

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration 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 Auto Rest Garage

other names/site number Medical Arts Garage

2. Location

street & number 925-935 SW 10th Avenue (Tenth) N/A not for publication

city or town Portland N/A vicinity

state Oregon code OR county Multnomah code 051 zip code 97205

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

James Hamrick August 12, 1996
Signature of certifying official/Title Deputy SHPO Date
Oregon State Historic Preservation Office
State of Federal agency and bureau

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 the property is:

- 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): _____

Signature of the Keeper Del R. Ferguson Date of Action 9.12.96

Auto Rest Building
Name of Property

Multnomah OR
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
1		building
		sites
		structure
		objects
1		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

-0-

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION--Road Related (Vehicular)

Current Functions
(Enter categories from instructions)

TRANSPORTATION--Road Related (Vehicular)
COMMERCE/TRADE - Business;specialty store

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19th AND EARLY 20th CENTURY

AMERICAN MOVEMENTS--Commercial

Materials
(Enter categories from instructions)

foundation Concrete

walls Brick

roof Asphalt

other _____

Narrative Description

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

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SETTING

The Auto Rest Building is a handsome two-story masonry structure situated at the west end of downtown Portland's commercial core at the northwest corner of 10th and Salmon Streets. It is located on an irregular shaped parcel comprised of two lots: Lot 3 is an interior lot facing 10th Avenue and measures 50 feet by 100 feet. Lot 4 is on the southeast corner of the block and measures 50 feet by 90 feet. The building is constructed out to the property line.

Located along what was once an automobile sales and service strip, the Auto Rest today is surrounded by commercial offices and parking facilities. Many of these developed in the late 1920s. To the north is the 1926 Medical Arts Building which fills the half block. The remaining quarter of Block 249 is a surface parking lot. To the north beyond the Medical Arts Building is the Multnomah County Library. To the east is a surface parking lot, the 1914 Winters Apartment and the 1928 Bates Motoramp. To the south is the 1925 Odd Fellows Building, 1927 Masonic Temple and Portland Art Museum. To the west 1926 Behnke-Walker Building, the 1894 First Baptist Church and the 1928 Medical Dental Building.

Tenth Street is a major vehicular artery one way northbound; Salmon is one way eastbound.

EXTERIOR

The building essentially consists of two nearly identical structures built off the same plans at essentially the same time. The southern half was added approximately six months later. The building is a two-story wood frame building with masonry veneer. It rests on a concrete foundation and has a bow truss roof. The exterior is clad with red brick in a common (or American) bond pattern.

The footprint of the building is essentially rectangular and the massing is simple. The original placement of the openings and their general configuration remains intact and modifications have been sensitive to the overall character of the building. The building today contains retail, office and parking space.

The primary facade is on the east (10th Avenue) and is built on a slight slope downward from south to north. The facade is divided into two sets of three bays by full-height pilasters capped with a decorative band molding square. As built, these bays had a central bay with sliding doors for vehicular access flanked by plate glass display windows. Sometime shortly after construction, the

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first bay (from the north) was adapted for vehicular access and an interior ramp to the second floor built. Today, the ramp has been removed and glass display windows fill the first floor of the bays.

Separating the first and second levels is a decorative rectangular wood box panel used for signs. Fenestration at the second floor consists of 12-light windows in groups of three. The window mullions on the south half of the building are thicker than those on the north half of the building; windows on the north half are hinged and swing outward.

The roof line is simple with a flat parapet with a slight projection above the two center bays. The decorative panels which separated the first and second floors are repeated between the second floor and roof line, excepting that the panel in the two center bays have a slight pentagonal shape to reflect the raised roof line.

The south (Salmon Street) elevation is built on an uphill grade (from east to west) of approximately 30 degrees. The result is that the first floor diminishes westward until one reaches a large doorway and ramp for vehicular access to the second floor. This opening is covered with a large overhead metal door. Fenestration on the south elevation differs from that of the front. Here, the windows are paired and articulated by simple brick vouissors, but those on the second story consist of 8-light, fixed sash with simple concrete sills; the ground floor windows are one-over-one light, double hung wood sash and appear to be replacements. The latter are also graduated in size, reflecting the slope in the elevation. At the east end is an aluminum frame display window, which wraps around the corner of the building from the facade, with a tripartite window above (in the same configuration as those on the facade). These elements are set off from the regular fenestration on this elevation by pilasters.

The west elevation of the building faces onto a large paved parking area and is void of architectural feature; the north elevation abuts the adjacent building.

INTERIOR

The ground floor interior has been adapted for commercial and retail uses and all character defining features have been removed. The second floor is used for parking and remains essentially intact. The south half of the building is covered with a bow truss roof. The north half has a flat roof and features a bank of skylights which alternate between the support piers. Originally, the building had seven skylights; only four remain.

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MAJOR ALTERATIONS

- Unknown Install interior ramp to the second floor in the northern most bay off 10th Avenue; modify display window accordingly. Design by J. S. Wilson. Work completed after the Medical Arts Building was constructed, probably circa 1930.
- 1962 Adapt portions of the southeast corner interior space for office use. Design by Don Byers for tenant (Jaggar Sroufe Co.)
- 1987 Adapt southern half of the ground floor for commercial use. Design by GBD for tenant (Bee Cleaners).
- 1988 Remove ramp to second floor in northern most bay off 10th Avenue. Design by KPFF.
- 1991 Adapt northern half of the ground floor for retail use. Design by RMF for tenant (Ciclo Bicycles)

Auto Rest Building
Name of Property

Multnomah, OR
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- 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" in all the boxes 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)

ARCHITECTURE

COMMERCE

Period of Significance

1917-1926

Significant Dates

1917

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Jacobberger & Smith

Narrative Statement of Significance

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

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
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Oregon Historical Society

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National Park Service**

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AUTO REST GARAGE (1917)
925-935 SW Tenth Avenue
Portland, Multnomah County, Oregon

COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE

The Auto Rest Garage stands at the northwest corner of Tenth Avenue and Salmon Street on the westerly edge of Portland's central business district. Having a footprint of 100 x 90 feet, the two story building of heavy timber frame construction faced with red brick presents its longer frontage on SW Tenth. Built as a showroom and sales outlet for Stutz and Columbia Six automobiles, the garage represents, architecturally, a conventional small scale Commercial-style design by the Portland firm of Jacobberger and Smith. Its straightforward utilitarian character is enhanced by Joseph Jacobberger's detailing of the facade which includes shallow triangular pediments marking central entrance bays in either section, brick strip pilasters, stylized raised ornament, and inset panels.

The preparers point out that SW Tenth Avenue formerly was home to a number of auto sales and service businesses in addition to this one. The building was erected in two separate episodes in the same year as adjoining sections. Originally, either section had sliding garage doors. The later, north section was prompted by the volume of sales and a need for storage of inventory. Today, the building combines retail, office, and parking functions. All historic features have been replaced in the ground story interior, but the second story is intact. About 1930, a ramp to the second floor was installed in the north section and the vehicle access was modified. Facade openings in the second story of the south section are three-part, 12-light windows with heavy mullions. It is the south section that is enclosed with a roof support system of bow string trusses. Windows in the north section are similar to industrial sash and have central pivot windows.

While the Auto Rest Garage does not have the finish quality of William Knighton's counterpart for the 1910 Packard dealership on NW Twenty-third Avenue, it does contribute to a class of highly-specialized commercial-industrial buildings in Portland which have been studied in the context of the rise of the auto industry. This garage, together with the Rose City Electric Automobile Garage of 1910 on NW Twentieth Avenue, mark the opening years of auto sales and service on Portland's west side and therefore meets National Register Criterion A and C in the areas of commerce and architecture.

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C. D. McPhail was named Oregon distributor for the Stutz Corporation, one of the leading manufacturers of the early automotive industry in America. Stutz cars were distinguished for speed and advanced engineering. McPhail's second dealership was the United States Automobile Company Columbia Six. The application shows that the nature of the automotive business in early years was unpredictable until the industry cohered after the First World War. Short-lived success of the manufacturers forced McPhail to switch to Goodrich Tire sales and to automotive service. By the mid 1930s, the building had become an auxiliary parking structure for the adjacent Medical Arts Building (1926). The ramp to the upper story storage level which was installed in the north section at this time was in service to the 1980s, at which time it was removed in a renovation for ground story retail space. The second story of the building remains in use for automobile storage. Present access to the upper level is from Salmon Street.

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SETTING

The Auto Rest Building is located on Lot 3 and the east 90 feet of Lot 4 on Block 249 of the original Overton-Lovejoy land claim. The land was first claimed in 1843 by a frontiersman from Tennessee by the name of William Overton. To file his 640-acre claim, Overton hired an Oregon City lawyer by the name of Asa Lawrence Lovejoy, paying him with a half interest in the property. Over the years, the ownership of this claim divided and subdivided as portions surveyed, plots sold and fortunes came and went.

During the late 1860's and early 1870's, residential homes were built and by 1883, the area was a choice residential community and included a number of churches. According to the 1889 Sanborn Map, Block 249 contained ten two-story single family residences. As the city grew, in the early 1900's, the houses were converted to apartments and flats and a number of apartment houses were built. Also, constructed were the Lincoln High School and Shattuck School. In the 1920's and 1930's, more apartment houses were constructed as well as the Masonic Temple, Portland Theater and the Portland Art Museum.

With the rise of the automobile, beginning in the first decade of the 1900s, dealers soon established automobile showrooms. One central location was Burnside and Broadway. As the city's population grew, however, these showrooms were gradually nudged further outside the center. By the second decade, many were locating further west on Burnside, others located along 10th Avenue.

HISTORY OF THE BUILDING

In the ten years from 1910 to 1920, automobile ownership in America rose from 181,000 to over 4,000,000. The car was revolutionizing the way America lived. For those with the right entrepreneurial spirit, automotive sales offered the opportunity for a quick and painless road to riches. In the 1910s, there were over 250 distinct automobile manufacturers. Each of these manufacturers needed an aggressive, smart businessman to sell their name plates in hometowns across America.

Certainly, with the Model T, Ford came to dominate the marketplace. But, as today, prestige and status prompted people to buy more than basic transportation.

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C. D. McPhail was a sales representative for the Shell Oil Company, living in Portland. A year later, the Stutz Corporation named him as their Oregon distributor. For an entrepreneur, Stutz was a name to be excited about.

Harry C. Stutz grew up in outside of Dayton, Ohio in the late 19th century. A tinkerer, he built his first car at the age of 21, adapting parts from the farm as well as other cars. In 1903, at the age of 27, he moved to Indianapolis and seven years later, by age 34, he was running his own auto parts business. In 1911, Stutz built a car to run in the inaugural Indianapolis 500. Averaging 68.25 miles per hour, the car finished eleventh but required no mechanical adjustments in the course of the grueling race. Stutz pronounced: "The Car That Made Good in a Day." With his success, Stutz began manufacturing automobiles that were sporty, fast and technologically advanced. By 1917, Stutz began manufacturing his own power plant, a 16-valve motor. In that year, Stutz manufactured over 2000 vehicles--but he could not keep pace with demand.

C. D. McPhail wanted to be part of this. He worked with Mrs. R. S. Patterson who owned a parcel of land at 10th and Taylor to build a showroom. He also worked with C. W. Osborne to finance the operation. At first, they built a two-story building with 50 foot frontage. Joseph Jacobberger designed the building in the late spring of 1917 and construction took about two months. By the end of December, his first shipment of Stutz arrived. But as with his manufacturer, he could not keep the product in stock. Within a couple of months, it became clear that they had to accommodate a larger inventory, both in terms of gaining more attention from the manufacturer and for covering the turnover. A second 50-foot wide building was built, beginning in May and completed in July.

To gain capital to expand the manufacturing plant, Stutz sold stock publicly. Anticipating the ability to fill orders, Stutz ordered his dealers to take all the orders they could. Stutz got a reputation for speed and drivability among its owners, and for false promises of product delivery among their dealers. A wall street speculator, Alan Ryan, bought control of the company and by 1919, Stutz had left his own company. By 1922, Ryan sold out to Bethlehem steel magnate Charles Schwab who repositioned the company from aggressive roadster to sophisticated beauty.

Through these machinations, C. D. McPhail still had to have product to sell. He arranged for a second dealership, this time for the "Columbia Six." In 1915, several of the leading automobile executive joined together to form the United States Automobile Company, a parallel organization to General Motors. The executives came from Packard, Oldsmobile, King and E-M-F. Their first

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product was the Columbia Six, an assembled car but one well regarded for its price (\$1450 compared to \$2250 for the Stutz) and its style. The dash featured a walnut instrument panel, beveled windows and hassock. Yet, like so many other automobile stories, the success was momentary. By 1923, United States Automobile had purchased the Liberty Motor Car and collectively went bust.

These poor choices largely doomed the Auto Rest Garage. With his creation of the Model T, Henry Ford had begun his assault on the automobile market; by World War I, he was selling nearly half the cars in America. Following the war, the American automobile industry began its long process of consolidation into what is now a handful of manufacturers. Manufacturers need for dealers waned. McPhail attempted to redirect the business to service, becoming a Goodrich Tire distributor and focusing increasingly on service. Yet by mid-part of the 1920s, the Auto Rest Garage was history. To the end of the roaring twenties, the building would house two automotive-related service businesses--generally one per floor.

By the mid-1930s, with the memories of Stutz Bearcats distant, the building found its niche as the Medical Arts Garage. It provided convenient parking for tenants and patients patronizing the Medical Arts Building adjacent to the north. That building had been built in 1926 and although it had a garage in the basement, there was demand for more parking. The building remained the Medical Arts Garage well into the 1980s, when it was purchased and revamped for ground floor retail. The second floor continues to be used for parking.

THE AUTOMOBILE COMES TO PORTLAND

Few inventions revolutionized day to day life as has the automobile. At first, it was a tinker's toy. Usually the product of wagon makers and bicycle shops, it ran on steam, electricity, or gasoline. The first practical car is credited to Gottlieb Daimler and Carl Benz in Germany in 1885.

Charles and Frank Duryea of Springfield, Massachusetts made the first American gasoline automobile. On September 20, 1893, Frank drove a four horsepower, one-cylinder car 200 feet. By 1897, Winton Motor Carriage Company of Cleveland became the first production manufacturer of automobiles. Their car was a two-cylinder, ten horsepower vehicle that could travel as fast as 15 miles per hour. In 1898, the Winton Carriage Company made 22 cars. Number 12 was sold to James Ward Packard of Warren, Ohio. Legend has it that Packard was not happy with his car and suggested improvements. Winton told Packard that if he was so smart,

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he should build his own. Packard did just that, launching the Ohio Motor Car Company and producing his first automobile within a year. Packard went on to become one of the premier marques of the American automobile industry.

At this same time, the first automobile, the Locomobile, arrived in Portland. In 1898, Henry Wemme brought it here by rail from Massachusetts.

Between 1901 and 1910, the automobile became a primary component of American culture. Production rose from 7,000 in 1901 to 181,000 in 1910. In 1898, there were 50 automobile manufacturers in the country. A decade later, there were nearly five times that.

To demonstrate reliability, manufacturers sponsored cross country trips. In 1903, Sewell K. Crocker of Tacoma, Washington and Dr. H. Nelson Jackson of Burlington, Vermont drove the first transcontinental automobile trip. From San Francisco to New York, the trip took 64 days. 1905 saw the first transcontinental road race, from New York to Portland. Two curved dash Oldsmobiles named "Old Scout" and "Old Steady" made the 4,000 mile trip in 44 days. They arrived in Portland on June 20th, at the opening of the National Good Roads Association Convention at the Lewis and Clark Exposition.

The incredible growth in production continued through the next decade. Cars transformed from luxury to necessity. In 1909, Portland had 13 dealerships. They sold cars named Auburn, Buick, Cadillac, Oldsmobile, Pierce-Arrow, Studebaker, Winton and Ford. At the time, there were over 250 different car makers in the United States. However, that was also the year Henry Ford introduced the Model T. Built in an hour and a half on an assembly line, the "T" cost \$850. Ten years later, Ford had reduced the cost to a mere \$360. The car was affordable to nearly anyone. Based on the concept of interchangeable parts, production was high enough that dealers stocked extra or "spare" parts and mechanics began to be "part changers." In 1908, Ford had 9% of total automobile sales. Ten years later, it had 48%.

Production of cars to over 4 million by the end of the 1920's. Nationally, one in five households owned a car by the end of the 1920's. In Portland, that average was one in four.

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COMPARATIVE ANALYSIS OF AUTOMOBILE-RELATED BUILDINGS IN PORTLAND

The 1917 Auto Rest Building is one of the earliest extant building in the city built specifically for automobile-related use. The only earlier structures are the 1910 Packard Services Building, located at 124 NW 23rd Avenue, the 1910 Rose City Electric Garage, located at 120 NW 20th Avenue, and the 1913 Thompson Garage, located at 612 SW 12th. A review of automotive related buildings in the Historic Resources Inventory of Portland reveals that while numerous resources from the 1920s and beyond exist, the number of resources dating to the 1910-19 is limited:

The 1910 Rose City Garage. Located at 120 NW 20th Avenue, this one story brick electric automobile showroom was designed by Lewis & Lewis. Built the same year as the Packard Services Building, it is one of the two earliest structures specifically built for automobile use in the city. The Rose City Garage is the only known electric car showroom in the city. It was listed on the National Register under category "A" as one of the earliest known extant automotive showroom in Portland.

The 1910 Packard Services Building. Located at 121 NW 23rd Avenue, this two-story brick automotive showroom was designed by William C. Knighton and listed on the National Register last year under category "A" as one of the earliest known extant automotive showroom in Portland and under category "C" as a outstanding design by William C. Knighton.

The 1913 D. P. Thompson Garage: Located at 610 SW 12th Avenue, this one story brick structure was designed by A. J. McClure as a garage/showroom. It is included in the Historic Resources Inventory of Portland as a Rank III resource. The building was substantially modified in 1966 for retail occupancy.

The 1917 Auto Rest Building. Located at 925-35 SW Tenth Avenue, this two-story brick structure was designed by Joseph Jacobberger as a automotive showroom for the *Stutz* and *Columbia* automobile lines. Although the ground floor has been modified for commercial use, the building's form is essentially intact.

The 1917 East Ankeny Garage: Located at 104 SE 7th Avenue, this one story brick utilitarian building was constructed as a garage. It has been substantially altered with the interior

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modified for occupancy as a church.

Reflecting the boom in automobile sales, the number of automobile showrooms and garages listed in the Historic Resource Inventory of Portland grow substantially beginning in 1919 and 1920, all devoted to the gasoline-powered car:

The 1919 Auto Building. Located at 220 NW Broadway, this four-story reinforced concrete utilitarian structure was designed by Hotaling and Dougan as an automobile garage/showroom. It is included in the Historic Resources Inventory of Portland as a Rank III resource. The building is reasonably intact although the storefronts were substantially modified in 1945.

The 1919 J. M. Llewellyn Garage. Located at 6464 N. Greeley Avenue, this one story reinforced concrete utilitarian structure was designed by W. W. Lucius as an automobile garage. For the most part, the building is as built.

The 1919 E. L. Perry Garage. Located at 3149 N. Willamette Boulevard, this one story brick utilitarian structure was designed by its owner, E. L. Perry as an automobile garage. The garage portion is largely intact, although an unfortunate two story addition (C. 1950s) was added to the front facade.

The 1920 Motor Inn Garage. Located at 2712 E. Burnside, this one story frame and stucco building was constructed as an automobile garage and is largely intact.

By the 1920s, the inventory lists an ever increasing number of garages, filling stations and service buildings--many in the Spanish Colonial design--relating to the automobile.

JOSEPH JACOBBERGER - Architect

Joseph Jacobberger was a prominent architect in Portland during the first 30 years of this century, performing much work for the Catholic Church. He was born in Alsace-Lorraine on March 19, 1867 and came to the United States with his parents at the age of two in 1869. He spent his boyhood in Omaha, Nebraska and attended Creighton University in Omaha.

Jacobberger first practiced in Minneapolis, Minnesota. In 1890, he moved to Portland and worked for several years in the office of Whidden & Lewis. Later he worked for a while in Los

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Angeles where his son, Francis, was born in 1898. In 1900, Jacobberger returned to Portland with his family and proceeded to build a solo practice. For the first decade most of his projects were residential or small commercial and institutional buildings. In 1913, he designed the Geisy-Failing House on the back of the ridge behind the Walter V. Smith House. It also uses Craftsman features in its design, but is more Continental in its concept. In comparing the Smith and Geisy-Failing Houses, while both may be termed Craftsman, they are not at all alike. Together, they exhibit the diverse skill and talent of Joseph Jacobberger as a designer.

In 1912 Jacobberger formed a partnership with Alfred H. Smith and from that time on his practice flourished with the size and importance of his projects increasing. Among the most important of his Portland projects were the Knights of Columbus Building (1920); St. Mary's Cathedral (1925); The Church of the Madeleine; the Gardeners' and Ranchers' Market; and an addition to St. Vincent Hospital (1930). He also developed a ten-year building program for Columbia University in Portland.

Jacobberger received license No. 35 under the grandfather clause when licensing of architects was commenced in Oregon in 1919. He served on the Oregon State Board of Architect Examiners from 1926 to 1928 as vice president. He was a longtime member of the Oregon Chapter of the AIA joining in 1914 and serving as president from 1917 to 1919.

Joseph Jacobberger died March 18, 1930 at the age of 62 following a heart attack suffered at his home. He was survived by his wife and five children. His son Francis was also an architect and carried on his father's firm for many years.

Comparative Analysis of Joseph Jacobberger's works

Although Jacobberger's body of work is substantial, relatively few commercial structures that he designed exist. Most of his works identified in the Historic Resources Inventory for the City of Portland are apartment buildings, residential hotels, residences, and churches. The inventory only recognized two commercial structures: the 1915 Lombard Building and the 1917 Auto Rest Building. The *1915 Lombard Building* is located at 134 NW Eighth Avenue. It is a three-story half-block masonry building which originally functioned as a warehouse and garage.

Most of Jacobberger's works are located in the northwest and southwest sections of the city. Downtown, in addition to the two commissions mentioned above, Jacobberger designed the 1901

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Church of St. Michael, the 1906 York Apartments, the 1907 Esquire Hotel, and the 1908
Nortonia Hotel.

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The Oregonian

The Oregon Journal

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Auto Rest Building
Name of Property

Multnomah, OR
County and State

10. Geographical Data

Acreeage of Property less than 1 acre (0.21 acres) Portland, Oregon-Washington 1:24000

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	0
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5	2	4	8	3	0
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5	0	4	0	3	6	0
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Zone Easting Northing

3

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Zone Easting Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title John M. Tess, President
organization Heritage Investment Corporation date November 25, 1995
street & number 123 NW 2nd Ave., Suite 200 telephone (503) 228-0272
city or town Portland state OR zip code 97209

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 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

(Complete this item at the request of SHPO or FPO.)

name Pegg Properties % Morris Galen
street & number 888 SW 5th Ave., #1600 telephone (503) 221-1440
city or town Portland state OR zip code 97204

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 Reduction Project (1024-0018), Washington, DC 20503.

National Register of Historic Places Continuation Sheet

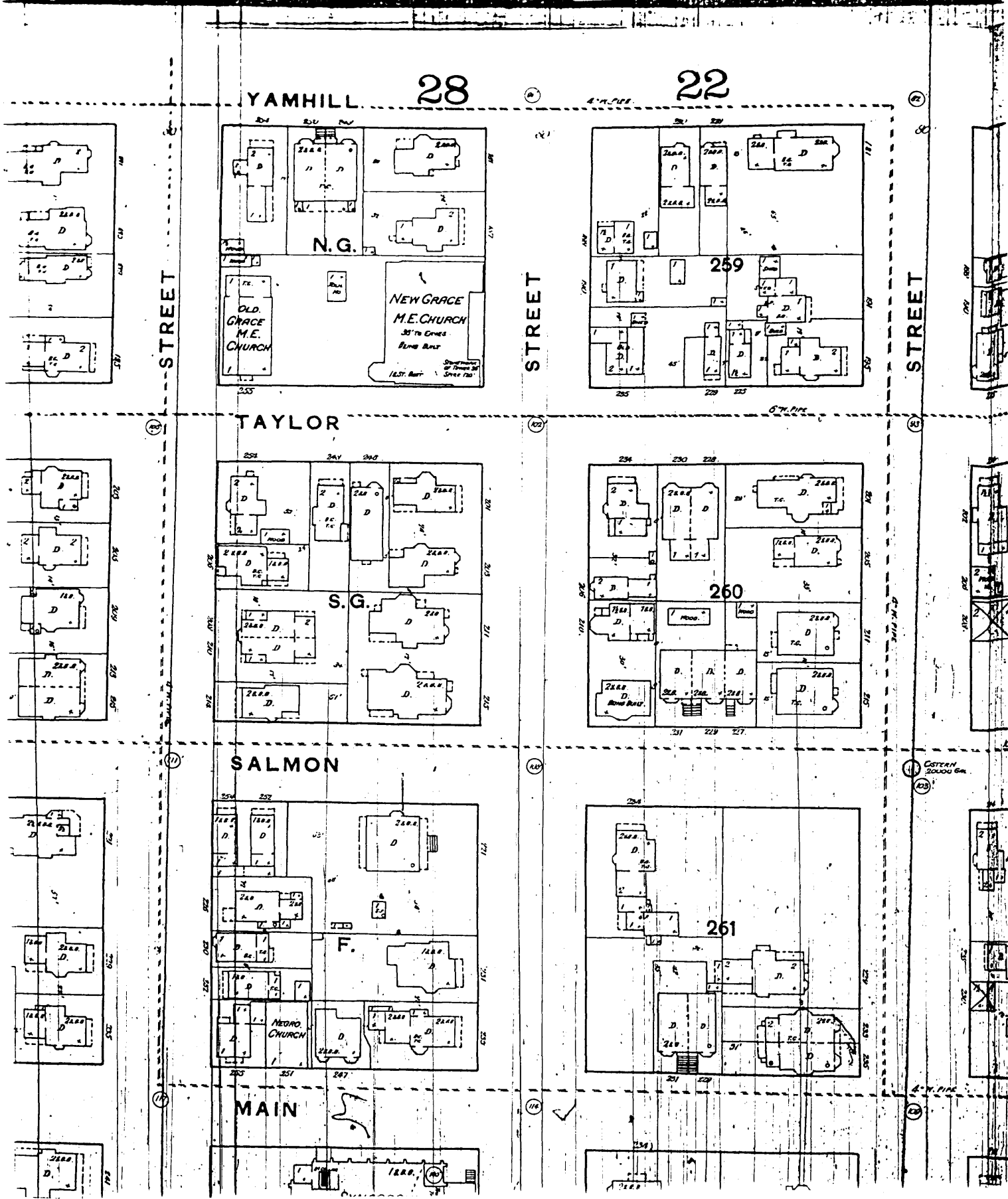
Section number 10 Page 2

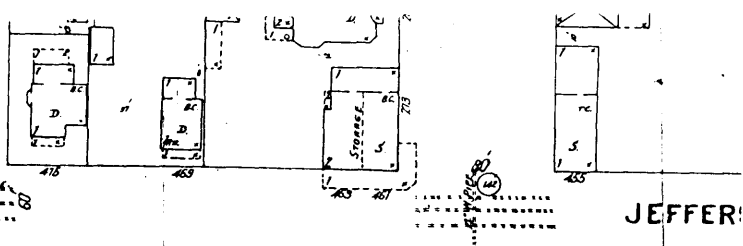
VERBAL BOUNDARY DESCRIPTION

The Auto Rest Building is located on Lot 3 and the eastern 90 feet of Lot 4 of Block 249, City of Portland, Multnomah County, Oregon.

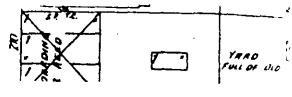
BOUNDARY JUSTIFICATION

The boundary is the legally recorded boundary lines for the building for which National Register status is being requested.

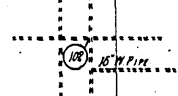
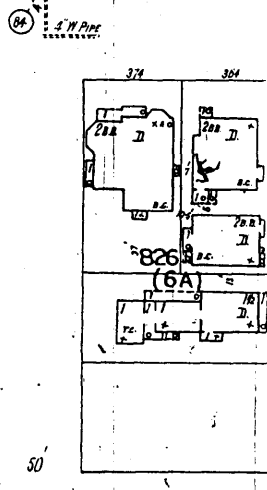
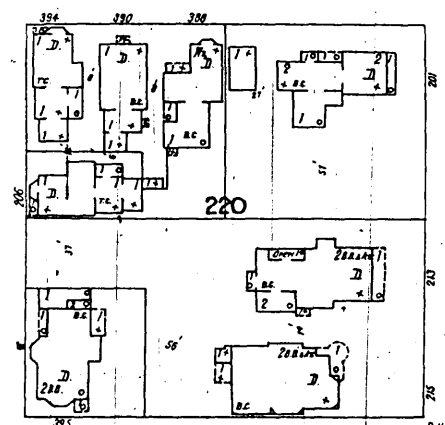
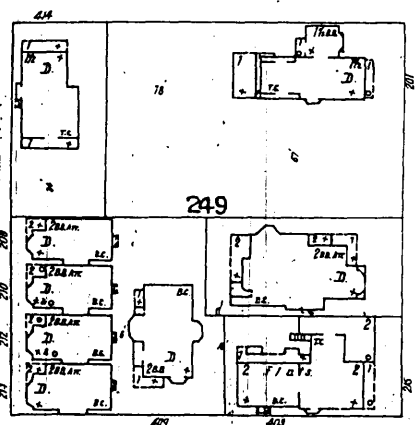
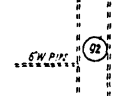
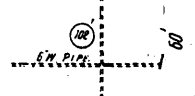
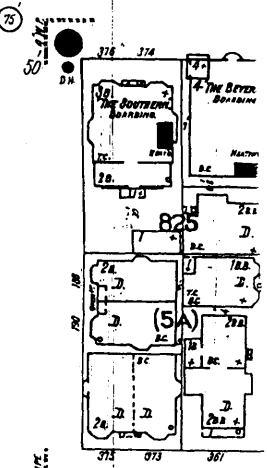
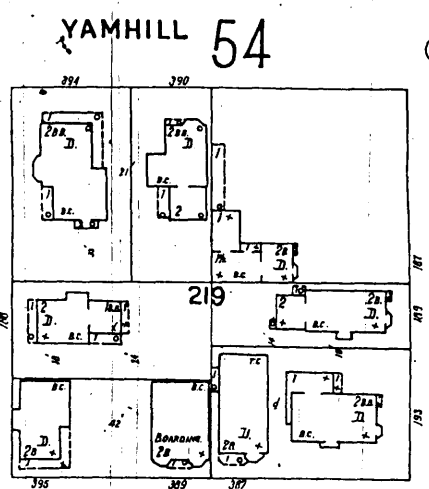
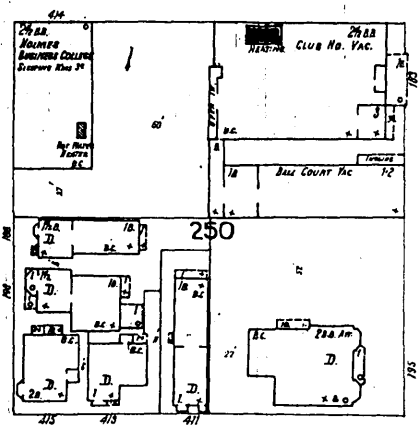
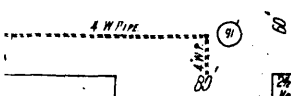
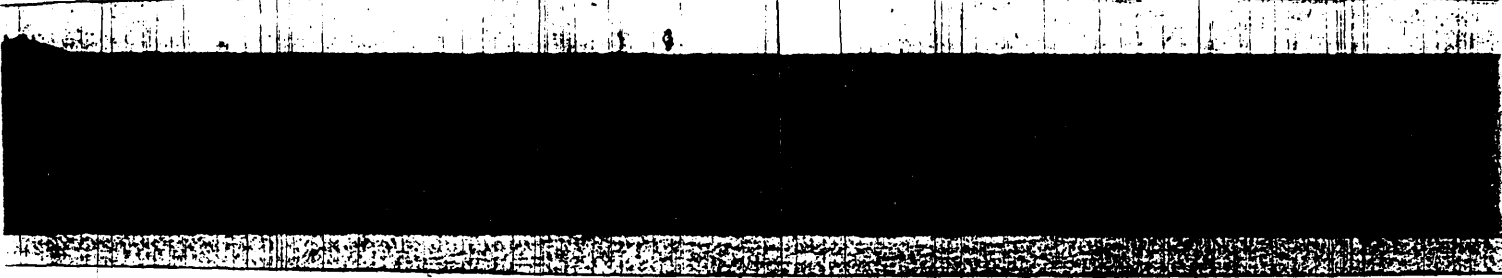




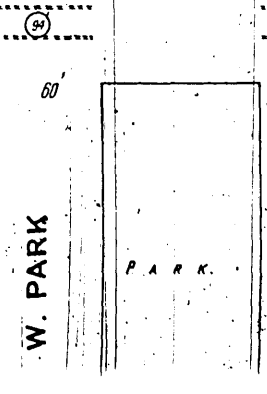
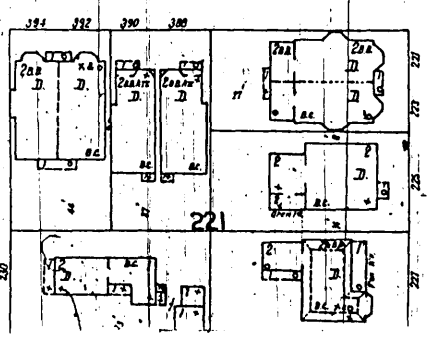
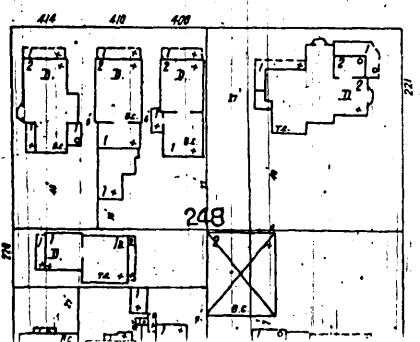
Sanborn - 1901



JEFFER



SALMON



49

11TH ST.

10TH ST.

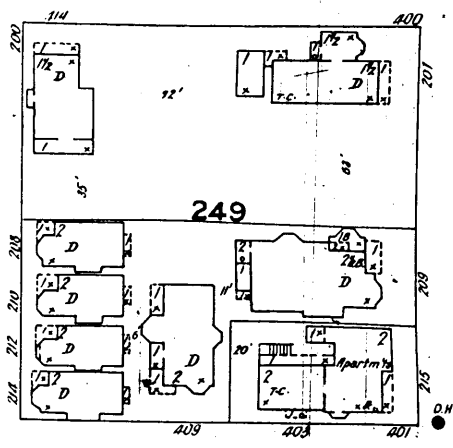
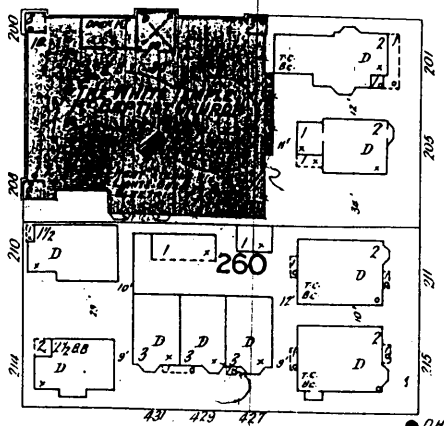
W. PARK

PARK

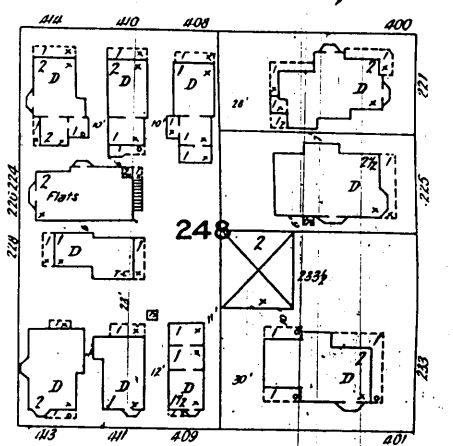
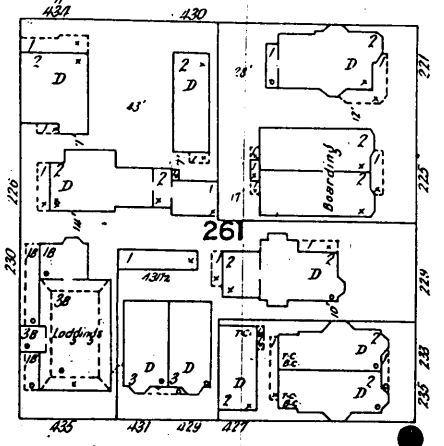
108

Sanborn - 1908

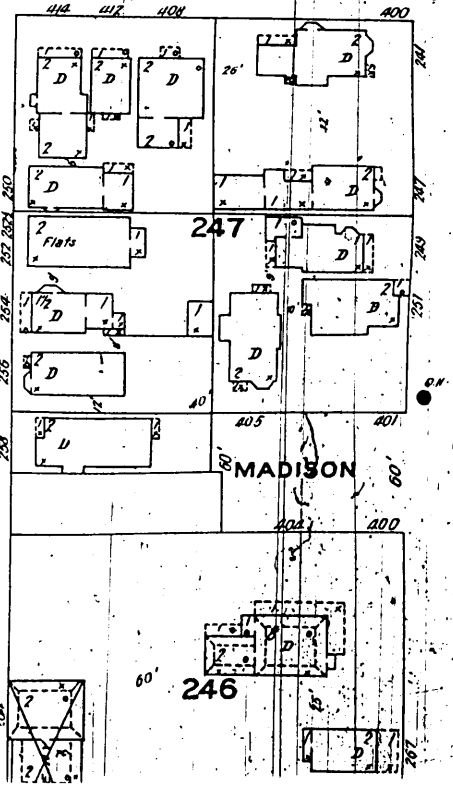
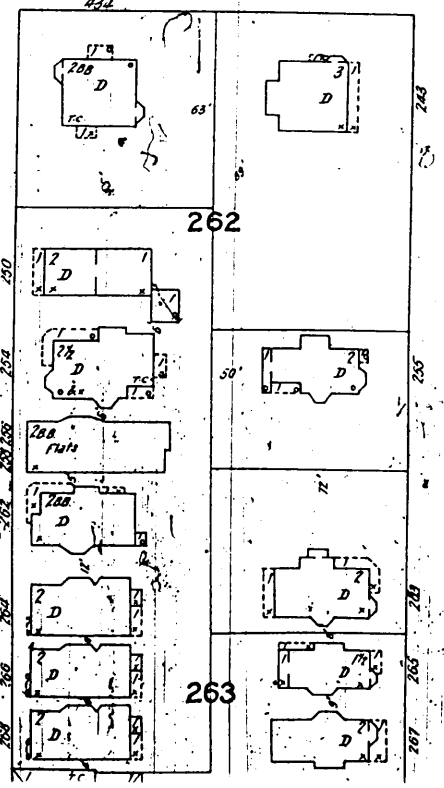
TAYLOR



SALMON



MAIN



112

80'

ST.

112

12 TH

113

4" W. PIPE

ST.

113

11 TH

114

5" W. PIPE

20" W. PIPE

ST.

114

10 TH

122

115

210
208
210
214

227
226
230
235

243
250
254
258
262
266
269

201
203
211
215

20000 GAL
FIRE SYSTEM

227
225
224
228
235
238

240
241
247
249
253
256
259

201
203
209
213

10" W. PIPE

227
225
228
235
238

5" W. PIPE

240
241
247
249
253
256
259

D.H.
4" W. PIPE

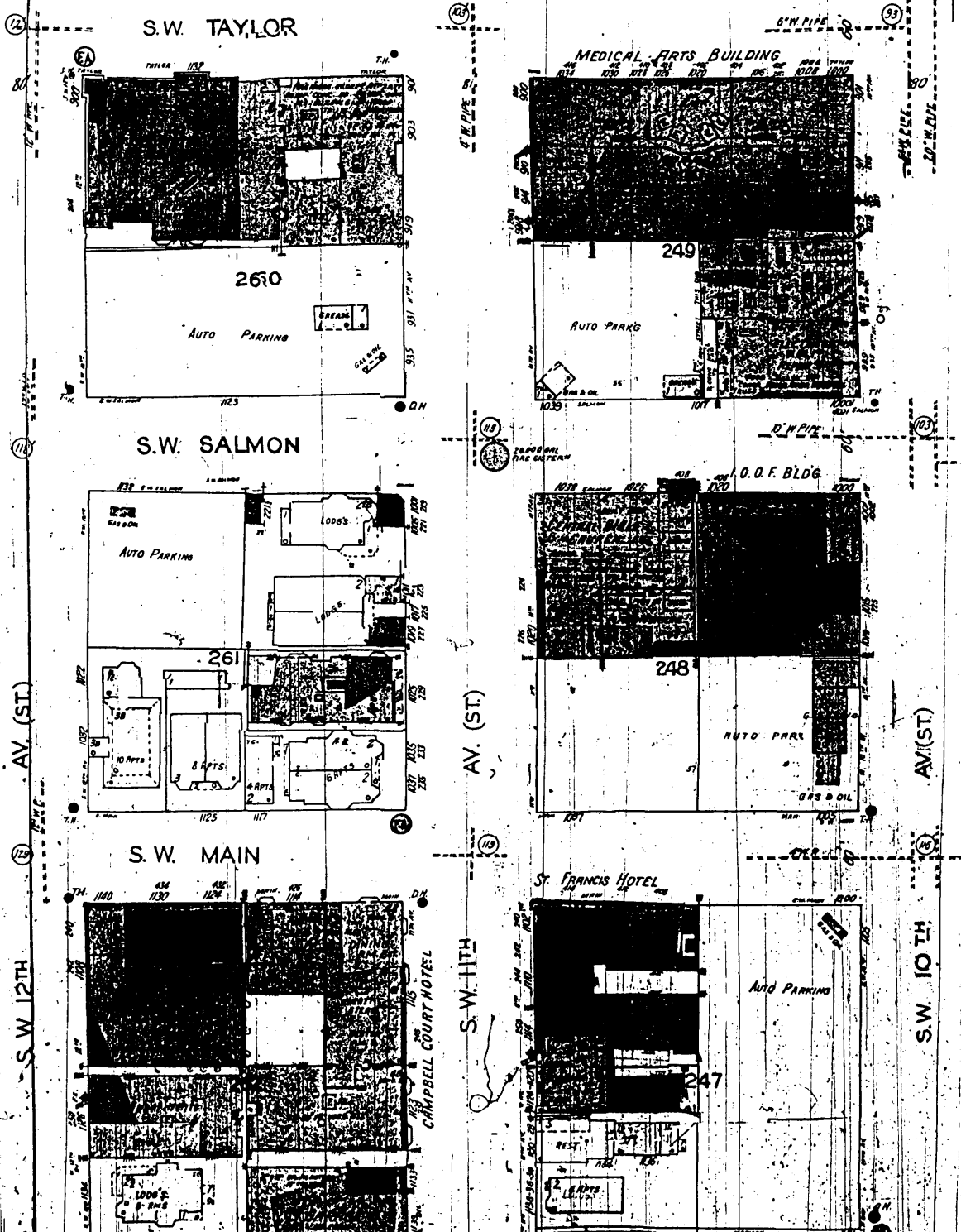
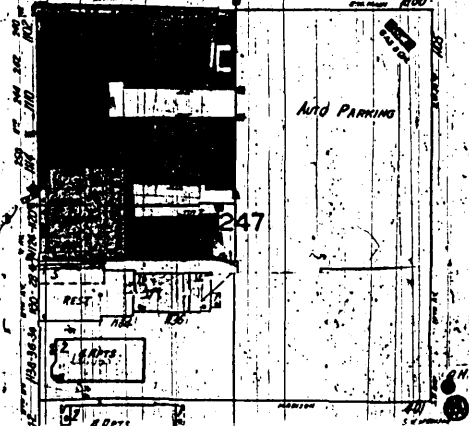
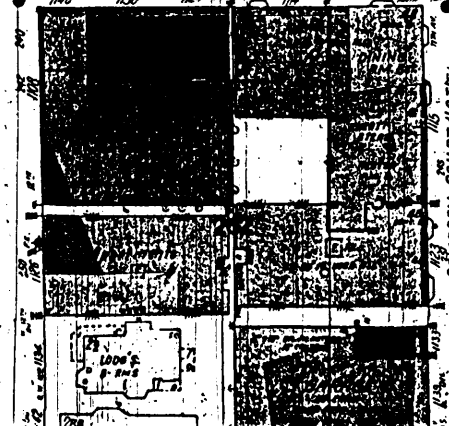
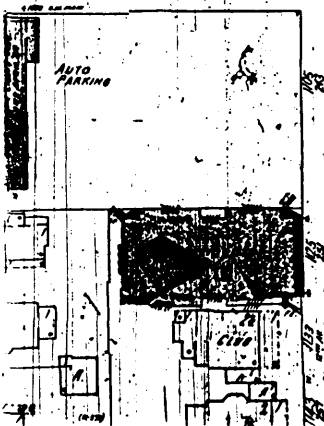
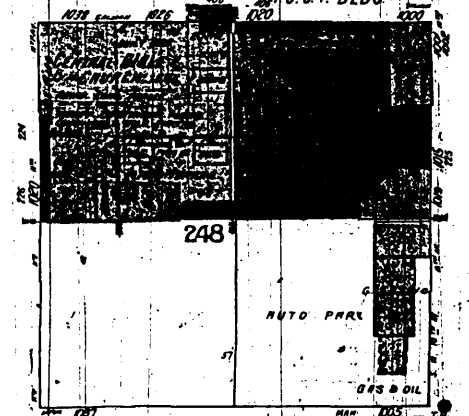
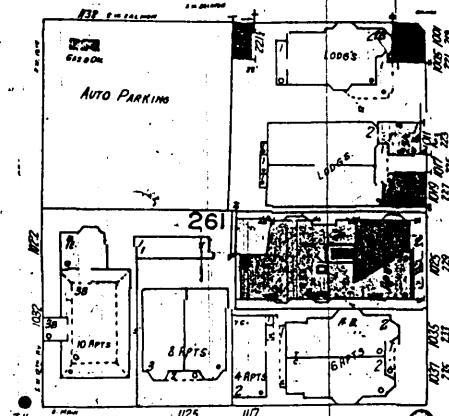
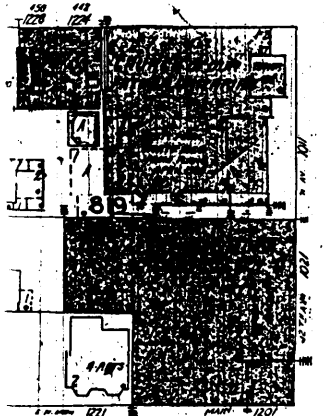
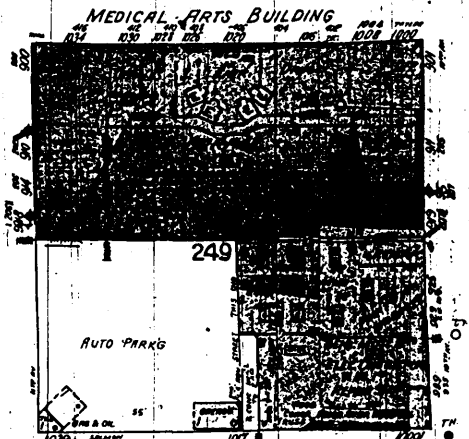
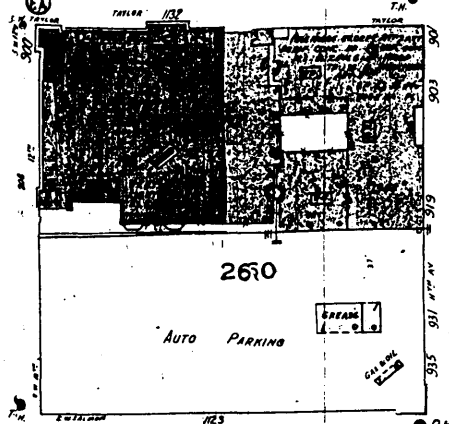
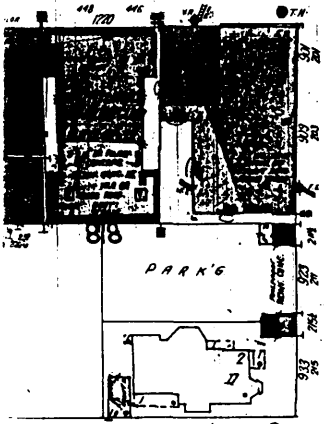
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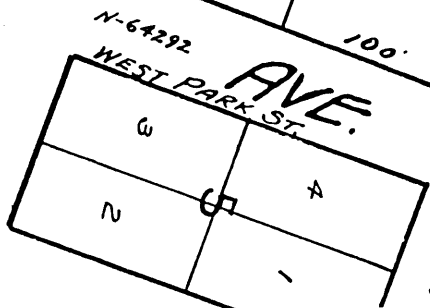
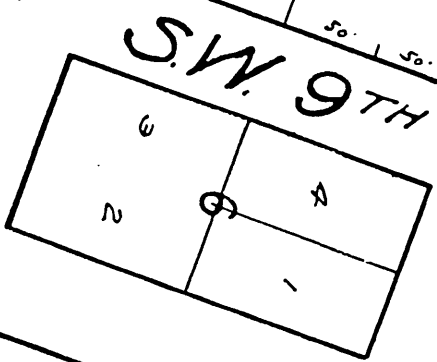
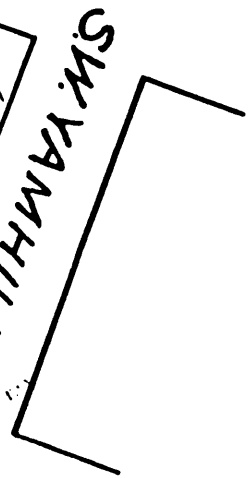
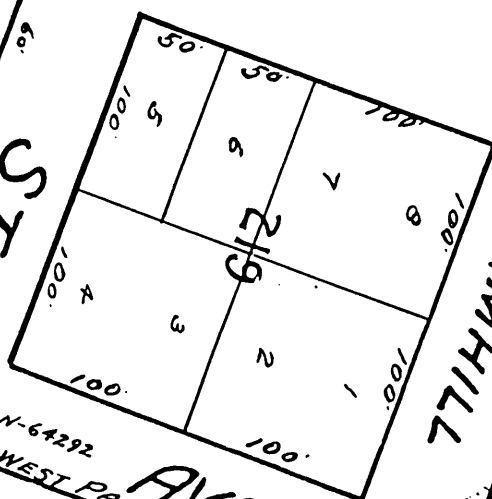
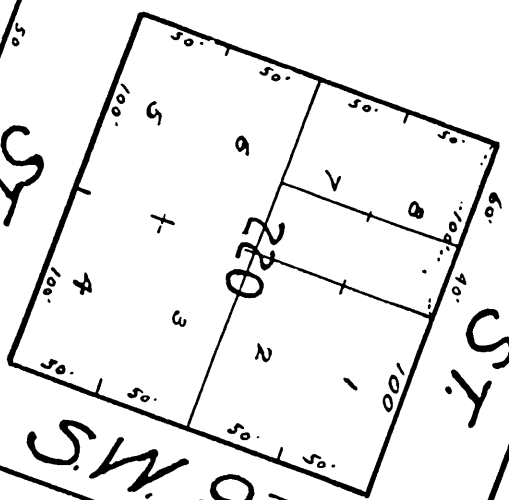
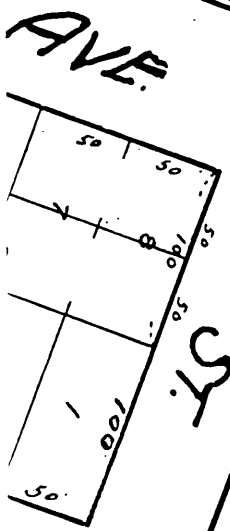
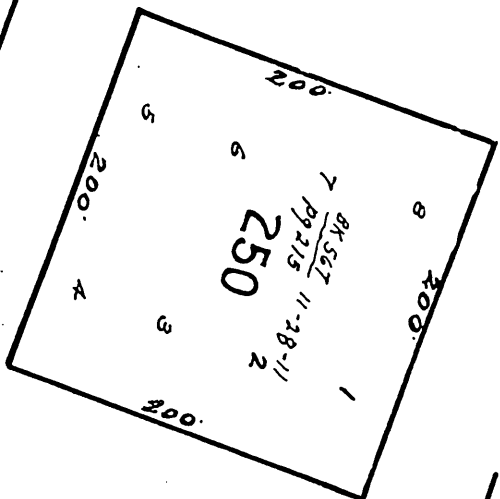
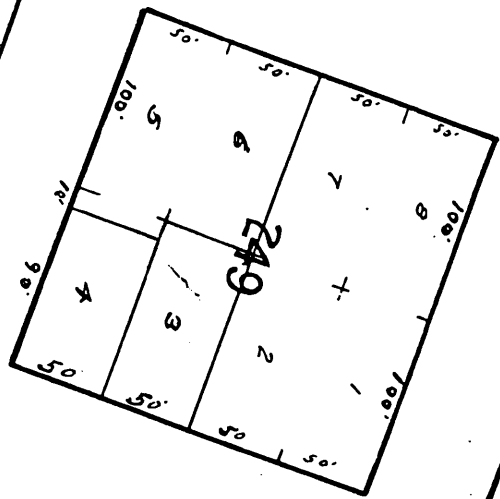
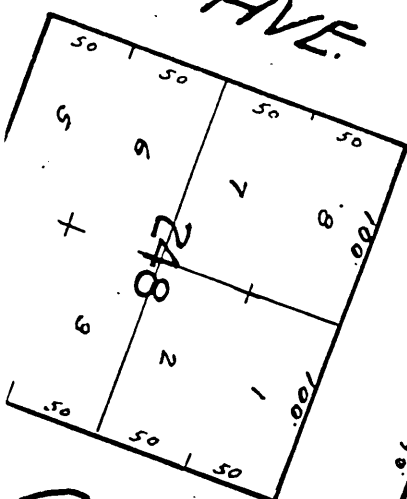
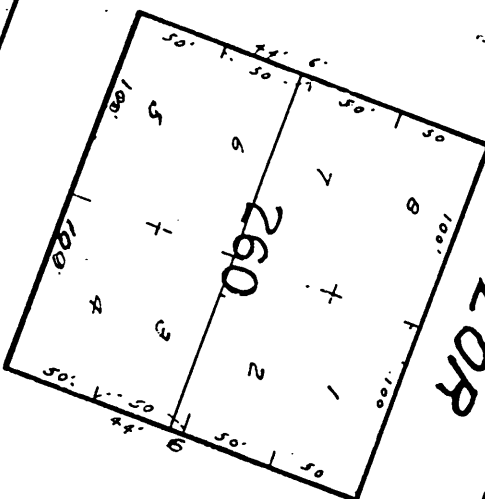
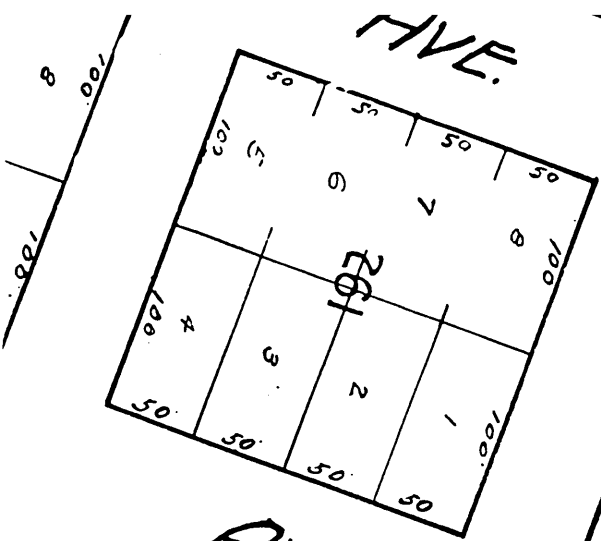
D.H.

FINISHED
CORRECTION
1924

107

108





FIVE.

NON

SW

TAYLOR

AVE.

AVE.

ST.

ST.

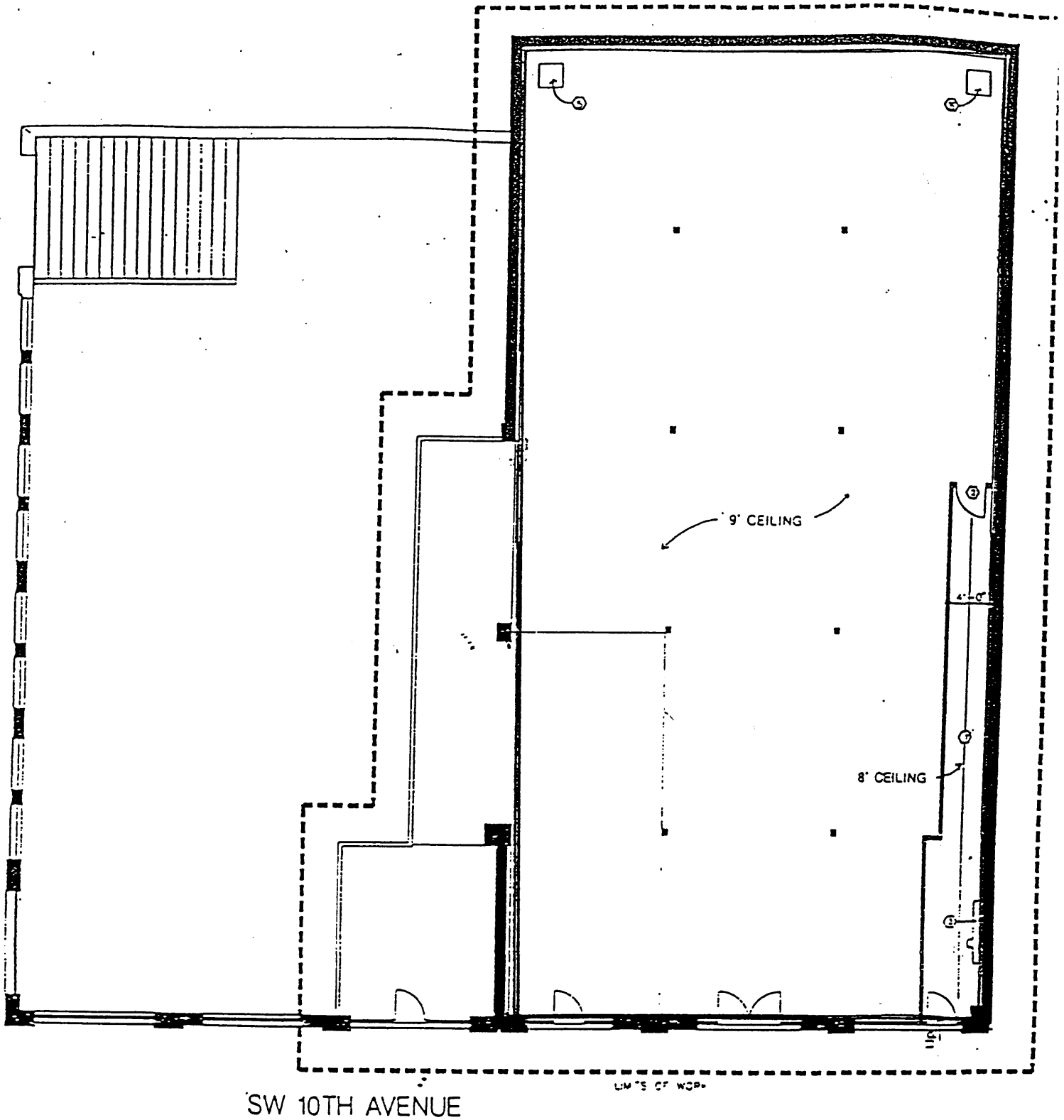
S.W. 9TH

N-64292 WEST PARK ST. AVE.

SWYAMHILL

ST.

SW SALMON



NORTH

GROUND FLOOR PLAN

1/8" = 1'-0"

IVY PRESS BUILDING