

COWLITZ COUNTY HISTORIC REGISTER

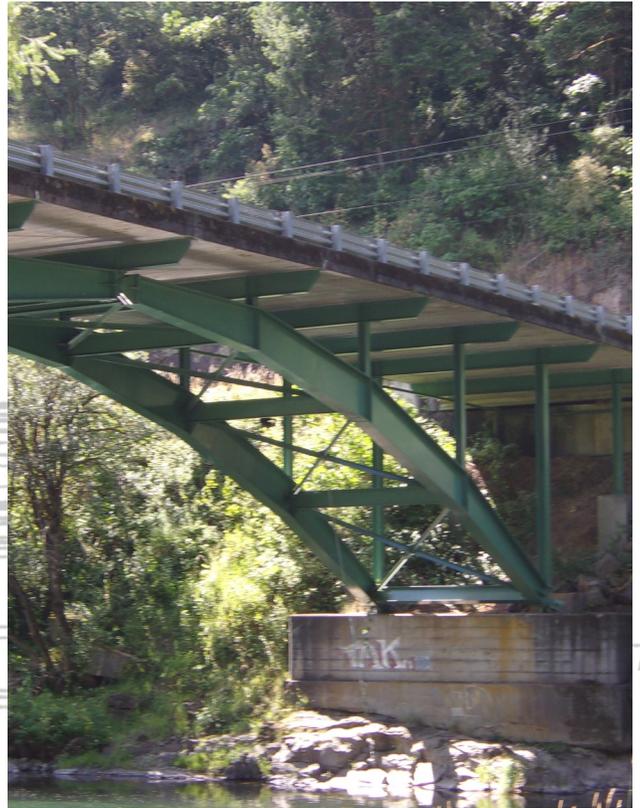


Figure 1. Untitled. Modrow Bridge, 06/30/2016.

Register of Historic Properties and Places in Cowlitz County

Supported By:

Cowlitz County Historic Preservation Commission

Cowlitz County Department of Building and Planning

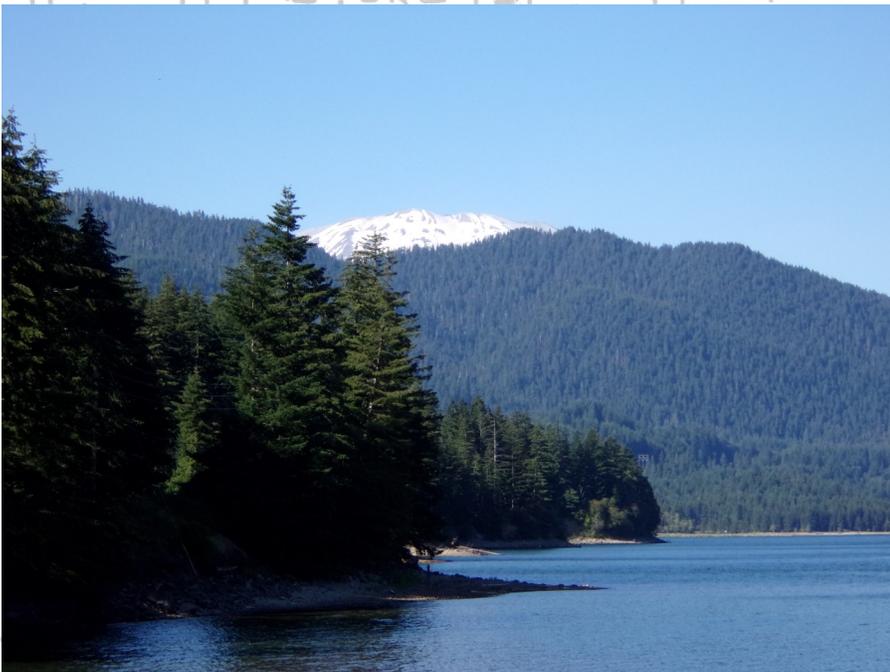


Figure 2. Untitled. Lawetlat'la from Yale Park, 06/30/2016.



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We dreamed of the homes of our parents and grandparents, our home schools and churches, our home streets, the public buildings and squares and parks of our home towns. Thank God, when we were mustered out, they were still there! ...

-Charles E. Lee

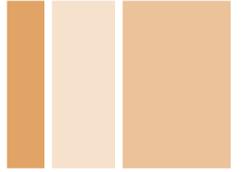
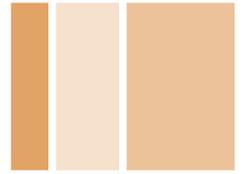


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Foreword



This document serves as the official register of structures and places in Cowlitz County that are historic. The entries in this document vary, from steel and concrete bridges, to awe-inspiring natural features such as the sacred Lawetlat'la (also known by a more ominous name, Mount St. Helens). Each entry is noted by name, with basic information including the date of construction or significance, what the structure or property was used for, its location and a photograph or two. More importantly however, each entry has an accompanying story. It is in these paragraphs that the patina of the place starts to shine through. Hopefully, by reading these stories, we can connect to our own community and the rich history of the people that came before us. Like all communities, Cowlitz County is transitioning from one century to the next, and the risk of losing places that helped build our towns and farms, relationships and spirits is persistent. Luckily, our historic structures help us recognize the diversity of our past, and embrace the changes needed for success in the future.

This register does not include all potentially historic properties in the county, and it will continue to grow and develop as more community members reach out to nominate and share their historic properties. Additionally, each entry is framed as a “snapshot” of history, which means that many of these properties have more supporting documents and images that may be of interest to you. To learn more, please visit the Cowlitz County Historical Museum, contact the Cowlitz County Historic Preservation Commission, or get involved with your local genealogy or historical interest group. The appendices included here may also be of interest. They include maps, information regarding the State and National Historic Preservation organizations, and a guide on what to do if you think your property might be historic.

There are many benefits to identifying and preserving historic places. From an environmental perspective, historic preservation is a critical way of conserving our resources. Redevelopment and restoration projects may not only consume less energy than demolition and new construction, but helps to preserve the energy investment made in previous years on buildings that already exist. There are cultural benefits as well. Architecture and sense of community are important pieces of our heritage.

Additionally, the physicality of our historic structures means that we have a way of interacting directly and in a “hands-on” way with our history. Preserving historic buildings is also a strategy in creating vibrant, thriving and prosperous communities. Economies and workers of the future desire places with a higher quality of life, and illustrating the connection between past, present and future is a way to prioritize the livability of a community. Finally, there are economic benefits. Historic properties that are preserved not only may eligible for restoration incentives and tax-assistance, but research shows that well-preserved historic buildings appreciate faster than non-historic properties and maintain their property value over longer intervals (“Benefits of Historic Preservation,” 2016).

The Revolutionary War hero Charles E. Lee, made a poignant statement, which is quoted in the epigraph of this document. What he refers to is the sense of relief and comfort that came in finding that the physical manifestation of his hometown...the buildings and parks and churches and homes, still stood after a major change. You are encouraged to think about that statement and ask yourself if it still applies today. We certainly think it does.

-Cowlitz County Department of Building and Planning

Jim Creek Bridge

Cowlitz County Register

Name	Jim Creek Bridge	
Alternate Name	WSDOT Bridge #503-112	
Address	State Highway 503 spanning Jim Creek, Woodland WA, 98674	
Community	Ariel	
Inventory Identification Number	#100007	
Owner	State of Washington	
NRHP Identification Number/Date	#95000258	28-Mar-1995
WHR/HBR Identification Number/Date	#700128	28-Mar-1995
CCHR Identification Number/Date	N/A	N/A
Year Built	1945	
Site Type	Historic Bridge	
Historic Use	Bridge	
Current Use	Bridge	
Destination Coordinates	45°59'44.76" N 122°31'00.23" W	
Link	http://pdfhost.focus.nps.gov/docs/nrhp/text/95000258.pdf	

Completed in 1945, the concrete arch Jim Creek Bridge replaced an earlier bridge spanning Jim Creek and rugged Jim Creek Canyon on this lightly traveled portion of State Route 503. The present structure is 308 feet in length with the parabolic main span consisting of a 179-foot open spandrel rib-type reinforced concrete deck arch. The structure is significant as one of the few concrete arch bridges built during the 1941-1950 era. The high vault of its arch accentuates the precipitous gorge which it crosses, lending a sense of old-world enchantment to this remote setting. Situated in a mountainous forest environment, the graceful concrete arch bridge spanning Jim Creek is one of the most aesthetically pleasing concrete arch bridges built in the 1941-1950 era. The elegant structure is all the more remarkable because it was constructed during World War II (1944 and 1945) when bridge construction was substantially curtailed due to a severe shortages of construction manpower and availability of materials. Construction of the Jim Creek Bridge epitomized the ingenuity and resourcefulness of civilian agencies in completing substantial public works projects during a time of severe material shortages. (WIZAARD, n.d.-d).

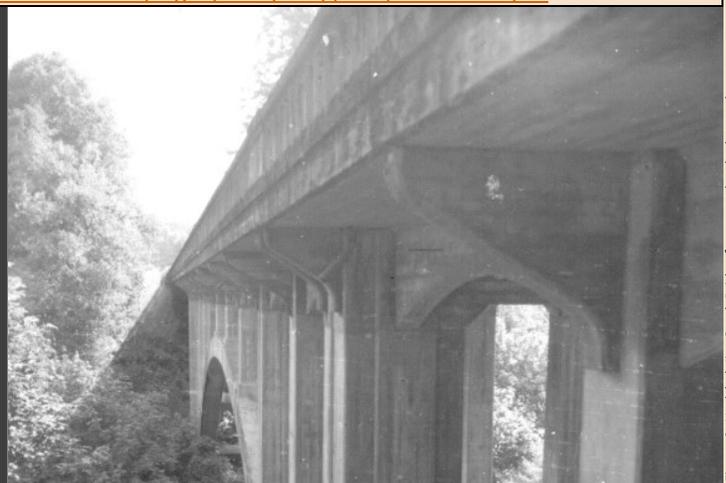


Figure 3. Untitled. Jim Creek Bridge from east bank, date unknown.

Figure 4. Untitled. Jim Creek Bridge from the east bank, 06/30/2016.

Lawetlat'la

Cowlitz County Register

Name	Lawetlat'la	
Alternate Name	Mount St. Helens	
Address	National Forest Service Rd. 83 Cougar, WA 98648	
Community	Cougar/Toutle	
Inventory Identification Number	#100010	
Owner	United States Department of Agriculture	
NRHP Identification Number/Date	#13000748	11-Sep-2013
WHR/HBR Identification Number/Date	#700680	11-Sep-2013
CCHR Identification Number/Date	N/A	N/A
Year Built	N/A	
Site Type	Traditional Cultural Property	
Historic Use	Sacred Mythic Site	
Current Use	Sacred Mythic Site	
Destination Coordinates	46°11'57.42" N 122°11'18.72" W	
Link	https://www.nps.gov/nr/feature/places/pdfs/13000748.pdf	

Lawetlat 'la (Mount St. Helens) is a prominent stratovolcano located in southwestern Washington along the Cascade Mountain Range. It lies within the Gifford Pinchot National Forest and is the central landform feature of Mount St. Helens National Volcanic Monument. The 8,363-foot volcano rises high above other mountains and ridges in this part of the Cascade Range, and is visible from many points along the Columbia River in Oregon and Washington between the cities of Portland and Longview. Lawetlat'la is recognized as a sacred mountain, important to the cultural history and beliefs of local Native American groups, including the Cowlitz Indian Tribe and the Confederated Tribes and Bands of the Yakama Nation. The mountain is associated with events that are significant to the history of these groups, including traditions about their origin and establishment. The continued teaching of oral traditions involving Lawetlat 'la and the performance of specific ceremonies and songs that invoke those traditions serve an important role to "teach respect for sacred things." Knowledge of the mountain, its creation, and behavior has been passed down through generations of Cowlitz and Yakama through an oral tradition of myths and legends. Lawetlat'la is one of the first landform features created by Spilyai, or Coyote, a key figure of their creation myths. Other myths inform them of the nature of the relation between people, their environment, and the sacred, and tell of how Lawetlat'la came to be imbued with spiritual power. The myths offer lessons regarding personal conduct and cultural ideals, providing a window into traditional worldviews, or perceptions of reality, both physical and spiritual. Though the myth is of central importance in relating Lawetlat'la to Cowlitz spiritual beliefs, other aspects of cultural identity, such as traditional practices and rituals, and historic accounts of the mountain reveal its cultural-historical significance. ("Property Name: Lawetlat'la," 2013)



Figure 5. Unfiled. Lawetlat'la from Spirit Lake, date unknown.



Figure 6. Unfiled. Lawetlat'la from Lewis River Road vicinity, 2009.

Longview Bridge

Cowlitz County Register

Name	Longview Bridge	
Alternate Name	Lewis and Clark Bridge	
Address	State Highway 433 spanning the Columbia River Longview, WA 98632	
Community	Longview	
Inventory Identification Number	#100012	
Owner	State of Washington Department of Transportation	
NRHP Identification Number/Date	#82004208	16-July-1982
WHR/HBR Identification Number/Date	#700277	16-July-1982
CCHR Identification Number/Date	N/A	N/A
Year Built	1927	
Site Type	Historic Bridge	
Historic Use	Bridge	
Current Use	Bridge	
Destination Coordinates	46°06'29.78" N 122°57'30.75" W	
Link	http://pdfhost.focus.nps.gov/docs/nrhp/text/82004208.pdf	

The Longview Bridge, built in 1927, replaced a ferry system across the Columbia River, and formed an important link in the Pacific Highway extending from Vancouver, to Tijuana. From the beginning, the construction of the steel cantilever bridge was plagued with delays and battles between vested interests. In the hopes that a bridge across the Columbia, downstream from Portland, would encourage Washingtonians to spend their hard earned dollars in Oregon business communities, the Oregon Highway Commission was authorized to recommend a location for the bridge. However, when the commission recommended the placement of the bridge at the newly founded town of Longview, the people of Oregon, and the Portland Chamber of Commerce, felt threatened by the possibility that the bridge would aid the economic interests of Washington at the cost of the Willamette-Columbia port area. At the time of its construction, the bridge had the longest cantilever span in the United States. With modifications, any vessel in existence could pass beneath the bridge, including fully rigged clipper ships. The long cantilever span, the paucity of piers providing a wide channel, and the unusually high clearance of the bridge are subtle reminders of the political struggles that plagued the construction of the bridge and the unyielding persistence of private initiative in the completion of such a substantial structure. The exaggerated dimensions of the bridge may in part reflect the fears of Oregon and Portland commercial interests. Although the fears were out of proportion, they do reflect the importance that the people of Washington and Oregon instilled in the construction of the bridge, and its role as a significant transportation link, instrumental to the burgeoning commercial development of the area. (WIZAARD, n.d.-g).



Figure 7. Untitled. Longview Bridge from south bank, date unknown.

Figure 8. Untitled. Longview Bridge from U.S. 30 in Oregon, 09/12/2007.

Modrow Bridge

Cowlitz County Register

Name	Modrow Bridge	
Alternate Name	Bridge #3535001	
Address	Modrow Rd. spanning the Kalama River Kalama, WA 98625	
Community	Kalama	
Inventory Identification Number	#100013	
Owner	Cowlitz County	
NRHP Identification Number/Date	N/A	N/A
WHR/HBR Identification Number/Date	#700339	25-Jan-2002
CCHR Identification Number/Date	N/A	N/A
Year Built	1958	
Site Type	Historic Bridge	
Historic Use	Bridge	
Current Use	Bridge	
Destination Coordinates	46°02'50.44" N 122°50'15.04" W	
Link	N/A	

During the twentieth century, the steel arch has been used infrequently in the United States in comparison to other bridge forms. Prior to 1957, all steel arches in the state were fabricated using riveted connections. Use of predominately welded members and high tensile bolts on the Modrow Bridge marked another major step in the evolution of steel bridge design and construction leading to the demise of riveted connections in the mid- 1960s. The significant engineering features of this bridge are its type and pioneering use of welded structural steel and high tensile bolts in the design and construction of the arch components. Prior to 1949, an old timber bridge spanned the Kalama River at the same location. Because of that bridge's aging condition, bids were advertised for a replacement structure. A new bridge was constructed by the Hart Construction Company of Tacoma and in 1950, the new bridge was opened to traffic. The new bridge was a "practical appearing structure" and was insured against everything but collapse. Unfortunately, in the afternoon of July 9, 1958, with a loaded truck and a car on the bridge, it suddenly collapsed into the river. Although the two drivers survived, seventeen families in the Spencer Creek area south of the river were isolated for more than a year before the bridge could be replaced. The current bridge was designed in 1958-59 by the Seattle firm Harry R. Powell and Associates. Powell incorporated portions of the supports of the prior bridge into the new design. The Isaacson Iron Works, also from Seattle, was the Steel Fabricator. Cowlitz County Engineer Harry Martin administered the project. In 1959, the bridge received national recognition from the American Institute of Steel Construction. The jury noted the Modrow Bridge was the most imaginative and sensitive bridge in the competition. (WIZAARD, n.d.-h).



Figure 9. Untitled. Modrow Bridge from south bank, date unknown.

Figure 10. Untitled. Modrow Bridge from south bank, 06/30/2016.

Mt. Pleasant Cemetery

Cowlitz County Register

Name	Mount Pleasant Cemetery	
Alternate Name	N/A	
Address	115 E. Raven Ridge Rd. Kelso, WA 98626	
Community	Mount Pleasant	
Inventory Identification Number	#100017	
Owner	Cowlitz County Cemetery District #6	
NRHP Identification Number/Date	N/A	N/A
WHR/HBR Identification Number/Date	N/A	N/A
CCHR Identification Number/Date	N/A	N/A
Year Built	1878	
Site Type	Historic Cemetery	
Historic Use	Cemetery	
Current Use	Cemetery	
Destination Coordinates	N/A	
Link	N/A	

Mt. Pleasant Cemetery is located on a 2.4 acre piece of land in the hills north of Kalama, at the southern end of Hale Barber Road. The cemetery has panoramic views of the surrounding hills and Columbia River. A center lane through the cemetery wide enough for a single vehicle has been paved, following the original, pioneer-era pathway and some of the oldest graves are in the first rows immediately alongside. There are 274 known gravesites on the property which are noted as contributing resources, and indication that further unmarked graves may exist. The oldest grave at the cemetery dates to 1878, and the most recent are within the past ten years. The amount of gravesites has grown since the cemetery was first described, however the graves that have been added follow the pattern of placement that was established by the earliest pioneers. As a result, the layout of the cemetery remains the same. The early pioneers buried at Mt. Pleasant and their known descendants make up nearly half of the cemetery. Some early graves remain unmarked or are marked with more modern headstones, however others have been preserved in their original state or have been repaired.

The historical significance of this cemetery is high. The history of Washington State, from indigenous peoples and the founding of Fort Astoria, to territorial settlement and statehood can be found in the life stories of the people buried at Mt. Pleasant Cemetery. Burials within the cemetery include one of the area's earliest settlers who was a noted politician, two Cowlitz natives who are descendants of the founders of Fort Astoria, well-known local merchants and farmers, and descendants of Major Carroll (after whom the town of Carrolls is named). (I. Sandstrom, personal communication, March 23rd, 2017).



Figure 11. Untitled. Interior condition of cemetery, 1969.



Figure 12. Untitled. Mt. Pleasant Cemetery looking west, 03/27/2017.

Pioneer Hall

Cowlitz County Register

Name	Pioneer Hall	
Alternate Name	The First Aid Station	
Address	201 Morse St. Ryderwood, WA 98581	
Community	Ryderwood	
Inventory Identification Number	#100018	
Owner	Ryderwood Women's Club	
NRHP Identification Number/Date	N/A	N/A
WHR/HBR Identification Number/Date	N/A	N/A
CCHR Identification Number/Date	N/A	N/A
Year Built	1923	
Site Type	Historic Building	
Historic Use	First Aid Station and Infirmary	
Current Use	Social Hall and Meeting Space	
Destination Coordinates	46°22'22.19" N 123°02'38.91" W	
Link	N/A	

The First Aid Station, now known as Pioneer Hall, is situated on the south side of Ryderwood, across the street from the city park. When first built by Long Bell Lumber Company in 1923, the building was isolated, but over time the land around it has been developed. Pioneer Hall is a simple, rectangular building with small front and rear porches and a plain façade. The original asphalt shingle roof has been replaced with a metal roof; it was replaced when the windows were updated and the wooden sidewalks replaced with concrete ones. One original element of the exterior, is the Douglas Fir narrow horizontal lap siding, which is still intact. Original or historic interior features include: horizontal bead board paneling, Douglas Fir wood flooring, built-in cabinetry and original trim. The kitchen cabinets appear to be of the 1950's vintage. The building was one of the original buildings constructed in the Ryderwood logging town of 1923. Originally known as the First Aid Station, the building was a vital part of a logging town that was relatively isolated from other communities. The nature of the work of loggers made the First Aid Station a necessary addition to the camp. The First Aid Station had its share of joy too, as many babies were born in the building! After the sale of Ryderwood to the Senior Estates Company in 1953, the building served various purposes, including a real estate office. The building was renamed "Pioneer Hall" by the Ryderwood Achievers Group, upon their purchase of the building in 1976, to honor all of the women who came before them. The Ryderwood Achievers Group, and its successor, the Ryderwood Women's Club, have used the building as a gathering space and club house for several decades. Currently, the building is a point of pride for the Ryderwood community and is still a critical part of social life for many of the townspeople. (M. Zweifelhofer, personal communication, Feb. 14th, 2017, with help from D. Brittell).

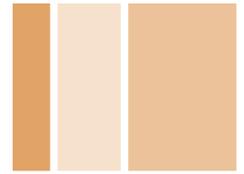


Figure 13. Untitled. Front view of Pioneer Hall, 1970.



Figure 14. Untitled. Pioneer Hall from the southeast, 02/27/2017.

Reference List



"Benefits of Historic Preservation | Washington Trust for Historic Preservation." *Benefits of Historic Preservation | Washington Trust for Historic Preservation*. N.p., n.d. Web. 16 Aug. 2016.

Property Name: Lawetlat'la. (2013, September 11). Retrieved August 15, 2016, from <https://www.nps.gov/nr/feature/places/pdfs/13000748.pdf>

WISAARD (alpha). (n.d.-d). Retrieved August 10, 2016, from <https://fortress.wa.gov/dahp/wisaardp3/api/api/resultgroup/185519/doc/1470866279384>

WISAARD (alpha). (n.d.-g). Retrieved August 10, 2016, from <https://fortress.wa.gov/dahp/wisaardp3/api/api/resultgroup/186291/doc/1470865828896>

WISAARD (alpha). (n.d.-h). Retrieved August 10, 2016, from <https://fortress.wa.gov/dahp/wisaardp3/api/api/resultgroup/186568/doc/1470865701857>

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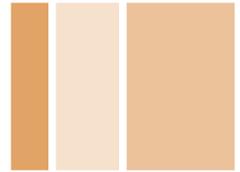


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Figure 2. *Untitled*. Lawetlat'la from Yale Park, 06/30/2016.

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Figure 3. *Untitled*. Jim Creek Bridge from east bank, date unknown.

Unknown. (Photographer). Date unknown. *Untitled*. (Photograph). Retrieved August 10, 2016, from <https://fortress.wa.gov/dahp/wisaardp3/api/api/resultgroup/185519/doc/1470866279384>. 6

Figure 4. *Untitled*. Jim Creek Bridge from the east bank, 06/30/2016.

Fazio, N. (Photographer). 2016. *Untitled*. (Photograph). 6

Figure 5. *Untitled*. Lawetlat'la from Spirit Lake, date unknown.

Unknown. (Photographer). Date unknown. *Untitled*. (Photograph). Retrieved August 10, 2016, from <http://guides.lib.uw.edu/c.php?g=341801&p=2299814>. 7

Figure 6. *Untitled*. Lawetlat'la from Lewis River Road vicinity, 2009.

Tumlinson, R. (Photographer). 2009. *Untitled*. (Photograph). 7

Figure 7. *Untitled*. Longview Bridge from south bank, date unknown.

Unknown. (Photographer). Date unknown. *Untitled*. (Photograph). Retrieved August 10, 2016, from <https://fortress.wa.gov/dahp/wisaardp3/api/api/resultgroup/186291/doc/1470865828896>. 8

Figure 8. *Untitled*. Longview Bridge from U.S. 30 in Oregon, 09/12/2007

Jason (Photographer-via Wikipedia). 2007. *Untitled*. (Photograph). 8

Figure 9. *Untitled*. Modrow Bridge from south bank, date unknown.

Unknown. (Photographer). Date unknown. *Untitled*. (Photograph). Retrieved August 10, 2016, from <https://fortress.wa.gov/dahp/wisaardp3/api/api/resultgroup/186568/doc/1470865701857>. 9

Figure 10. *Untitled*. Modrow Bridge from south bank, 06/30/2016.

Fazio, N. (Photographer). 2016. *Untitled*. (Photograph). 9

Figure 11. *Untitled*. Interior condition of cemetery, 1969.

Unknown. (Photographer). 1969. *Untitled*. (Photograph). Personal communication. 10

List of Figures Cont.

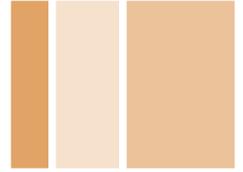


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Fazio, N. (Photographer). 2017. *Untitled*. (Photograph). 10

Figure 13. *Untitled*. Front view of Pioneer Hall, 1970.

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Figure 14. *Untitled*. Pioneer Hall from the southeast, 02/27/2017

Fazio, N. (Photographer). 2017. *Untitled*. (Photograph). 11