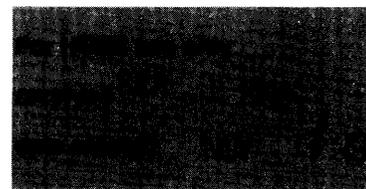


United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form



See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Hayse Blacksmith Shop (Brogdon's Hay, Feed & Seed Store)

and/or common The Red Barn

2. Location

street & number 357 Van Buren Street not for publication

city, town Eugene vicinity of congressional district 4th

state Oregon code 41 county Lane code 039

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Robert Painter

street & number 354 W. 4th Avenue

city, town Eugene vicinity of state Oregon 97401

5. Location of Legal Description

courthouse, registry of deeds, etc. Lane County Courthouse

street & number 125 E. 8th Avenue

city, town Eugene state Oregon 97401

6. Representation in Existing Surveys

title None has this property been determined eligible? yes no

date federal state county local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		date _____

Describe the present and original (if known) physical appearance

The Hayse Blacksmith Shop, popularly known in the Eugene, Oregon area as "The Red Barn," is one of the most visible landmarks in the city. It is one of the few remaining representations of the commercial building using an agricultural building form. It was constructed in 1913-14 by C.O. Stratton and his son, E.A. Stratton for use by Ernest Hayse as a blacksmith shop.¹ It had the appearance and styling of a round-roofed barn of the 1890s, or early 20th century, but served a commercial function. Excepting for the addition of a slight peak along the top of the roofline and additions to the rear (east) southeast portion of the building, the Hayse Blacksmith Shop, or Red Barn, retains the same appearance and detailing that it had when it was constructed. After 66 years, the building remains in generally good condition. Its most longstanding use was as Brogdon's Hay, Feed and Seed Store (1925-1963). It is now used for artists' studios.

The original structure of the Red Barn, built in 1913-14, is approximately 23' x 50' and is almost entirely intact. There have been two additions to the original structure, the first being approximately 45x28', and the second approximately 16x46'.² The most outstanding feature of the Barn is its rounded roof which is created by the use of fabricated, laminated, curved members composed of various lengths of 1x4" boards, four abreast. The round roof structure was used in the "all-purpose" barns which developed in the Willamette Valley in the 1890's.³ However, the Red Barn does not share the "plank frame" structural system of these barns, as the laminated members do not tie into the wall structure. Instead, the roof rests on top of the walls and 2x8" rafters, 3' on center, are used at the top plate. Originally, 1x4" tongue and groove floor decking was laid over these rafters to create a second story. This decking has since been removed.⁴ E.A. Stratton, who built the Barn, has stated that the round-roof structure was chosen to reflect the appearance of the barns and buildings with this roof structure which existed "back east" and in the Kalamazoo, Michigan area where Mr. Stratton and his father, C.O. Stratton came from originally. According to Mr. Stratton, the construction of the laminated-curved members of the roof structure was accomplished by constructing the second floor and marking out a semi-circle on that floor. Pieces of 2x6" were placed around the circle and then the 1x4" pieces were bent around the 2x6" pieces and nailed together to form the laminated section of the roof structure.⁵ Two upper cross ties are used in a collar formation extending several feet below the peak of the roof structure with 2" steel bars connecting them with the center beam below. One of these has been severed.

Peaks have been added to the exterior of the original round roof, which was originally finished with wooden shingles. These are presently covered with composition shingles. The inside of the roof structure is unfinished, leaving the laminated members and roof sheathing exposed. The view of the roof structure from the floor is quite impressive, particularly in the filtered daylight.

The eaves of the building are trimmed with solid 2x6" brackets cut in a doubled flaired curve, which project and carry the roof out about 2'. The eaves are finished with 1x3" tongue and groove boards with beaded scoring on the ends and middle of each. This wood is also used on the two sets of rolling doors on the north and west sides of the building.^{5a} These doors move on old-fashioned metal rollers. Bargeboards, cut to the shape of the roof, face the front and rear eaves. The Barn's exterior walls are finished with 1x5" shiplap. There are nine sets of six over six windows in the north and south walls, and two sets of four over four windows in the western gable end. The corresponding set in the eastern end were removed when the first addition to the building was constructed at the end.

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The interior walls of the structure remain unfinished and were originally white-washed. They are constructed of 2x6" studs, 2' on center. There is evidence of former interior walls which have been removed. The original floor of the building was concrete.⁶ This was later replaced by 11x2" flooring then covered with 3½" tongue and groove flooring, raised approximately 2½' probably to accommodate loading during the years it served as Brogdon's Feed and Seed Store. Two holes remain tinned over marking the locations of the wood stoves that were used to heat the buiding during most of the century.⁷ The original 1925 Sanborn Map, Section 23, shows a brick chimney in th southwest corner and a stovepipe in the southeast corner.⁸ The updated version of the same map shows a terra cotta chimney near the southeast corner of the original structure. The updated version also shows the first or rear addition described as having electricity in use for feed grinding.⁹ Sewage and drainpipes still exist under the floor of the first addition near the east wall of the original structure.

The first addition to the Barn is structurally similar to the original building with the exception of its roof which is a shallow gable. It was built around 1928-1930. It has shiplap siding which matches the original. The second addition on the eastern end of the south side is also sided with similar shiplap but has a shed roof. It was constructed in the mid-to-late 1940s.¹⁰ The studs of the original east wall and the eastern portion of the south wall covered by the second addition retain most of their siding and the holes for the windows remain clearly identifiable. It appears that the windows in these walls were re-used on the exterior walls of both additions. Some of the siding may have been recycled as well.

The Barn was apparently painted white originally and then later painted a light grey, possibly at the time of the first addition around 1925. The coat of red paint from which the barn derives its popular name was probably applied to the structure in the 1940s, possibly at the time of the second addition.¹¹ One of the most delightful details on the Barn is a sign advertising Crown Feeds and the Brogdon Store painted on the siding, in the southwestern corner of the building. While it is assumed that it was painted at the time of the red coat of paint during the 1940s, its styling indicates the possibility of being a copy of an earlier sign in the same location. Though it is presently faded, the sign is still clear enough for easy restoration.

The entire structure received a new reinforced concrete foundation in 1975. The original building has developed a slight rack to the south, and the roof shape has been deformed. These problems were probably caused by a severe windstorm or unusually heavy snow load. Correction of the problems has been judged to be fairly simple by a number of architects and carpenters who have also judged the general structural condition of the building to be good.¹²

Most structural members are in good condition as well as most of the siding, although a few small portions of siding are rotten and need replacing. In general, the structure appears to be sound and an excellent candidate for restoration.

Site

The Red Barn is located in Section 25, Township 17, Range 4W, W.M. and occupies the northern portions of Lot 10 and Lot 11 in Block 8 of Sladden's Third Addition to Eugene, as platted and recorded in Lane County, Oregon.

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The front of the building faces directly west onto Van Buren Street, and the rear faces directly east within several feet of the property line of Lot 11. In this position, the structure occupies a key location at the intersection of Blair Boulevard, Van Buren Street, and 4th Avenue, commonly known as the Blair Commercial Area or the Blair Island Area. This area has been the commercial focus for the "Blair Neighborhood" since the time of the construction of the Red Barn and the grocery store/meat market building which formerly occupied the southern portion of Lots 10 and 11, commonly known as the "green building." This building was dismantled in 1975, and its site adjacent to the south wall of the barn is now an unpaved lot.

The Blair Commercial Area is primarily composed of a grouping of older commercial, residential and industrial buildings, a number of which are of historical interest and potential significance. Although the focus of this grouping is at the unusual intersection of Blair Boulevard and Van Buren Street and Fourth Avenue, it can be seen to extend from the middle of the block between 4th and 5th Avenues at Burton's Saw Shop (457 Blair Boulevard), down both sides of Blair Boulevard and Van Buren Street to the corner of 3rd Avenue on both streets. This grouping includes:

Tiny's Tavern (394 Blair Boulevard), formerly the Spencer Home, built pre-1905, remodeled 1945.

Tuller's Automotive Repair (407 Blair Boulevard), formerly the repair shop of Sam Bond, built 1918.

Aunt Hattie's Restaurant (400 Blair Boulevard), formerly the Tiny Tavern (1929) and the Dutch Mill Cafe (1972).

The Scobert Home (440 Blair Boulevard, 1923), and property (orchard), also known as Scobert Park.

The Whiteaker Nerve Center Buildings (341 Van Buren), formerly the Candy Kitchen (1925), Ben White's Tire Shop (1942), Al's Sheetmetal, and George's Garage (1973).

The residence at 3rd and Van Buren, formerly Les Hensler's Lawnmower Shop (1926).

Bert Willis' home (1080 West 3rd Avenue) (1910 approximately), formerly the homes of both E.A. Stratton, Sam Bond, Charles and Bertha Mouse, owners of the Candy Kitchen (1925), and the Shamrock Cafe (1940 approximately).

The Nice Cream Parlor (325 Blair Boulevard), formerly a residence (built pre-1925), and a beauty shop, 1950).

Carhardt's Realty office (344 Blair Boulevard), formerly the Lay family residence (pre-1928).

An apartment residence at 312 Blair Boulevard, previously a family residence (pre-1920).

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Burton's Saw Shop and Supply Shop (457 Blair Boulevard),
previously E. A. Stratton Livery and Livestock Sales
Stable (1914).¹³

The residential portion of the Blair Neighborhood to the east has been developed since the late 1890s and contains houses of virtually every Victorian style as well as some homes of pre-Victorian styles. In addition, this portion of the area also includes examples of the transitional early 20th century styles--bungalows, a few eaveless houses and a scattering of two-story frame apartments built in the last three decades. The area to the west of Blair Boulevard appears to have been developed between the late 1910s and the late 1940s with predominantly bungalow style houses. However, earlier farmhouses are scattered throughout the area as well.

Toward the Southern Pacific Railroad tracks, two blocks north, light industrial development mixes with residential uses. A number of large mills are located six or seven blocks to the west.

The Blair Neighborhood is part of the large neighborhood known as the Whiteaker Neighborhood. This neighborhood runs as far east as High Street and south to 6th Avenue. It includes the East Butte area which has been designated by the Eugene City Council as an historic district. The Whiteaker Neighborhood is generally considered to contain the largest and broadest representation of older houses and buildings in Eugene.

Blair Boulevard (formerly the Eugene to Booneville Territorial Road, and County Road, and Pacific Highway)¹⁴ helps create the unusual visual relationships and views in the Blair area by virtue of its northwesterly angle. All other streets in the area run from east to west, or north to south. The visual effect of the intersection of these angles is most evident at "Blair Island" or the intersection of Blair, Van Buren, and 4th Avenue.

The Red Barn stands at this intersection on the northeast corner of Blair and Van Buren. Its original address was 357 Blair Boulevard, as Van Buren Street stopped at 3rd Avenue West at the time and was not opened to Blair until 1925.¹⁵ Since the opening of that portion of the street, the address of the Barn has been 357 Van Buren Street. Its east-west orientation, juxtaposed with the angle of Blair Boulevard and Van Buren Streets, makes it highly visible to travelers going both directions on Blair Boulevard and Van Buren Streets. Throughout its existence, the Red Barn has been the largest, the most visible and most unique structure at the intersection.

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FOOTNOTES

1. Edwin A. Stratton. Letter to Eugene Historic Review Board (October 1975). Interview with E.A. Stratton, by Jonathan Pincus (March 28, 1979).
2. Judy Rees. "Preliminary Staff Notes."I. Request for Consideration as an Historic Landmark B. Red Barn (H75-3)," Historic Review Board, City of Eugene Planning Department (September 25, 1975), Addendum, p. 1.
3. Ibid (October 23, 1975), p. 1-A-1.
4. Rees, op. cit., (September 25, 1975), p. 1-A-2. E.A. Stratton interview, op. cit.
5. Stratton, Ibid.
- 5a. Rees, op. cit. (September 25, 1975), Addendum, p. 1.
6. Stratton, op. cit., Interview.
7. Rees, op. cit. (September 25, 1975), Addendum, p. 1.
8. Eugene, Oregon, (Sanborne Map Co., New York, 1925), Section 23.
9. Eugene, Oregon (Revised to 1951), (Sanborn Map Co., New York).
10. Interview with Sam Bond, by Jonathan Pincus (March 28, 1980).
11. Judy Rees, op. cit. (September 25, 1975), Addendum, p. 1.
12. Rob Thallon and David Edrington. "Structural Analysis and Code Report on The Red Barn, Blair Boulevard, Eugene, Oregon," Office of Rob Thallon and David Edrington, Eugene, Oregon, 1979, pp. 1, 4.
13. The information in this listing was derived from a synthesis of information documented in the Bibliographical References listed and from personal interviews by Jonathan Pincus. These items are all individually documented in Section 8, Significance.
14. Irene Hammer. "Junction City-Eugene Highway, Lane County," Exhibit A, File 49321, State of Oregon Department of Transportation, Highway Division (July 20, 1976), p. 1.
15. R.S. Bryson, City Recorder. "Resolution," Filed February 15, 1930, Vol. 165, Page 506. Feed Records, Lane County, Oregon, Abstract of Title to Lot numbered 10 except that part in Van Buren Street and all of Lot 11 in Block 8 in Sladden's Third Addition to Eugene, Lane County, Oregon, No. 63064, (Lane County Abstract Co., Eugene, Oregon, 1910-1945), pp. 56, 57.

Andy Whipple. The Blair Neighborhood Past, Present and Future, "Chronology" (Eugene, Oregon 1975)

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1914

Builder/Architect

C.O. Stratton and Son, builders

Statement of Significance (in one paragraph)

The building constructed at the intersection of Van Buren Street and Blair Boulevard in Eugene in 1914 by C.O. Stratton & Son for Ernest Hayse to be used as a blacksmith shop is significant to the city because it is a distinctive feature of the Whiteaker neighborhood by dint of its long history, its siting, and its configuration. Its rounded roofline is formed by an unusual laminated bowstring wood rafter system inspired by Michigan prototypes known to the builders and thought to be unique in Oregon. The roof framing system consists of 1x4s bent to a semi-circle and nail-laminated into rafters 4" thick and spaced 24" on center to span a distance of 28'--a system which resulted in a high strength-to-weight ratio. A slight peak was added to the front gable end at a later date, and additions were constructed on the rear 1928-1930, and again in the late 1940s, but the building otherwise retains its original configuration. Of longest duration was the building's use as Brogdon's Hay, Feed & Seed Store, from 1925 to 1963. Currently used as artists' studios, "The Red Barn", as the building is popularly known, is the object of a neighborhood project which calls for public acquisition and restoration as a center of community services.

From its highly visible location, the Red Barn dominates the intersection of Van Buren Street and Blair Boulevard, which was formerly part of the Pacific Highway between Eugene and Portland and had served as a major Territorial Road since 1856. The junction which it marks is now an unusual turning point in the heavily traveled River Road-Blair Boulevard route on which thousands of commuters make their way in and out of Eugene daily. It is the central visual element of a commercial community and a neighborhood. For many people, it is an important symbol of the history of a neighborhood and the development of the larger community which it reflects. This historical view is not one of great generals, captains of industry, or powerful "movers and shakers." Instead, it is a history of the occupations and endeavors of pioneer families, farmers, merchants and working people, the development of physical and social environments and the intertwined personal and business relationships that create the visual, social and economic character of a community.

The history of the Red Barn is an abstract of the community and regional and national history it represents. It touches on and is encompassed by the development of transportation, settlement, economics, social relationships, vernacular architecture and community values. Responses to and symbols of all of these elements can be seen in its form, uses and relationship to the other buildings and landscape features in its area.

The Red Barn's history is a shared history, deeply intertwined with the history of its community and neighborhood and the people who have lived there. It is in this context that the significance of the Red Barn as a landmark and historic place can best be understood.

When construction of the Hayse Blacksmith Shop, now known as The Red Barn, was begun in 1913, the intersection of 4th Avenue and Blair Boulevard was still very close to the juncture of country and city. The city limits were only 4½ blocks to the west and six blocks to the north with a narrow strip going a little further out along River Road and Riverside Avenue. Farms and orchards were still operating out in the River Road area, west of Pierce Street, and some were still operating even closer to the intersection in

9. Major Bibliographical References

See continuation sheet

ACREAGE NOT VERIFIED

UTM NOT VERIFIED

10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Eugene East, Oregon

Quadrangle scale 1:24000

UMT References

A

1	0	4	9	1	3	5	0	4	8	7	7	8	7	0
Zone			Easting				Northing							

B

Zone			Easting				Northing							

C

Zone			Easting				Northing							

D

Zone			Easting				Northing							

E

Zone			Easting				Northing							

F

Zone			Easting				Northing							

G

Zone			Easting				Northing							

H

Zone			Easting				Northing							

Verbal boundary description and justification

Northern portions of Lots 10 and 11, Block 8 of Sladden's Third Addition to Eugene, as platted and recorded in Lane County, Oregon. Tax Lots 2700 and 2800.

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

11. Form Prepared By

name/title Jonathan M. Pincus

organization date March 28, 1980

street & number 1054 W. 8th Avenue telephone 503/345-5237

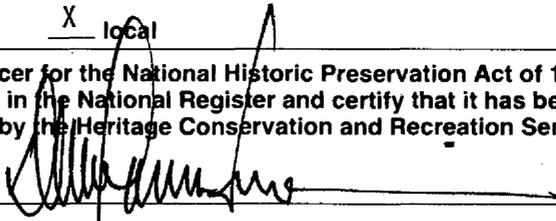
city or town Eugene state Oregon 97402

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

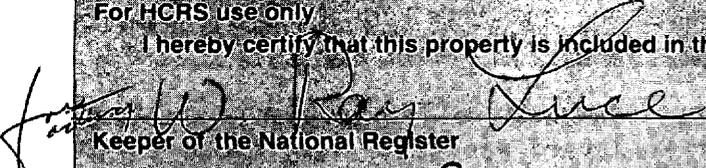
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature 

title Deputy SHPO date August 22, 1980

For HCERS use only

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

 date 11/7/80

Keeper of the National Register

Attest:  date 11-4-80

Chief of Registrar

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the neighborhood directly west of Blair Boulevard. Much of the property to the north-west, west and north was not yet divided into house lots, while many of the lots already marked out were still empty. Fourth Avenue stopped at Blair Boulevard only to continue on a block further west beyond the Spencer home and the wheat fields that still surround it.¹

The home of this early Lane County pioneer family stood at 394 Blair Boulevard and had been built sometime prior to 1905.² The family is said to have still owned the 320-acre farm, seven miles out River Road near Irving, originally acquired by Septumis Spencer, who came with his family to Oregon in 1854.³ Their house at 394 Blair Boulevard still remains today as the Tiny Tavern.

The land that the Barn, and the adjacent meat market and grocery store were being built on had been part of the Sidney P. Sladden family property in the section known as Sladden's Third Addition to Eugene (1909). It was originally part of Eugene Skinner's original donation land claim, and was owned by a variety of descendants through the years.⁴

In 1902 this property was still undivided from the remaining acreage of the Sladden farm to the north.⁵ The land west of Blair was still undeveloped as well, all the way to 8th Avenue and beyond to the south and east to Washington Street. By 1910, the property had been divided into blocks, but the north sixty acres were still being used as a farm.⁶ Just prior to the construction of the two buildings, the lots that they occupied were being used as a hay field.⁷

The closest businesses in 1914 were a retail grocery at 782 W. 4th Avenue, operated by J.P. Primrose who resided at the same address; F.P. Allen's Livery Feed and Sales Stable behind the house which still remains at 312 Blair Boulevard; and Edwin A. Stratton's Sales Stable at 457 Blair Boulevard, now Burton's Saw and Supply Shop.⁸

Despite the semi-rural setting to the west and north, however, Blair Boulevard was probably not a sleepy road. At that time, Blair Boulevard ran down to the Southern Pacific Railroad tracks where a crossing joined it to River Road which was the main route north to Benton County and Portland. This road was originally constructed in 1856 as the "Territorial Road between Eugene City and Boonville in Benton County,"⁹ an inland river port a few miles south of Corvallis. It is shown on 1898 maps of Eugene as "County Road 200" and served as the main road north and west out unto the county. It ran along what is now Blair Boulevard from 8th Avenue. This road became the Pacific Highway by the mid-teens and was designated by the State Legislature as a State Primary Highway in 1917. The Pacific Highway remained the primary route between Eugene and Portland until 1935, when it was redesignated a secondary state highway because of seasonal flooding along River Road. It was replaced by Prairie Road as the primary route north until construction of the present Highway 99N was completed in 1947.¹⁰

The street trolley extended to the end of Blair Boulevard by the mid-teens as well, serving travelers in the River Road area and those commuting from the built-up residential areas nearby. The blocks to the east of Blair Boulevard had been developed for some time by 1913.¹¹

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Here at the juncture of city and country, at a highly visible spot on the major highway, E.A. Stratton, owner of the Sales Stable up the street, and his father, C.O. Stratton, built the "round-roofed shop and the Blair Street Store and Meat Market" in 1913-1914. The store building was built first. It contained a grocery store, a meat market, and a barbershop. It also housed four apartments, three upstairs and one downstairs.¹² Its first tenant was J.P. Reader, a retail grocer who lived in one of the apartments.¹³

The Strattons built the "round-roofed shop" expressly for Ernest Hayse, a blacksmith who lived at 1048 W. 6th Avenue.¹⁴ According to E.A. Stratton, it was the first such round-roofed structure to be built in the city of Eugene. It drew a lot of interest, curiosity and admiration in its early years.¹⁵ Round-roofed barns existed elsewhere in the Valley including one that is still standing off Prairie Road near Irving. The Hayse Blacksmith Shop was the most visible, however, because of its location and commercial use.

The Strattons chose the round-roof structure because it reminded them of similar structures back east in Kalamazoo, Michigan, where the family had lived until departing for Oregon in 1912.¹⁶ In 1913 and 1914, E.A. Stratton boarded with his father and mother, C.O. and Cora Stratton, at 1080 W. 3rd Avenue, a house on the next lot directly north across the alley from the Hayse Blacksmith Shop.¹⁷

The few blocks of the Blair Boulevard area between his livestock sales stable and his parents' house provided him with more than just work and home, apparently. On February 24, 1915, E.A. Stratton "married the girl that lived where the Tiny Tavern is," a granddaughter of Septumis Spencer.

According to Stratton, his father-in-law, Septumis Spencer's son, had once moved to Waldport and built the first store there. Supplies had to be brought in by boat from Portland. The store failed, however, because most of the customers bought supplies on credit and could not pay their bills. The family moved back to the large donation land claim farm on River Road near Irving, mentioned earlier, and then bought approximately 20 acres at 394 Blair Boulevard as well. The family had lived there for many years by the time of Mr. Stratton's wedding. Ed Stratton's wife's mother was also a member of the Allen Bond family who had a large donation land claim in the Irving area as well.¹⁸

In 1915, after seeing the store building and the round-roof shop occupied, the Strattons traded the properties to John Whealdon, for the 800-acre Cottonwood Ranch in Idaho, already planted in alfalfa and wheat. The Whealdons, from an old pioneer family as well, remained the owners of the properties until 1945.¹⁹

In 1924, E.A. Stratton and C.O. Stratton built "The Fox Farm" out on River Road. Here they raised foxes which were for sale. Ed Stratton became a salesman and continued to live in the Eugene area until 1940 when he moved to Missoula, Montana. During his years in Eugene, he became friendly with Cal Young, J. Zimmer and other 'old-timers' in the area.

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In Montana, he started the first commercial river-running trips on the Salmon River, known as "the river of no return." He used McKenzie River boats for this purpose and charged \$1,000 per passenger to make the trip. Some single trips grossed as much as \$10,000. He also became "the oldest man to run the Salmon River."²⁰

With the construction of the blacksmith shop at 357 Blair Boulevard and the grocery store at 1085 W. 4th Avenue, the corner of 4th Avenue and Blair Boulevard began its history as an active commercial center. The two buildings housed businesses responding to the needs of neighborhood residents, the highway travelers and the farmers nearby and out River Road. Much of the traffic was by horse and wagon, trolley or foot at first. Within a short time, the automobile became the dominant mode of transportation. Ernest Hayse stayed in the Barn until 1918. The 1918 Polk's Directory listed a W.B. Robinette under blacksmiths, located at 357 Blair Boulevard, indicating a change in tenants.²¹

In that same year, another important building at the intersection was constructed. This was an automobile repair shop at 407 Blair Boulevard. According to Sam Bond, who later owned this shop for 46 years, it was built in 1918 by two men who had just returned from the war. One of the men was named Wooley. Mr. Wooley's grandfather was a pioneer preacher who used to travel up and down the valley and had married Sam Bond's parents in the 1880s.²²

The 1921 Polk's Eugene City and Lane County Directory shows a garage operated by Bassett and Hoare at 357 Blair Boulevard, the address of the Barn. It is possible that the Barn was used as a garage until 1925. The unaltered 1925 Sanborn map shows the building marked with an "A", meaning automobile garage.

In 1921, J.P. Primrose had moved his retail grocery to the store building at 1085 W. 4th Avenue, and his residence to 385 Blair Boulevard--the apartment in the rear of the store building. His son, James S. Primrose, is listed as a co-owner of the Eugene Taxi Company, which was listed for the first time in this year.²³

In 1923, Verne and Kitty Scobert built the family home which still remains at 440 Blair Boulevard. At that time, the Scobert property was still contiguous with the Spencer property, as 4th Avenue did not go through between Blair Boulevard and Polk Street. The Scoberts' property was quite large, extending almost to Polk Street. Except for the extension of 4th Avenue, the addition of the cafe at 400 Blair Boulevard, and a house behind the cafe facing 4th Avenue, the Scobert property remains today in basically the same undeveloped state it was in in 1923. Its presence helps maintain the semi-rural character of the area.

The Scobert family was already considered to be quite influential in the Eugene business community at this time; most notably in connection with the Scobert Building Materials Warehouse operated by Frank Scobert. Their front yard on Blair Boulevard was considered to be one of the showpieces of Eugene Gardens. Kitty Scobert, Whitney Scobert's mother, operated the "Scobert Style Shop" in downtown Eugene as well. The Scobert house is very large and of high quality design and construction. Whitney Scobert is said to have let many use the property for community garden space over the years.²⁴

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In 1925, Charles and Bertha Mouse moved into the house that the Strattons had live in at 1080 W. 3rd Avenue. Charles Mouse had previously been a partner in Mouse & Wilson, a candy and cigar store at 921 Willamette. In 1925, he built a small building at the south end of the lot at 1080 W. 3rd Avenue. This location was directly across the alley from the Barn. In 2/3 of this building, he operated the candy kitchen, where he manufactured and sold various confections. This building remains today in its original location.²⁵

The 4th and Blair intersection had an eventful year in 1926. In 1925, the Eugene City Council had resolved to open Van Buren Street through 3rd Avenue to Blair Boulevard, and in 1926 the project was completed all the way through to the Southern Pacific Railroad and connected there with a crossing to River Road. This was the same year that Henry Brogdon opened his hay, feed and seed store in the former blacksmith shop (the Red Barn). Sam Bond bought the auto repair shop at 407 Blair Boulevard in this year and Les Henzler started his lawnmower repair shop at 3rd Avenue and Van Buren Street.

With a grocery, meat market, barbershop, auto repair shop, a lawnmower shop, and a hay, feed and seed store, the Blair commercial area had become the flourishing business center of the neighborhood in 1926 that it remains today. It had begun to have the characteristics of a small town center. The basis for an enduring grouping of businesses had been formed. At the center of this durable grouping of businesses was Henry Brogdon's hay and feed store in the Red Barn. Its address was no longer 357 Blair Boulevard. It was now 357 Van Buren Street.²⁶

Henry Brogdon came to Lane County from Oklahoma in 1918, where he had run a trading post on an Indian reservation. He is first listed on the 1918 Lane County tax list along with Adolphus Brogdon and "Brogdon Bros." at Westlake, a post office and summer resort on Siltcoos Lake about seven miles from Florence, which was noted for its supply of duck and deer. The 1925 Polk's Directory listed H.F. Brogdon as an employee at the Dice Grocery Company at 8th Avenue and Olive Street.²⁷ When Mr. Brogdon opened his hay and feed store at 387 Van Buren Street, he lived at 1757 Lawrence Street.²⁸

Everyone who remembers Mr. Brogdon says he had an excellent business at his store. Many of his customers were farmers and livestock owners from the River Road area. However, people came from all over, including Elmira, Alvadore and many other outlying areas, to trade at the Brogdon Store.²⁹ People said Brogdon was a good man to deal with.³⁰ As more businesses developed in the area, the Blair area became an even more convenient place to trade. Brogdon's business was good enough to support the construction of the rear addition to the Barn around 1928.³¹ Even though farmers were moving increasingly further away from town, Brogdon's old customers who had once lived in the area kept buying at his store. In the late 1940s, business was still good enough to warrant the second additon to the southeast corner of the building.³²

Other businessmen formerly at the intersection, such as Sam Bond and Ward Calhoun, remember many people with horses and wagons pulling in at Brogdon's from the 1920s well into the 1940s. Many of them were people with milk cows. They would bring produce in their wagons and stop on the way back to pick up feed at Brogdon's.³³

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Garvin Johnson, a machinist who started at Burton's Saw Shop in 1947, knew Brogdon well. He developed a habit of eating lunch at Brogdon's Feed and Seed and became friends with the older gentlemen. In a 1975 interview with Andy Wipple, he gave the following description:

"Mr. Brogdon was a real friendly type. One of the old school. He had a fine sense of humor, but he worked hard all the time, too. When he was 65 he'd be right there with them 100-pound sacks of grain, just like the younger guys."

We always sat out on the loading dock and bs'd during lunch."

When Mr. Brogdon was here, the barber shop and the market were all goin' good. All the neighbors tried to kinda help one another. Nobody tried to run anybody else down. Nobody ever talked about anybody else, unless if they did, it was somethin' complimentary."

"There was no such thing as breakin' in. You could leave your door open." ³⁴

Henry Brogdon bought the Barn and the grocery store building from the Whealdons in 1945. ³⁵ He operated the store himself until 1955 and managed it until 1963, when business began to dwindle. He sold both buildings to Jim and Billie Beecraft in 1963. ³⁶

When Sam Bond bought the auto repair shop at 407 Blair Boulevard, he'd been repairing cars professionally for 13 years, since 1913. He was known to many as the "best mechanic in Eugene." According to Ward Calhoun, during the 1940s you would have to be on a waiting list for three weeks for Sam to repair your car. In the early days much of his business came from University professors. As cars became more widespread, people came from all around to have their cars repaired at Sam's shop.

Sam Bond's grandfather, Allen Bond, was an orphan from Shenandoah County, Virginia, who lived with an uncle who had also adopted an orphaned girl. Allen Bond asked the women, Rachel, to accompany him on a wagon train to Oregon in 1853. They were married and to commemorate the occasion, Allen Bond gave Rachel a \$1.00 gold piece which Sam Bond still has. Their wagontrain was the Oaktown train led by Captain Vincent S. Mclure. Rachel was the cook and Allen took care of the horses. After settling in Oregon, the Bonds took a 360-acre donation land claim near Irving on a site that is now in part Mahlon Sweet Airport. Sam's son, Ray, still lives on a portion of the property. ³⁷

Sam Bond's mother was the daughter of pioneer James A. Bushnell, and crossed the plains in 1855 at the age of six weeks. She was almost stolen by an Indian on the way but was saved by Sam's uncle. Sam's father's sister married the son of Septumis Spencer. They were the parents of Ed Stratton's wife. ³⁸ Sam remembers the Spencer home at 394 Blair Boulevard from about 1912-1916. There was a large windmill out back and the house had carbide lights. He remembers the barn-raising of the large pole barn in back of the Spencers' home. Reportedly, all of the farmers in the area helped build the barn in approximately two days. The barn was blown over in a windstorm some years later.

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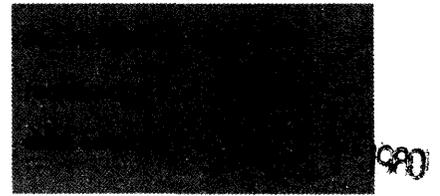
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According to Mr. Bond, the building in Blair Island created by the intersection of Blair Boulevard and Van Buren Street, now known as the Nice Cream Parlor, was the residence of a junk dealer who drove around town in a horse and wagon. During the 1950s, the building became a beauty parlor and a ceramic studio before being remodeled as the Nice Cream Parlor in 1973.³⁹ Mr. Bond was on the Eugene City Council from 1930 to 1942. E.A. Stratton's wife was his cousin. In 1972, Mr. Bond sold his garage to Dick Tuller. He had been in business at that location for 46 years, longer than any single individual in the Blair area except Whitney Scobert. He supplied many of the details for this document.⁴⁰

In 1929, Whitney Scobert built the cafe on the southwest corner of 4th Avenue and Blair Boulevard.⁴¹ This cafe is commonly referred to as the Dutch Mill Cafe, but is presently Aunt Hattie's Cafe. Mr. and Mrs. Scobert built it for Marie Watkins Crable to operate as a tearoom. Mrs. Crable's husband used to operate the Heilig Theater. Mr. Scobert had designed the building to be able to serve either as a commercial establishment or a house.⁴²

Mr. Scobert organized a contest to name the place. The contest was won by Mrs. Frank Hill who came up with the name "The Tiny Tavern."⁴³ Even though Prohibition was still in effect, the name was used and first appears in Polk's Eugene and Lane County Directory in 1931 at the address 400 Blair Boulevard. In 1934, when Prohibition was repealed, beer was added to the Tiny Tavern's menu. The Tiny Tavern holds the second oldest liquor license in Eugene.⁴⁴

In 1938, Lucille and R.B. Johnson bought the Tiny Tavern from the Scoberts and in 1945 bought the old Spencer home across the way at 394 Blair Boulevard and remodeled it to become what is now the Tiny Tavern. R.B. Johnson was a former railroad man. When he opened the new tavern, many of his customers were railroad men.⁴⁵ The Tiny Tavern enjoyed a reputation as "the nicest tavern in Eugene." Ward Calhoun described it as a "workingman's tavern." "They treated you right, and the customers returned the attitude with respect."⁴⁶

According to Lucille Johnson, the tavern once served a full selection of sandwiches. During World War II, George Clark kept 15 logging trucks at the end of Blair Boulevard. The loggers also supplied the tavern with much of its business. Mrs. Johnson also remembered that the circus used to set up in the open spaces several blocks west on 4th Avenue for many years drawing many people into the area."⁴⁷

When the Tiny Tavern moved to its new location, the small cafe structure across 4th Avenue became a grocery store. James and Billie Becraft had just started operating the grocery store across the street and bought out the stock of this grocery store. Ward Calhoun had just taken over the store from a man named Frame in order to start a radio sales and repair shop. Mr. Calhoun recalled that his business and the rest of the businesses in the area were doing well with customers from all over, but that the River Road traffic was significant. Ward was one of the first advertisers on radio station KUGN when it first started in 1946.⁴⁸

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He remembered Henry Brogdon well and described him as having an extraordinarily good relationship with his customers. He remembered that a farmer who owed Henry Brogdon \$1,200 for supplies went bankrupt. After being relieved of his legal responsibility to pay the debt, the man came back and paid off Brogdon in monthly installments. Mr. Calhoun also remembers that the neighborhood's semi-rural atmosphere persisted despite the proliferation of businesses in the area. Some of the older houses along Blair Boulevard still had cows in the backyards.

Ward Calhoun closed his radio shop after several years, partly because of the difficulty in finding skilled technicians and partly because of his inability to secure a lease from Whitney Scobert for the purpose of obtaining financing. He was succeeded by Jean Lucas' radio shop.

During the 1950s, Mabel and Ray Cline bought the shop and returned it to restaurant use as the White House Cafe. Jim and Billie Becraft recalled that the White House did a very good business, primarily because of Mabel's friendly attitude. In 1972, Byron Barnes leased the restaurant from Whitney Scobert and called it the Dutch Mill Cafe. In 1979, it became Aunt Hattie's.

In 1942, Ben White built the building that later became George's Garage at 341 Van Buren Street to serve as Ben White's Vulcanizing Service. He also used the small building next door, which had originally been the Candy Kitchen, for this purpose.⁴⁹ When Mr. White died, Mrs. White sold nursery stock from this building for a short time. In the early 1950s, the two buildings became Al's Sheet Metal Shop and were joined by a breezeway to serve as one unit. Later the buildings were used as the Valley Rental Store and finally became vacant for a number of years until purchased in 1973 by George Stathakis, after which it became George's Garage. George framed in the breezeway between the two parts of the building to make it effectively one building.⁵⁰

Bert Willis lives in the old unpainted house at 1080 W. 3rd Avenue, directly north of 341 Van Buren Street. He was Ben White's brother-in-law and worked with him at White's Vulcanizing. He built the breezeway connecting the two buildings and poured the concrete floor. This is the same house in which the Stratton family lived in 1914 as well as the Mouse family when they operated the Candy Kitchen in 1925. Around 1940, an extension was built on the west side of the house with a little storefront facing the sidewalk. This little place was the Shamrock Lunch. According to Sam Bond, the place didn't do too well and only lasted a year or two. Today, the location of the storefront can be noted by the filled-in siding on the west side of the extension. On the tops of the north and south walls, the Shamrock Lunch sign can still be seen with its shamrock symbol, although the sign is very faded.⁵¹

Les Henzler operated a lawnmower repair shop in the small building on Third Avenue between Van Buren Street and Blair Boulevard from 1926 to 1961. He also lived in the house at that location for some time. According to Ward Calhoun, Les and his brother had also lived in the house that is the Nice Cream Parlor at 325 Blair Boulevard and operated a radio shop there in competition with Mr. Calhoun's radio shop at 4th Avenue and Blair Boulevard. During the mid-1970s, the small green house where Les had lived and operated his shop became a 'massage parlor,' much to the annoyance of neighborhood residents and merchants. George Stathakis is credited with exerting enough pressure on city and police officials to finally have the 'massage parlor' closed down. The building is now divided into two apartments and is in residential use.⁵²

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As noted earlier, Jim and Billie Becraft took over the grocery business and meat market in 1945, shortly after H.F. Brogdon had purchased the property from the last Whealdon through an optionholder named Melvin Sorber. Henry Brogdon was their landlord for 18 years. They also noted Brogdon's excellent business with farmers from all over the area.

The Becrafts' business was quite successful as well. Like the other businesses in the area, many of their customers had been shopping at the intersection for years, but now lived in other places. Still, they kept coming back to the store on 4th and Blair. The Becrafts tell of one customer who drove down from Blue River weekly to buy meat from them. They also drew heavily from neighborhood walk-in traffic and from people going to and from the River Road area. While the Becrafts had the store it contained a grocery, a meat market, a barbershop, apartments and a motor repair shop.

During the 1950s and 1960s, as Mr. Brogdon got older he began to have a hired man named Joe Jones operate the feed store for him. In the last few years of its operation, business began to dwindle. Finally, Brogdon closed the store and sold both the Barn and the grocery store/meat market building to the Becrafts in 1963. Brogdon had been under pressure to sell the property to a partner in the feed business but he wanted the Becrafts to have the property instead.

The Becrafts continued to do well in their store through most of the 1960s with their old customers continuing to shop there. Business started to slow in the late 1960s, however. When traffic loads on Blair Boulevard and Van Buren Street became dangerously high, the city removed much of the street and parking around the intersection, making it difficult for the market's customers to park near the store. The entire neighborhood was in a phase of deterioration as well and as older residents died or moved away, a more transient population began to fill the neighborhood. The grocery store's rate of pilferage began to erode the profits and a number of armed holdups occurred while Mrs. Becraft and her daughter were working alone at night.

Still, Mr. Becraft wanted to renovate the building and continue on there but the City building and fire departments refused to allow any new work to be done. At one point, the Becrafts were given a 30-day notice to close by the fire marshal. A sympathetic city council member prevented the closure. Finally, the Becrafts closed their store in 1972. They allowed the barbershop to continue for several more years, the last year without rent, until the City condemned the building. In 1973, both buildings were sold to George Stathakis. Although the Becrafts were under pressure to sell for better terms than Mr. Stathakis could offer, they liked his plan to restore the Barn and revitalize the neighborhood. George also purchased the former sheet metal shop at 341 Van Buren Street and the former residence/beauty parlor at 325 Van Buren Street.⁵³

The Green Building, so named for its color where the Becrafts' store had been, was already condemned at this time. In 1975, Mr. Stathakis made a trade with the Hoedad's Forestry Workers Cooperative for dismantling the Green Building in trade for the salvageable materials in the structure. One of the cooperative members who participated in the salvaging operation was present Lane County Commissioner, Jerry Rust.⁵⁴

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With the Green Building gone, the Barn remains as the oldest intact commercial structure in the area. The Tiny Tavern is older but has been remodeled to the styling of the 1940s. It would be difficult to recognize it as the old Spencer home without being familiar with photographs of the homestead.

The Barn is now more highly visible than ever as its entire southern elevation can be seen from a considerable distance south on Blair Boulevard. During the mid- and late 1970s, the Barn began receiving a great deal of interest and attention from people in both the immediate neighborhood and the entire area.

After 1973 when George opened George's Garage, the neighborhood seemed to be moving into a new phase of revitalization. Younger but less transient residents began to move into the area. Existing businesses seemed to stabilize and gain new customers while new businesses began to open. The building in Blair Island was remodeled in 1975 to become the Nice Cream Parlor.

The Barn became an informal community social center hosting a variety of activities such as workshops, parties, meetings, dances and antique sales. It later was used as carpentry studios and artists' studios as well. In 1975, a friend loaned George \$2,000 with which he installed a new reinforced concrete foundation under the entire structure. Tuller's Automotive received a new concrete floor in that year as well.

During the past several years, the entire Whiteaker Neighborhood has been the major focus of rehabilitation funding through Eugene's Community Development Block Grant program. The Nice Cream Parlor is currently receiving a thorough rehabilitation as are many of the residences in the neighborhood.

In 1978, under financial pressure, George had to sell the property. It was bought by Chris Moses. In 1979, Robert Painter purchased the property in the hope of preserving the Barn and finding a way to restore it. He was not able to carry the financial burden of the entire project, however. Presently, the Neighborhood Economic Development Corporation (NEDCO) is making plans to purchase the Barn and to restore it for community commercial use. This nonprofit organization has recently rehabilitated George's Garage to serve as the offices of the Whiteaker Nerve Center, which houses the staffs of the Whiteaker Community Council and the Neighborhood Economic Development Corporation.

Most recently the City of Eugene's Housing and Community Conservation Department had awarded NEDCO the funds to purchase the Barn. NEDCO has now submitted an application to HUD's new Office of Neighborhood Development for funds to do the initial architectural design and structural work on the Red Ban.

Even though it is far from the present perimeter of urban development, the Blair Neighborhood still retains much of the small town or semi-rural atmosphere that it has had for most of this century. Despite sociological changes, phases of deterioration, redevelopment and rehabilitation, many of the old homes and trees remain as well as some of the remnants of the old farms and orchards which escaped development. Many of the older residents have moved or are dead now and many residents have moved here from diverse backgrounds. The neighborhood is still known as the home of hardworking people, people who build things, work with their hands or operate small businesses.

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The juxtaposition of city and country is still very evident here. A freeway and modern park cut a misplaced swath through the neighborhood a few blocks to the east of Blair Boulevard, while neighbors a few blocks to the northwest fight with the City for the right to keep their chickens. Log trucks still dump their logs a few blocks to the west and their drivers still stop for a beer at the Tiny Tavern. Milled lumber is still being produced on the other side of the freeway at the Eugene Planing Mill where E.A. and C.O. Stratton bought the lumber and millwork for the Hayse Blacksmith Shop.

Although there is more traffic, more business, more new apartments and more people, the Blair Neighborhood and most of the Whiteaker Neighborhood has still managed to retain its older small-scale character. The Blair Commercial area, for the most part, still gives the impression of a small-town commercial center, as it has for the last five or six decades. Tuller's Automotive and Aunt Hattie's Cafe are still thriving, looking much the same as they did when they were first built. Burton's Saw Shop and the Tiny Tavern still do a healthy business in their old buildings, basically unchanged since their remodeling in the '40s and early '50s. After a number of remodelings, the Nice Cream Parlor is still reminiscent of the old house it started out as, while Carhardt's Realty retains most of the detailing of the Lay family residence. The Scobert home and property remain much the same with its property primarily intact and undeveloped. The City plans to use the undeveloped property as a neighborhood park, although the Scoberts would like to develop the entire property as high-density apartments.

Bert Willis' house and the house on Third Avenue between Blair Boulevard and Van Bureau appear almost exactly as they did when they were built. The buildings that were White's Vulcanizing and the Candy Kitchen still resemble their original appearance on the exterior and have been separated once again. On the interior, however, the newly insulated and rehabilitated 341 Van Buren Street now houses Neighborhood Organization and Economic Resource staff who dispense information and practical assistance, instead of recapped tires.

At the center of this ensemble is the Red Barn, retaining all of its original details and appearance with only minor and compatible alterations effected many decades ago. It is the major determinant of the visual character of the entire grouping of buildings and creates a sense of history for the entire neighborhood. This sense would be severely weakened if the structure were to be removed. The combination of agricultural and commercial elements in its appearance tells the story of the Blair Commercial Area and the surrounding neighborhood.

Throughout its own history, it has reflected the development of community and has consistently functioned in a similar way for the groups of people it has served. As a blacksmith shop, it served the travelers on the highway, the farmers from the River Road district or the outlying areas, and the neighborhood residents. While a customer's horse was being shod or his wagon repaired, he might buy some meat at the grocery or look at some livestock at a nearby sales stable.

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As Brogdon's Feed and Seed, the Barn served farmers coming to and from River Road or Prairie Road and other outlying areas. It also served nearby neighbors with feed or hay for their animals, or seed for their gardens. Customers then could also shop at the store, eat at the cafe, have a beer, meet with friends and neighbors to share information and mingle with travelers from the highway. As an informal community hall or work space, it served neighbors and people from all over who could meet here, dance, work, talk or buy antiques, have an ice cream cone across the street, or a meal at the Dutch Mill.

If the Neighborhood Economic Development Corporation is able to accomplish its plan of restoring the Barn and filling it with neighborhood-oriented businesses, it will once again serve in its traditional role of helping to bring together friends, neighbors and people from the community at large to fulfill their practical and social needs near the intersection of Blair Boulevard and Van Buren Street.

While smaller rehabilitation project have begun in the area, the larger scale of investment requested to restore and maintain the largest building of the grouping has forestalled past effort, and left the Barn still in need of restoration and protection. Designation as a landmark and placement on the National Register will help secure the Barn's future.

Residents of the Whiteaker Neighborhood have made preservation of the Red Barn one of their top priorities and have committed a great deal of energy to this end. These and many other people familiar with this landmark see it as a symbol which connects us to our past, from the early settlement of the region to the times when the children and grandchildren of the pioneers had created a closely interwoven community in which people could trust and depend on their neighbors, a community which retained the enterprising but cooperative values that the elders had brought with them across the plains.

The old Hayse Blacksmith Shop, the Red Barn, is also seen as a symbol of the many people's hopes and aspirations for the future of our environment and way of life. The people in the Blair Neighborhood have been working hard to create a future for this community which embraces the values of the past which this Barn represents. Placement of the Hayse Blacksmith Shop on the National Register of Historic Places will help preserve this symbol of that connection between our past and future.

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FOOTNOTES

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3. A. G. Walling, Illustrated History of Lane County, Oregon, (A. G. Walling, Portland, Oregon, 1884), p. 480. Interview with E. A. Stratton by Jonathan Pincus (March 28, 1980).
4. Lane County Abstract Co., Abstract of Title to Lot Numbered 10 except that part in Van Buren Street and all of Lot 11 in Block 8 in Sladden's Third Addition to Eugene, Lane County, Oregon, covering 1860-1945. 1910-1945, pp. 1 through 36.
5. Eugene City, Lane County, Oregon, Index Map (Sanborn Map Co., New York, 1902).
6. Helmus W. Thompson, County Judge, "In the Matter of the Estate of Harriet E. Sladden, deceased," (March 21, 1910), Lane County Abstract Co., op. cit., p. 21.
7. Interview with Sam Bond, by Jonathan M. Pincus (March 27, 1980).
8. Polk's Eugene City and Lane County Directory, Eugene, Classified Section: Grocers, Livery, Feed and Sales Stables (R. L. Polk & Co., Portland, Oregon, 1914).
9. Irene Hammer, "Junction City, Eugene Highway, Lane County," Exhibit "A," File 49321, State of Oregon Department of Transportation, Highway Division, Salem, Oregon (July 20, 1976), p. 1.
10. Ibid.
11. Sanborn Map Co., 1902, 1912, op. cit., Index Maps early photo of Blair Street Store, ca. 1914, c/o Andy Whipple.
12. E. A. Stratton, letter to Eugene Historic Review Board (October, 1975).
13. R. L. Polk & Co., op. cit., (1914).
14. E. A. Stratton, interview, op. cit.
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16. Ibid.

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20. E. A. Stratton, interview, op. cit., Sam Bond, interview, op. cit.
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22. Ibid. Sam Bond, interview, op. cit.
23. Polk's Eugene City and Lane County Directory, Classified Section: Garages, Grocers, Retail, individual listings (R. L. Polk & Co., Portland, Oregon, 1921). Sanborn Map Co., op. cit., (1925).
24. Interview with Ward Calhoun, by Jonathan Pincus (March 25, 1980). Sam Bond, interview, op. cit. R. L. Polk & Co., all editions note above, individual listings, op. cit.
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31. Ibid.
32. Judy Rees, "Preliminary Staff Notes, Request for Consideration as an Historic Landmark B. Red Barn (H 75-3), Historic Review Board, City of Eugene Planning Department (September 25, 1975, Addendum, p. 1.

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