetery with over 5,000 burials. Capt. Lewis Love, one of the first settlers of the area, founded the Columbian Cemetery as the Love Cemetery. Many of the burials are those of veterans of wars since the Civil War.
1867	Brainard Pioneer Cemetery located at NE 89th and Glisan streets is 1.1 acres with less than 500 burials.
1877	Columbia Pioneer located at NE 99th and Sandy Boulevard covers 2.4 acres with over 2,000 burials. The cemetery was platted in 1877, but it is

	thought to contain older burials.
1888	Multnomah Park Pioneer Cemetery located SE 82nd and SE Holgate with 9.3 acres and over 2,000 burials.
1888	Mt. Cavalry Catholic Cemetery located at 333 SW Skyline Boulevard covers over 85 acres with over 2,000 burials. The site contains 135 acres. The first Catholic cemetery was in East Portland. The westsiders wanted a cemetery on "their" side of the river to bury their loved ones. Consequently, the Archdiocese of Portland located and purchased one-hundred acres on a site in the southwest hills of Portland. The archdiocese purchased land from Nathan B. Jones and William and Levina Naylor, who had donation land claims in the area.

THE PEOPLE OF LONE FIR

People from different social, political, ethnic, religious, and cultural backgrounds were buried in Lone Fir Cemetery. Mayors, business leaders, politicians, governors, first settlers of the Oregon Territory, educators, ministers, criminals, health care professionals, and government officials and workers were all buried in the cemetery. Different ethnic groups are identified by their headstones which were sometimes inscribed in their native languages of Spanish, Hebrew, German, Japanese, Chinese, and French. Indigent, mental patients and people from some of the more colorful Portland businessmen are buried in the cemetery. In a 1928 interview with journalist Fred Lockley, sexton Wilson Benefiel, caretaker from 1888 to 1928, describes the people buried at the Lone Fir Cemetery. He states:

There is no line of social cleavage among the dead. For forty years I have sold lots here and I never inquire as the character or lack of it of those who buy the lots. If you come to me, I will show you the graves of several men who were hanged and whose relatives or friends had them buried here. I can show you graves of prominent early day saloonkeepers and gamblers, and scores of graves of girls from the 'North End,' ... A man may consider himself of much finer clay when he is alive, but when he is dies, the general does not outrank the private, nor the judge the prisoner upon whom he has passed sentence. We all find oblivion and equality in the grave. (17)

(17) Fred Lockley. History of the Columbia River Valley from The Dalles to the Sea. (Chicago: The S.J. Clarke Publishing Co, 1928), p. 649.

CONCLUSION

Laid out during the initial Anglo-settlement period, the Lone Fir Cemetery is the oldest continuously operating cemetery in the immediate Portland area. Originally known as the Mt. Crawford Cemetery, Lone Fir was platted in 1855 on a slight knoll on the east side of the Willamette River in what would later become known as East Portland. Mt. Crawford became one of the primary burial grounds for the first settlers of Portland, especially after the City of Portland closed its cemeteries in 1854. During its operation people from different social, economic, and ethnic backgrounds were buried in the cemetery, and many of the region's prominent citizens are buried there. The cemetery also represents the struggles and customs of different immigrant groups from Europe, especially the Chinese, who contributed to the development of the region.

The expansion of the cemetery grounds and the continuously developing setting and landscape elements reflect the growth of Portland and changing burial practices between 1855 and 1952.

The Lone Fir Cemetery is eligible for listing in the National Register of Historic Places as a locally significant resource under Criterion A because of its strong historic association with broad local development patterns and the representative cross section of individuals buried there. The property successfully meets the requirements under Criteria Consideration D because of its significance in the areas of social history, community planning and development, and settlement. Lone Fir Cemetery retains a high degree of physical integrity and its rural feeling within the park.

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