

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

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 Breuer Building

other names/site number _____

2. Location

street & number 460 West First Avenue N/A not for publication

city or town Bandon N/A vicinity

state Oregon code OR county Coos code 011 zip code 97411

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 25, 1992
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:)

for Guy M. Dapsley entered in the National Register Date of Action 10/2/92
Signature of the Keeper

Breuer Building
Name of Property

Coos, Oregon
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	
<u>1</u>		buildings
		sites
		structures
		objects
<u>1</u>		Total

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Commerce/Trade
Specialty Store

Current Functions
(Enter categories from instructions)

Work in Progress

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th and 20th Century Revivals:
Colonial, vernacular version

Materials
(Enter categories from instructions)

foundation concrete/wood pilings
walls wood: weatherboards

roof wood: shingles
other _____

Narrative Description

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

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DESCRIPTION

Opening Statement

The M. Breuer Building, constructed in 1905, is a vital Bandon landmark bearing testimony to the transition of a waterfront of a crude frontier settlement, through two devastating fires, to today's resort community. The vernacular Breuer Building is acknowledged to be Bandon's oldest substantially unaltered architecturally intact structure.

General Description

The Breuer Building is constructed on Lot 1, Block 1 of the Breakwater Addition to the City of Bandon, Coos County, Oregon. The original lot was 50 feet wide bordering Front Street and extended northward approximately 188 feet, past the mean high water line to the mean lower low water line of the Coquille River. A strip of land 4.8 feet in depth along the entire southern portion of the lot abutting First Street has been conveyed to the City of Bandon for street purposes.

The main building, primarily used for the retail sale of men's clothing, its cobbler shop annex on the west and walkways along the west side of the annex and the east side of the main building occupy the entire 50 foot lot width. The main building is rectangular in shape, measuring 25 feet facing First Street and extending north 48 feet. The cobbler shop annex to the west measures 16 feet facing Front Street and extends northward for a distance of 40 feet.

The main building is a two-story, balloon-framed wooden structure with horizontal coved siding and a shingled, hipped roof. The first floor of the main building was built as one large room with enclosed window display areas and retains that configuration today. The second floor was probably used for storage in the building's early days. Judging from the consistent appearance of draperies in all of the historic photographs, it might have been used at an early date by the Breuer family as a temporary residence pending the completion of

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their permanent home in Bandon. It is also possible the second floor was used as rented room(s) or storage (a yard arm is pictured on the upper north elevation) until sometime between 1932 (wife's death) and 1936 (fire destroyed home) when Mr. Breuer had it changed to personal living quarters. The attic was unfinished and remains so today. After Mr. Breuer's death in 1952, the cobbler shop annex has been modified many times to accommodate a variety of tenants.

When it was originally constructed, the building and its annex were on a piling supported foundation. About the time of construction, First Street was filled with earth by flume from the bluff to the south. After the dredge and fill activities of the 1920 era, sufficient fill material had been placed under the Breuer Building to make the piling support unnecessary. Sometime after the 1920's, fill had stabilized, the foundation under the main building was replaced with a poured-in-place concrete wall and footings. This created an enclosed basement area under the northern half of the building and this area was subsequently partially finished. The foundation under the cobbler shop annex continues to consist of crude posts and beams of various types.

As was typical of its Bandon contemporaries, the building is a very plain, neat, utilitarian structure. The principal exterior adornment consisted of second floor balconies overlooking the south elevation on First Street and the north elevation facing the river. The shed-roofed cobbler shop annex was adorned with a western "false front", a practice common in 1905.

The historic entrance to the main building's first floor was centered in the south elevation of the building. A second entrance has been added in the northeast corner of that level. Access to the second floor was via a walkway on the east side of the building from First Street, up a stairway to a landing at the northeastern corner of the building and up a second stairway on the north side of the building to the second floor level. Historic photographs indicate there was direct access via boardwalk from the basement level of the structure to a wharf or pier structure in the channel, most likely for deliveries from and to the myriad of boats which plied the Coquille River and beyond to ports to the north and south.

Materials used in the building construction likely came from the local area. It is almost certain the Douglas Fir products which were used throughout came from the Bandon area.

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The Breuer Building does not have outbuildings. At the time of its construction, any outbuilding would have also required time-consuming and costly piling-supported foundations. Besides, in later years after the tidelands under the building were filled, the space beneath the building provided a convenient storage and work area.

The building's immediate environment is dominated by two principal features, the bluff and First Street to the south of the building and the Coquille River to the north of the building. The street and river were the reason for the building's construction because they represented the two forms of transportation prevalent in the community at the time the building was built. The Breuer Building was constructed to take advantage of, or "bridge", these two forms of transportation.

The south side of the Breuer Building abuts the sidewalk on the north side of First Street. Except for a small narrow lawn in front of the old Coast Guard Station to the east, the area around the Breuer Building is completely devoid of landscaping.

Salient Exterior Features

Michael Breuer's eclectic vernacular waterfront building is an interesting architectural composition. Its plainness and simpleness reflect Mr. Breuer's approach to life and business, yet the building exhibits some touches of detailing which make it a well proportioned and attractive structure. Of course, the building will require substantial upgrading, restoration and rehabilitation to make it once again viable. Construction is currently underway to stabilize portions of the building structure. The owner is prepared to restore most exterior elements of the building to their original configuration and appearance.

This simple vernacular building has used elements of at least two then contemporary styles evidencing the eclectic approach by the designer and/or builder. Several Colonial Revival elements can be noted in the structure. These elements include a low pitched hip, a vernacular version of a classical entablature, a rectangular form, bilateral symmetry and shingle roof. Eastern Stick influences are obviated in the "X" brace configuration in the balcony railing, the corner and horizontal trim bands and the knee braces supporting both

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the north and south balconies. These elements combine to provide a composition which is simple, yet balanced and pleasing to the eye. The eclectic formula is even further advanced when the Colonial Revival and Eastern Stick elements are applied to the western false front facade of the cobbler's annex. This whimsical juxtaposition of forms bears testimony to differing uses in the two portions of the building.

The description of the building will be divided into two parts: the main building and the annex. In this writing, we will also discuss the current plans for construction and restoration for the structure.

Main Building

The main building is topped with a medium slope hipped roof covered with wood shingles, the historic roof covering for the building. However, due to the quality of the current shingles available and the cost, the owner tends to replace this roofing when necessary (it is not now leaking) with a good grade and color of composition shingle. The roof overhangs the walls on all sides approximately three feet and at its edges a 2 x fascia and wood ogee gutter are found. The fascia will be replaced in kind where necessary and the ogee gutter replaced with an aluminum prefinished gutter in a similar configuration.

The existing soffit is a beaded type siding board with the joints running parallel to the face of the building and mitered at the corners. Most of this material is in good shape, however, those areas which are damaged will be replaced with material to match the existing.

The frieze is a vernacular version of a classical element which employs vertical beaded siding dropped approximately 9" below the window head and captured at its bottom and top with large ogee moldings. The bottom piece of molding rests on a horizontal 1 x 6 board which intersects window and corner trim in the same plane. This treatment of the frieze gives a delightful emphasis to the detailing at the window and door heads at the second floor.

The windows in the main volume are very evenly and symmetrically spaced with the exception of one window on the east elevation at the first level. They are all 2/2 double

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hung sash with heavy architrave trim at the head and wide trim boards at the jambs terminating at a wood sill. Several of the windows are stored in the building on the upper floor and will be reinstalled. All remaining windows will be manufactured to match the existing, single glazed and installed to operate in a single hung fashion.

Storefront glazing has changed over time. The original horizontal sawtooth glass is found in the transom area, with the exception of the three panes over the main entry. This is recent plate glass with a pattern sandblasted into the panes. Over time, if matching glass can be found, the owner intends to replace these three panels. The large panes below the transom and in the angled bay at either side of the main door are single glazed panes. The vertical mullion dividing the glass at either side of the entry bay aligns with the middle vertical mullion in the transom glass above. However, this glazing arrangement at the storefront glass is not original. The original included a six pane arrangement below the transom at either side of the entrance bay, and likely a four pane division on either side of the entrance bay.

The main entrance doors appear to be original with original hardware. They are approximately 2-1/2' x 9' with single panes of glass nearly their full height. Below the glass is a single wooden panel in each door leaf.

The soffit material in the entry bay is flat 1 x 3 boards which extend into the ceilings of the display window spaces at either side of the entrance bay. The soffit is surrounded by a piece of ogee trip between the soffit and the storefront construction.

Panels below all of the storefront windows are constructed of 1 x surrounded by 1 x trim with 3/4" cove molding at the panel reveal. This area is substantially rotten due to its contact with the elements and adjacency to the sidewalk. It will be replaced with materials and details seen in historic photographs. The design will not change except the panel centers will be constructed of vertical beaded siding material identical to that used in the frieze.

The existing wood porch floor at the entry bay is rotten and dangerous. This area will be totally reframed for handicapped access as there is now a 3" - 6" rise from the sidewalk to

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the finished floor. The finish material for this area will be gray 6" x 6" exterior quarry tile pavers.

The other exterior doors to the main volume are found at the east elevation in the northeast corner and at the north elevation of the second floor (two doors). The doorway at the northeast corner of the main floor will remain and a new four panel door will be installed to replace the existing door (which is constructed of dunnage). Historic photographs indicate the two upper floor doors were originally windows. The center opening will be returned to a window opening and a four panel door placed in the west-most existing door opening. Existing trim will remain at these locations.

The siding on the main volume is 1" coved shiplap siding with a smooth face. Where required due to damage or deterioration, it will be replaced to match the existing exactly.

There are balconies found on both the north and south elevations of the main building. The balconies were mainly for decoration in that there were no doors which accessed them originally. The knee braces for the support of the balconies remain as well as some pieces of the handrail and baluster. It is the owner's intent to reuse the knee braces, however, the top legs of the braces will require replacement due to dry rot. Historic photographs and the remnants will be used to restore the balconies. The railing at the north balcony was very simple. Judging from historic photographs, there was no "X" brace configuration in the railing; it was open. Later additions to the building accessed this balcony from its east end via a stair at the northeast corner. Door openings replaced windows at the two west-most window penetrations. By the 1950's, a small bathroom had been built on the west end of this balcony and was accessed from the second floor interior. A waste line was installed down the face of the building at the northwest corner. It is the owner's intent to store the existing brackets for this balcony in the basement building and reuse them if the balcony is replaced in the future.

At the south side of the building below the transom windows, an awning was installed early in the building's history. The awning hardware has been removed and stored in the basement of the building. The owner is considering reusing this hardware and reinstalling an awning in the future.

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Historically, there were two masonry chimneys which penetrated the east side of the hipped roof at the main volume. These chimneys were removed some years ago and will not be replaced.

A crude wooden walkway (in very poor condition) was constructed along the east side of the building at the sidewalk level. In order to make the building more secure and to access rotted sections of siding and perimeter framing, the owner has removed this walkway which will not be replaced.

Historic photographs evidence a sign on the east elevation directly below the window sills of the second floor. The sign read "M. Breuer, Dealer in Boots, Shoes and Gents' Furnishings". The owner intends to paint in that same location the words "M. Breuer Bldg." in the original size and letter style.

Cobbler's Annex Addition

The cobbler's annex addition was constructed (according to historic photographs) sometime between 1905 and 1910. Unlike the main building, this addition was never put on a concrete foundation and to this day is supported by a cacophonous assortment of driftwood logs, etc. The annex portion is near collapse. Should it collapse, it would very likely damage portions of the main building. While the western false front facade has had remarkably little change to it, there have been several changes to the windows, doors and finishes of the shed roofed volume directly north of it. Massive dry rot and structural failure requires the shed roofed portion to be removed and replaced. The facade, however, will be restored to its original condition. The shed roofed section will be documented photographically before it is removed. It will be replaced by a new structure, foundation supported, with a volume and shape exactly replicating the original. The material used in this construction will be compatible with the materials used on the main volume and the false front facade but available in local building supply houses. Fenestration and door locations will change, but windows of similar proportion and design to the existing will be used. Windows and doors will use a simpler trim and 1/1 sash.

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When the cobbler's annex was constructed, there was careful attention to the materials selected for the construction. The fascia, frieze, trim, moldings, window trim and siding all replicate in dimension and proportion the design and materials used on the main volume. However, for whatever reason, these materials are not identical: the siding, ogee trim, frieze materials and soffit materials do not exactly match that used on the main building. So, as this facade is restored, materials will be made to match where necessary. The two windows in this facade will be 2/2 windows identical to those evidenced in historic photographs. The new door will be a panelled door design common to the period. The entire facade will be capped with a stainless steel roof invisible from the ground, except for a small return over the fascia on the front side and siding on the back side.

The wood walkway on the west side of this addition has been removed. During its removal, many of the structural deficiencies mentioned above were obviated. This walkway will be replaced with a similar one subsequent to the completion of the construction of the annex.

The basement area under the annex will be closed in and sided with bandsaw resawn plywood siding which (from a distance) will simulate the texture and perhaps the color of the adjacent concrete foundation under the main volume.

Salient Interior Features

Main Building

With the exception of a hole in the first floor ceiling cut for a stair by a previous owner and a portion of a partition removed in the second floor, the interiors to the main volume are remarkably intact. The ceiling and wall finishes are all of 1 X 3 applied perpendicular to the studs and the joists. The floor is the original fir and is in good condition. The interior post and beam assembly running north and south in the center of the lower floor was added later, possibly to accommodate additional loading in the upstairs. Without these posts, the second floor joists would be clear spanning the full 25' width of the main building.

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The window display enclosures retain their original stained finish on the room side as well as their original hardware and glass. The hardware on the front door appears to be original and will be retained.

The owner plans to paint the ceiling and walls, refinish the wood floors and add braces to the post and beam assembly for lateral stability. The window display enclosures will be refinished to match their existing stained and painted finishes and the hardware cleaned and reused.

A new stair will be added to access the second floor from the interior through the hole cut by a previous owner. The stair details will reflect the simplicity elsewhere in the structure.

In the west wall, a new opening will be cut into the north end of the annex to access additional space for the book store which will ultimately occupy the main volume and portions of the annex.

All window and door trim will be retained and replaced to match existing where necessary.

Cobbler's Annex Addition

The interior of the cobbler's annex is a 1 x 4 wood ceiling and the walls are 1 x 10 horizontal boards with all manner of additional layers of wood and other finishes applied to them. This area is in very poor shape and, except for the south facade of this area, this portion of the building is hazardous and expendable.

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)

Commerce

Period of Significance

1905-1936

Significant Dates

1905

1910

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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:

Breuer Building
Name of Property

Coos, Oregon
County and State

10. Geographical Data

Acreage of Property 0.21 acres Bandon, Oregon 1:24000

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	1	0
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 Zone

3	8	4	7	2	0
---	---	---	---	---	---

 Easting

4	7	7	5	0	1	1	0
---	---	---	---	---	---	---	---

 Northing

3

--	--	--	--	--	--	--	--

 Zone

--	--	--	--	--	--	--	--

 Easting

--	--	--	--	--	--	--	--

 Northing

2

--	--	--	--	--	--	--	--

 Zone

--	--	--	--	--	--	--	--

 Easting

--	--	--	--	--	--	--	--

 Northing

4

--	--	--	--	--	--	--	--

 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 Steve L. Clay and Carl Sandstrom, Jr.

organization Crow/Clay & Associates, Architects date April, 1992

street & number 833 Anderson Avenue telephone (503) 269-9388

city or town Coos Bay state Oregon zip code 97420

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 Ms. Pat Young

street & number 685 West 10th Street telephone 503/347-2231

city or town Bandon state OR zip code 97411

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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SHPO SUMMARY

The two-story, hip-roofed building of balloon frame construction that was built for Michael Breuer on the waterfront at the mouth of the Coquille River in Bandon, on the southern Oregon coast, has been in nearly continuous use for its original purpose as a retail outlet since 1905. During half of that time, it was occupied by the builder himself, an industrious Austrian emigré and early homesteader on the Middle Fork of the Coquille.

That the building has survived so little altered in substance and appearance from the era when Bandon was a busy lumber port and its business center was built on pilings, is remarkable because of two fires which devastated the town in 1914 and again in 1936. After the Bandon Fire of more recent memory, all but 16 of Bandon's building stock of 500 was wiped out, and the commercial district was dispersed, partially rebuilt on the river, and partially developed along the Roosevelt Coast Highway (U.S. 101).

The Breuer Building, historic outlet for "Boots, Shoes and Gents Furnishings," was enlarged by a false-fronted lean-to addition for Michael Breuer's cobbler shop on the west elevation by 1910. The property's claim to distinction in the context of commercial development in Bandon is that it is now the oldest intact building in the community. As the only recognizable link to Bandon's heyday as a coastal shipping center and resort before 1914, it meets Criterion A. Its modest adjustments to changing conditions over the years are well documented in both historic photographs and the applicant's distillation of historical records.

After the 1936 Fire, a new Lifeboat Station was built on the adjoining property to the west. The former Coquille River Lifeboat Station, completed under auspices of the U.S. Coast Guard in 1939, was listed in the National Register in 1984.

Briefly characterized, the Breuer Building is a brisk, vernacular volume in the Colonial Revival vein measuring 25 x 48 feet in plan with its long axis running north to south, perpendicular to the river channel. The east slope of its hipped roof was broken by two brick stove chimneys. The lean-to addition on the west elevation measures 16 x 40 feet. Both volumes are clad with novelty siding, and the main volume has a boxed cornice and frieze of vertical tongue and groove millwork. In the two-story block, wall openings

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are regularly spaced, and windows are fitted with two-over-two, double-hung sash and are trimmed with architrave framements. The streetfront elevation is distinguished by its original display windows, continuous bank of transom lights, wooden bulkheads and original central, recessed entry with double-leaf doors.

Historically, the storefront has been sheltered by a sidewalk canopy on posts and, later, by a full-width second story balcony with Union Jack railing. Access to second story living quarters was provided by an outside stairway along the east wall which gave onto a second story balcony which, like the front balcony, was carried on gallows brackets. None of these exterior features remains. The simple cobbler shopfront is composed of a central door with window opening on either side, each trimmed with architrave framements. The front is finished with corner boards, a frieze and cornice echoing the treatment of the parent block.

Both building and addition were built on pilings over the tidal flat. After dredge spoils stabilized following fill operations of the 1920s, footings and a foundation of poured concrete were provided to the main block. However, the piling foundation was not replaced beneath the lean-to addition, and the former cobbler shop is considered structurally unsound today as a consequence.

The Breuer Building interior is plainly finished with horizontal tongue and groove wall and ceiling cover. The main level of the two-story block was divided down the middle by a lateral beam supported on a row of chamfered posts. Plans of the current owner call for adapting the building for use as a bookstore. An interior stair is being installed. The lean-to addition will be rebuilt, of necessity, with the exception of its facade, which can be salvaged and reapplied.

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STATEMENT OF SIGNIFICANCE

Summary of Statement of Significance

The Breuer Building is significant under National Register Criterion A because it has contributed to the broad pattern of Bandon's history. From its construction in 1905 until the present time, its existence has spanned the transition of Bandon's commercial district from the piling-supported, harbor-oriented roads and buildings of a crude frontier settlement to the paved streets and modern shops of a thriving resort community. The building survived two fires: a 1914 blaze which consumed half of the city's waterfront commercial district, and a 1936 conflagration which destroyed nearly the entire community. Today the Breuer Building is Bandon's oldest, substantially unaltered, architecturally intact structure.

The building is not being nominated under Criterion B for its association with a significant person. However, Michael Breuer, its owner during the period of significance and the person responsible for its creation, typifies the ambitious, work-oriented immigrant to the United States around the turn of the century. The Breuer Building is a testimonial to his industry and faith in the community's future.

This Statement of Significance continues with a selective history of Bandon from its first permanent residents until the present time, describing the events impacting the business district and the changes which resulted. Historical emphasis is placed on the period of the building's greatest significance, 1905-1936. This history is followed by a biographical sketch of Michael Breuer, establishing his personality, independence and ambition. The statement concludes with the history of the Breuer Building, placing it within the context of Bandon's history and relating it to the personal characteristics of Michael Breuer, its founder, owner and occupant during its period of significance.

Bandon, Oregon, 1853 - 1992:

Hudson Bay Trappers were the earliest known white visitors when they arrived at the lower

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Coquille River region in 1826. In 1828, noted trapper Jedediah Smith was the first white man to travel through Oregon on the coast rather than inland. He crossed the Coquille River about a mile upstream from the present site of Bandon on July 3, 1828. In 1851 Captain Tichenor's men crossed the Coquille River near Bandon after escaping from the indians on Battle Rock. The history of Bandon as a permanent community began in 1853 when gold strikes on the ocean beaches north and south of the Coquille River brought many miners to the area now known as Bandon. Thos. Lowe took the first donation land claim on the south bank of the Coquille River, including the area presently occupied by Bandon. The site of Bandon passed through several hands--including a Mr. Averhill--until in the late 1800's most of the waterfront was owned by Mr. and Mrs. George Dyer. In late 1853, a ferry crossing the Coquille River was established at the present site of Bandon. In 1874, a voting precinct was established south of the Coquille River and known as the Bandon Precinct. It was called Bandon even though the community was referred to as Averhill, after one of its earlier land owners. The tiny settlement began to grow. In 1877 a post office was established under the name Bandon, and in 1883 the area's first sawmill was constructed two miles east of the town by Major R. H. Rosa. In 1885 the "Recorder" was established as Bandon's first newspaper.

At the time of Bandon's permanent settlement, the lower Coquille River estuary occupied a much greater area than it does today. It spread out to the extent that its south bank tidelands hugged the hills to the south of the original settlement of Bandon and the bluff between the settlement and the Pacific Ocean. Before federal jetties were constructed, the river's delta encompassed an area from near Table Rock on the south to slightly north of the present north jetty. On high tides, ocean-going sailing vessels would cross this shallow delta ("bar") by retracting their centerboards into a centerboard "trunk" or "well" to minimize vessel draft. On very low tides, some farmers were known to cross the "bar" from one bank to the other in large horse-drawn wagons! It is not surprising, then, that the original settlement of Bandon was a totally water-dependent, water-oriented community. As late as 1886, no wagon road existed from Bandon to the rest of the county. Access to the county seat at Empire required a ferry crossing of the Coquille River and a transit over the Randolph Trail, a path which alternated between the beach and the coastal headlands. Land access to the eastern portion of Coos County was by a trail along the south bank of the Coquille River to the mouth of Lampa Creek, over Lampa Mountain and on to

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Coquille, Myrtle Point and the remainder of the upper Coquille Valley. The Pacific Ocean provided transportation to areas beyond Coos County, while the Coquille River was a bustling transportation artery. Freight between Bandon and the Coos Bay area traveled up the Coquille River to Beaver Slough, by land portage to Isthmus Slough and down the slough to Coos Bay. Bandon's streets were originally laid out in their present location but they consisted of piling-supported, wooded-planked structures built over the tidelands. Buildings were constructed on pilings also. See photo No. 1 for a typical Bandon street, circa 1900.

The decade of the 1890's saw many important, positive changes in the community. In 1889 it's name was changed from Averhill to Bandon, and in 1891 it was incorporated as a city. The 1890 census for the community showed a population of 219. In 1891 the first modern, substantial public school was built on the bluff overlooking the harbor just south of the central business district. The community's increasing prominence as a seaport prompted the U.S. Lifesaving Service to establish a station at Bandon in 1892. The facilities consisted of a quarter's building and a lookout on the bluff south of town and a boat storage and launching facility on First Street at the west end of the original business district. Government recognition of the harbor's importance was further demonstrated in 1896 with the construction of the Coquille River lighthouse. It operated until it was replaced by automated facilities in 1939. Further recognition occurred during the late 1890's when the Federal government constructed two jetties to narrow the river's entrance, deepen the channel and move the entrance north to it's present location. This jetty construction permitted regular freight and passenger transportation to San Francisco and Portland. The 1890's also saw advances in private commercial enterprise. In 1893 a three-set woolen mill was constructed. Although it closed in 1893 when it's machinery was moved to a North Bend location, it reestablished shortly thereafter. In 1894 a large fish cannery (Timmon's) was built on the central waterfront. In 1900 the Cody Lumber Company, forerunner of the present Moore Mill and Lumber Company, was established.

In the years just before and just after 1900 Bandon's street began to change. Fill material from the bluff and low-lying hills to the south of the original business district on the west end of town was flumed down the hill to provide fill on First Street from the future site of the Breuer Building (approximately the intersection of First Street and Edison Avenue) to

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the intersection of First Street and Oregon Avenue. The buildings along the north side of First Street continued to be supported on piling over the river's tidelands. See photograph No. 2 for a view of First Street shortly after the fill; photograph No. 3 for a view of the west end of First Street, showing building piling supports; and map No. 1 for the extent of the flumed fill. By 1900 Bandon's population had reached 645.

Many local historians have referred to the period between 1906 and 1914 as Bandon's "Golden Years". Bandon was the most prosperous city in Coos County and the busiest harbor between San Francisco and the Columbia River. In 1906 salmon canneries shipped 320,000 cases of product. The city's major industries consisted of a broom factory, wooden pipe plant, brewery, match factory, foundry, five large sawmills, three shipyards and two woolen mills. One of these mills produced an average of 20,000 yards of cloth per month. During this period, Bandon's second and third newspapers, the "Western World" and the "Surf" were established, and the city's first permanent public library was constructed. In 1915 the U.S. Lifesaving Service became a component of the United States Coast Guard, lending further stability to that activity in Bandon. During this period, Bandon's commercial activities were supplemented by two local banks and three excellent hotels. By 1913 Bandon had begun to attract many tourists and was known throughout the state as a tourist "mecca". In spite of poor transportation, Bandon's beaches, scenery, and hunting and fishing opportunities were a powerful magnet for visitors. Bandon's population reached an all-time high of 1803 in the 1910 census, and the community's optimism reached its zenith in 1913 and early 1914. Coal mines dotted the lower Coquille River valley and coal was shipped via Bandon to San Francisco. Several exploratory oil wells were drilled but only natural gas was discovered. There was also a resurgence in black sand gold mining on the beaches, the activity which had attracted the area's first settlers. As Bandon entered the new year of 1914, it was still a frontier community, but it was beginning to assume some of the characteristics of a stable city where people settled, put down "roots", and planned for the future.

This transition in community identity is shown forcefully in the following statistic: in 1914 Bandon had nine churches and nine saloons!

Bandon's growth was abruptly, though temporarily, halted on the night of June 10-11, 1914.

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A severe fire, beginning in a defective chimney, swept the eastern portion of the waterfront business district and consumed a major portion of it. Over \$200,000 of loss was sustained when 21 structures were destroyed in a block-long area north and south of First Street from just east of Bandon Avenue to Cleveland Avenue. The local harbor tug and the river steamer "Dispatch" helped fight the fire by pumping water from the river. In a desperate move to control the fire, fire fighters dynamited some buildings. See Map 1 for the extent of the fire and Drawing 1 for the western boundary of the fire in relation to the commercial structures on the western end of First Street. The fire easily traveled from building to building over the piling-supported wooden docks, roads and walkways. Although a major portion of the city's business district was destroyed in this fire, merchants and residents quickly rebuilt with attractive contemporary structures. By 1920 Bandon's population had recovered to 1440 and the city was once again a bustling, growing community.

The decade of the 1920's saw several important changes in the city's infrastructure and transportation network. Photograph No. 4 shows the western edge of Bandon's waterfront just prior to these changes. Starting about 1920, and continuing for several years, a Port of Bandon-owned suction dredge filled in the lowlying areas of the town from Oregon Avenue east to Ferry Creek (Fillmore Avenue), from the river channel south to the present location of Highway 101 and the foothills south of town, and under most of the piling-supported structures north of First Street from the intersection of First Street and Edison Avenue to the intersection of First Street and Alabama Avenue. The filling operation was accomplished in stages. Spoils outflow from the dredge pipeline was contained and allowed to settle and drain in specific areas by the construction of a series of piling and plank bulkhead "pens". As the filling progressed, foundations under piling-supported buildings were replaced with pier-and-post or spread footings, utilities were laid in streets, dirt streets,

Photograph No. 5 shows an improved First Street looking northwest toward the Breuer Building, and Photographs No. 6 and No. 7 shows the Breuer Building with some of the 1920's fill evident under it and in the adjacent vacant lot. Note the infrastructure transition in both photographs evidenced by a combination of dirt and planked streets and wooden and concrete sidewalks.

Until the late 1920's Bandon was still dependent upon the Coquille River and the Pacific

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Ocean for its vital transportation links. In the late 1920's, an all-weather road was completed to Coquille. This road spelled doom for the many river boats which plied between Bandon and Coquille. However, even in the late 1920's direct transportation between Bandon and the Coos Bay area was difficult. It required a ferry transit across the Coquille River one mile upstream from Bandon and a torturous trip on the Seven Devil's Road (portions of the Old Randolph trail) to Empire and the Coos Bay Area.

Bandon began the depression era of the 1930's with a respectable population of 1516 but it suffered far worse than most communities before the decade was over. Since it's economy was primarily resource or raw material based (timber products, fish, agricultural products), it suffered from the nation's virtual halt in home building and general drop in consumer consumption and the resulting demand for finished goods. One of Bandon's two banks failed and the other tottered on the edge of insolvency for several years. The price of prime, old growth timber dropped to below \$1.00 per 1000 board feet; commercial fishermen received \$.01 per pound for 40 pound Chinook salmon; and dairy farmers were forced to pour their milk on the ground or feed it to hogs because of the greatly reduced demand for it. The Roosevelt Administration's public works and assistance efforts did not have a significant impact in the Bandon area because projects were not located nearby. Although not felt in Bandon at the time, the Roosevelt Administration's bridge building activities elsewhere along the Oregon Coast and subsequent improvements to the Roosevelt Highway (Oregon Coast/U.S. 101) provided an essential transportation link for Bandon after the depression years.

Bandon's marginal depression economy was brought to it's knees on September 26, 1936 when a logging-generated fire east of town spread out of control. Aided by easterly winds, high temperatures and extremely low humidity, it raced westward toward Bandon. By the time the fire burned itself out in the driftwood along the beach, it had destroyed 450 homes, 50 commercial businesses and left 1500 people homeless. The fire wiped out all but 16 of approximately 500 buildings in the City of Bandon. The City's assessed value dropped from \$786,000 to \$262,000. Since it had a general obligation bonded indebtedness of \$280,000, it was theoretically bankrupt. See Map 1 for the location of the business buildings which survived the fire. Prior to the fire, the City had occupied an area of 900 acres. After the fire a "Plan For a New Bandon" was developed in conjunction with State Planners which

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would rebuild the city on 450 acres, thereby conserving roadways, utilities and other infrastructure. This plan was very controversial and never implemented. Many homeowners collected their fire insurance, abandoned their fire-scarred lots to the tax collector and rebuilt on the periphery of the city. Bandon began to rebuild and sprawl. It would never again have one central business district.

Between 1936 and 1945 Bandon recovered from the effects of the depression and the disastrous 1936 fire. Until 1942, the recovery was very slow; Bandon's population was only 1004 in 1940. After the United States entered the war in 1942, recovery accelerated. War requirements placed strong demands on the timber industry and the market improved for fish, dairy products and agricultural commodities. The area suffered a shortage of labor during World War II because of participation of younger men in the armed forces and the movement of many workers out of the area to high paying jobs in defense plants.

Bandon participated in the post-war "boom" period of 1945 to 1970. In 1950 the city's population was 1212; in 1960 it was 1653; and in 1970 it was 1832. Bandon's "boom" was associated primarily with the timber industry, partly because this industry underwent a technological transformation during this period. The area had the large Moore Mill operation, Perry Veneer, Rogge Lumber Company, Aberdeen Plywood, their logging operations, and many small gyppo mills and loggers. Timber stumpage and finished lumber prices increased dramatically during this period. Logging operations used more efficient heavy equipment and mills adopted technological improvements to increase worker productivity and raise per-shift "cuts". Tugs and barges began to replace steam schooners for ocean transportation of lumber in the late 1950's for economic reasons, and by the 1970's it was becoming more economical for Bandon-area mills to transport lumber to Coos Bay area by truck for shipment by larger vessels or by rail. The period 1945 to 1970 also saw the creation of a second business district for Bandon. The city's commercial activities began a "strip" development along Highway 101 on the southern edge of the town and this development was known as "Uptown". By 1970, the historic "Downtown", or "Old Town", business district had begun to fall into disrepair.

The decade of the 1970's witnessed a continued transition in Bandon's economy. In 1970, the city's population was 1832 and in 1980 it was 2311. This decade saw the beginnings of

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the eventual decline in the timber sector of Bandon's economy: scarcer supplies of old growth trees, depletion of smaller tracts of privately owned timber, higher timber prices and continuing inflation. The gas shortage of the early 1970's depressed the city's tourist business for several years. In the late 1970's a consensus developed in the community that tourism could be promoted as a viable alternative to a perceived long-term decline in the timber industry. Many citizens, civic groups and civic leaders urged a return to an emphasis on the city's historical "roots"--Old Town, the original business district--to promote the tourist industry. Federal, state and other grants were received for street projects, parking, landscaping, historical signage and private building improvement loans. Many buildings were restored, renovated or repaired. Bandon was once again becoming a tourist mecca as it had been between 1910 and 1913. During this period, Bandon's transition from total dependance on the timber industry was assisted by the beginnings of what was to become a large influx of retired persons, principally those from California. During this decade, commercial water transportation of logs and finished lumber on the Coquille River and across the Coquille River bar ceased to exist and the Bandon harbor became solely a pleasure boat and commercial fishing boat harbor.

The period from 1980 to the present (1992) has seen a continuation of the changes which started in the previous decade. The recession and high interest rates of the early 1980's sealed the fate of the timber industry as a major part of Bandon's economy. The city continued its transition from a resource-based, raw material-production community to a cultural, retirement and tourist-oriented resort community. Many fine costly homes were constructed by new resident-retirees, and property values, particularly for those properties with ocean or water views, increased dramatically. The city restored its Community Center and added a small Convention/Performing Arts Center. Service businesses multiplied and a new shopping center was developed. The city now actively promotes tourism by regional advertisements and the encouragement of festivals and other special community events. The city has some of the finest restaurants in Coos County and new motels have been constructed. Bandon has a nice city park and visitors have easy ocean access through several State Parks close to the city. The Bullards Beach State Park, just north of Bandon across the Coquille River, is one of the most popular state parks on the Oregon Coast. The positive effects of Bandon's "Old Town" restoration was enhanced by the construction of a new Port of Bandon Boat Basin in 1983. Photographs No. 29 through 34 document the

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Boat Basin, "Old Town" Bandon and "Uptown" Bandon as they appear today.

The Breuer Building is shown in Photographs No. 11 through 28. As will be discussed later in this Statement of Significance, the Breuer Building is becoming an increasingly important increasingly important resource for the community of Bandon. It is the only building left which spans Bandon's total transition from a frontier community to a modern resort community, a community which is now preserving, emphasizing and marketing its historic past.

Michael Breuer, 1859 - 1952:

Michael Breuer was born in Austria-Hungry in 1859. At the age of 15 he began what was to become his lifelong work when his family apprenticed him to a shoemaker. During his teenage years he was drafted into the Austrian army but deserted the army in 1880 at the age of 21. For obvious reasons, he immediately left Austria and migrated to the United States in 1881. He married Josephine Andrachofsky in 1882. In 1886, he and Josephine made their way to the upper Coquille valley from the Coos Bay area over the famous Isthmus Slough-portage-Beaver Slough route and homesteaded east of Myrtle Point at Indian Creek on the Middle Fork of the Coquille River. His fierce desire to improve his economic status manifested itself early in his life. While operating his homestead ranch, he found time to help build the first road from Myrtle Point to Roseburg, built and operated a water powered grist mill near the homestead and, in 1894, opened a cobbler's shop in Bandon. For several years he cobbled shoes in Bandon during the week, ran his homestead and grist mill on weekends and walked the 25 miles between the two operations twice a week! Michael and Josephine had seven children: Victor, Ilona, Albert, Joe, Irene, Josephine and Otto. Wife Josephine died in 1932, and Michael died in 1952 at the age of 93. Between the Bandon fire of 1936 and Michael's death in 1952, daughter Josephine kept house for him in living quarters on the second floor of the Breuer Building.

On March 12, 1895, Michael purchased Lot 1 of Block 2 of the Town of Bandon from pioneer land barons George and Fanny Dyer for the sum of \$100. This property was located southeast across the intersection of First Street and Douglas Avenue (not opened) from the future site of the Breuer Building (see Map 1.) This property contained some type

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of cobbler shop facilities which Michael used to pursue his trade but it cannot be determined the nature of the living facilities associated with it. Michael sold the property to James M. Langlois in 1905, the year the Breuer Building was built. More information about the Breuer family's Bandon residences will be presented later. Although Michael Breuer was not a Bandon civic leader, there is some evidence he did participate in community affairs shortly after his arrival in Bandon. In 1899 he and John Chase, manager of the Bandon Woolen Mill, decided there should be a place for sailors besides saloons. These gentlemen rented the lower part of a building owned by David Stitt, publisher of the "Bandon Recorder" and established Bandon's first library. Adam Pershbaker of Parkersburg donated lumber for shelves and many books were donated. Breuer and Chase also furnished light and heat, Breuer's young son Vic tending the fires. The little library worked on the honor system--no librarian or custodian. Borrowers wrote names and titles on paper on the wall when they obtained books. When books began disappearing, the project was abandoned.

On February 21, 1893, land barons George and Fanny Dyer sold Lot 1 of Block 1 of the Breakwater Addition to Bandon to Jennie D. Laughead for the sum of \$200. On November 8, 1900, Mrs. Laughead sold this property to Josephine (Mrs. Michael) Breuer for the sum of \$250. For some curious reason, ownership of this property remained solely in the name of Mrs. Breuer until her death in 1932. Michael Breuer practiced his cobbler's trade in his small annex to the Breuer Building from the time of its construction sometime after 1905 until his death. The main building was developed in 1905 as a retail store for "Boots, Shoes, and Gents Furnishings".

When the Breuer family moved from the upper Coquille River valley to Bandon and where, if anyplace, they lived temporarily is uncertain. The move could have been as early as 1895 when Michael purchased his first cobbler shop property. The family could have moved in 1905 and taken up temporary residence on the second floor of the Breuer Building when it was finished. In 1911 Michael acquired Lot 13 of Block A of the City of Bandon, and this is the probable location of the permanent Breuer family home. According to a old timer who arrived in Bandon in 1913, the Breuer family was living in a home near the central business district when he arrived.

Michael Breuer was a complex man. His personality, ethics and character left an indelible

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mark on the building he created and nurtured, and on the early history of Bandon. Many adjectives could be used to describe him: autocratic, fiercely independent, ambitious, hard working, conservative and distrustful of government authority. Very likely, much of his early personality was shaped by the necessity for him to enter the labor market at an early age, by his conscription into and desertion from the Austrian Army, and by his arrival into the United States as a penniless immigrant. He was scrupulously honest in his business affairs and demanded high standards of conduct from himself and his family. In spite of this, his business contemporaries considered him gruff, withdrawn and anti-social. In short, he lived only to work.

His appetite for work was first manifested in the years following 1894 when he opened a cobbler's shop at Bandon. During the weekends he worked on his homestead and operated his grist mill in the upper Coquille River Valley. On Sunday evening he would leave home and walk 25 miles over Lampa Mountain to Bandon, arriving in time to open his cobbler shop on Monday morning. On Friday evening, he made the 25 mile trek back over Lampa Mountain, arriving at the homestead on Saturday morning ready to put in a full weekend's work.

Michael's distrust of government likely had something to do with the fact that the Breuer Building property was acquired in his wife's name and the building itself was owned by his wife until her death. Michael's distrust manifested itself again about 1910 when he disagreed with the City of Bandon over a city street assessment made against the Breuer Building property. Despite his stubborn protest, the City proceeded with a lien on the property in 1911 and sold it to Chris Rasmussen in 1913. Michael reluctantly capitulated on November 22, 1914 and paid the lien before the period of redemption had expired.

Although Michael was a successful, prosperous merchant and could easily afford to purchase wood for his cooking and heating needs, he, nevertheless, frugally saved a dollar whenever he could. He floated abandoned logs from the Coquille River to a spot under the Breuer Building on very high tides, cut them up for wood at night and transported them through the streets of Bandon by wheelbarrow to his home. He also didn't trust the quality of the city's water system. A spring under the Breuer Building provided all of his drinking and cooking water needs.

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Michael's independence and self reliance was shown clearly during the 1936 Bandon fire. The city's fire trucks burned before they could be used effectively, and the city's wooden water mains were destroyed early in the blaze. The fire burned up to the Breuer Building, and that building would have burned also if Michael had not organized a bucket brigade with family and neighbors to transport water from the nearby Coquille River and keep the building's roof and sides wet. Sometime between the death of his wife Josephine in 1932 and the destruction of the family home in the 1936 fire, Michael took up residence on the second floor of the Breuer Building and his daughter Josephine kept house for him.

As a young boy of ten or eleven years old, the author (Carl Sandstrom, Jr.) has some vivid recollections of Michael Breuer. The author would tag along when his father took shoes to Michael for half soles or other repairs. Michael was then 90 years of age and still worked from daylight to dark in his cobbler shop. He was stooped with age, gruff, wore a long leather apron and he perched his glasses on the tip of his nose. He was a very intimidating person for a young boy to meet. Yet, he was a no-nonsense, ethical, very competent craftsman. The smells of leather, oil and rubber which permeated his shop will always remain in the author's memory.

Michael toiled at his cobbler's bench until the day he died. For many years, Michael kept a large safe in his cobbler's shop. Only he knew the combination and the safe's contents. Shortly after his death the safe was forced open. Because of the mystery surrounding the safe over many years, the opening was attended by Treasury Department representatives, the F.B.I and local law enforcement officials. In 1933 the United States went off the gold coin standard and adopted the gold bullion standard. Under the gold bullion standard, no circulation of gold in any form within the United States economy was permitted and gold was available solely for needs of industry and to settle international transactions. In 1933 the United States government called in all gold coin, gold bullion and gold certificates (certificates directly redeemable in gold; also known as "Goldbacks" to distinguish them from "Greenbacks"). What did Michael's safe contain?? Gold bullion, gold coin and goldbacks! Michael's distrust of governments and their commitments to honor paper promises continued to the end of his life.

The Breuer Building. 1905 - 1992:

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The Breuer Building is significant under National Register criterion A because it has contributed to the broad pattern of Bandon's history. It made this contribution in four specific ways:

1. It represents the optimism and determination of early pioneers.
2. It is the sole intact survivor of Bandon's early commercial history.
3. It's existence has spanned a period of total transformation in the city.
4. It has been in continuous use for the purpose for which it was built, retail trade.

These statements will be discussed in more detail in the paragraphs which follow:

Although the first settlers in the Bandon area were drawn by gold, those who followed saw the area's other potentials: harbor, river crossing, trade, timber and transportation. They realized that with hard work, determination and a modest amount of good fortune they could achieve their personal and economic dreams here. The initial settlement was constructed on pilings in the Coquille River estuary because it was the only place to build that took full advantage of the area's water transportation potential. Michael Breuer approached his relationship with the Bandon economy cautiously. Although he opened his first cobbler shop in Bandon in 1874, he still continued to "commute" to his home in Myrtle Point. By 1894, Bandon had a voting precinct, a post office, several industries, a newspaper, a good school, a lifesaving station and had been incorporated as a city. Between 1894 and his purchase of land for the Breuer Building in 1900, the lighthouse was built, the jetties were constructed, a large woolen mill was built, a large sawmill began operation and plans were made to fill First Street from the hill. These events were enough to cause Michael Breuer to risk his and his family's future on the future of Bandon. He made a then-substantial investment in the Breuer Building, built a home and moved his family from the upper Coquille River Valley. The Breuer Building stands today as a testimonial of the "gamble" he made on the future growth of Bandon and his confidence in his own abilities.

The Breuer Building is significant in the broad pattern of Bandon's history because it is the sole intact survivor of the city's early history. The Robertson Building (originally the City

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Hall/Jail/Fire Hall) just to the west is generally considered by local historians to be several years older than the Breuer Building, but it has been modified and enlarged to the point where its historic fabric has been totally destroyed. The Breuer Building escaped the 1914 fire by a comfortable margin. See Map 1 and Drawing 1. With very few exceptions, the buildings which survived the 1914 fire, and those which were built subsequently, were destroyed in the 1936 fire. The Breuer Building was one of these rare exceptions. Michael Breuer saved his building with his family bucket brigade and, in so doing, provided the buffer which saved the former City Hall immediately to the west. The fire came right to Breuer's doorstep. Note the burned fire truck and automobiles on the east side of the building in Photograph No. 8 and the devastation west of the building in Photograph No. 9. To this day, charred structural elements remain in the roof side of the attic. The few buildings which were survivors of the 1936 fire are marked and identified on Map No. 1.

The Breuer Building has also contributed to the broad pattern of Bandon's history because its physical existence has spanned a period of total transformation in the city. During its existence, Bandon changed from a small community of piling-supported, harbor-oriented roads and buildings in a crude frontier setting, through natural disasters and changes in transportation, to a thriving modern resort community. The Breuer Building was created for an intended purpose in a specific location because that is where the business community was centered in 1905. It was impacted by landfills, new streets and the resulting changes in traffic patterns and building foundations. It saw the commercial district shift from the historic waterfront to the new "Uptown". When this happened, the Breuer Building and other older structures along the waterfront became the city's "low rent district". During this period, the building housed a series of marginally-profitable shops, cottage industries and run-down apartments. Beginning in the late 1970's, when Bandon refocused on its historic Old Town past in response to a declining timber industry, the Breuer Building and other older waterfront structures began to regain their former position as viable members of Bandon's business community. In 1900 Mrs. Breuer paid \$250 for the lot upon which the Breuer Building was constructed. The building probably cost less than \$2,000 to build in 1905. At the time of its construction, it was one of the more valuable smaller buildings in the Bandon business community. During the bleak days of Old Town when the business community was shifting away, serious consideration was given on more than one occasion to razing the Breuer Building. Despite the fact that the building does require some repair

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and restoration, it's present owner paid \$170,000 for it in 1991 and considers it important enough to pursue its nomination to the National Register of Historic Places. In the last 87 years, the Breuer Building has, like waterfront Old Town, come full circle in its economic and functional worth.

Finally, the Breuer Building has contributed to Bandon's history because it is the only commercial structure in the city predating the 1936 fire which has been in continuous use for the purpose for which it was built. Michael Breuer conducted his cobbler trade in a shed-roofed annex attached to the west side of the main building. The main building itself was a retail store for the sale of "Boots, Shoes and Gents Furnishings". Sometime after the 1936 fire, Breuer phased out his retail operation in the main building but continued his cobbler trade in the annex. The ground floor of the main building was rented and, as was noted earlier, has been occupied by a series of retail tenants. As of the time of this writing (March 1992), the ground floor of the main building has been unoccupied for some time, however the new owner plans to operate the building as a book store after it is restored/and rehabilitated. Thus, the Breuer Building prepares to begin it's 88th year as a member of the Bandon business community.

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Carl Sandstrom (1907-1980) as told to Carl Sandstrom, Jr.
Carl Sandstrom, Jr.

National Register of Historic Places Nomination Form for Coquille River Life Boat
Station/Old Coast Guard Building, Bandon, Oregon, 1983.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

The nominated area is located in SE 1/4 NE 1/4, Section 25, Township 28S, Range 15W, Willamette Meridian, in Bandon, Coos County, Oregon. It is legally described as Lot 1, Block 1, Amended Breakwater Addition to Bandon, and is otherwise identified as Tax Lot 2400 at said location.

BOUNDARY JUSTIFICATION

The boundary is the historic boundary for the property excepting the property deeded (approximately 8.5 feet) to the city for street development.

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Continuation Sheet**

Section number Photos Page 1

The following information is submitted for all photographs (except for historic photographs):

Property: Breuer, Michael Building
Address: 460 West First Street
Bandon, Oregon 97411
Photographer: Steve L. Clay
Date: March 1992
Negatives: Steve L. Clay
833 Anderson Avenue
Coos Bay, Oregon 97420

Historic Photographs:

- Photo #1: Date: ca. 1905.
Bandon, Oregon
Approximately the intersection of present-day Elmira Avenue and First Street,
looking west along First Street.
Photographer: Unknown.
Photo: Bandon Public Library
- Photo #2: Date: ca. 1910.
Bandon, Oregon
Approximately 200 ft. east of present-day intersection of First Street and
Edison Avenue, looking east on First Street.
Photographer: Unknown.
Photo: Bandon Public Library.

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Continuation Sheet

Section number Photos Page 2

Photo #3: Date: ca. 1910.
Bandon, Oregon
About 500 ft. west of the present-day intersection of First Street and Edison Avenue, looking east.
Photographer: Unknown.
Photo: Bandon Public Library.

Photo #4: Date: ca. 1915.
Bandon, Oregon
View of western portion of Bandon's waterfront looking south from north bank of Coquille River.
Photographer: Unknown.
Negative: Steve L. Clay, 833 Anderson Avenue, Coos Bay, Oregon 97420
Note: Please see Photo #4 Supplement which is a machine copy of a larger photo orienting the reader to adjacent buildings.

Photo #5: Date: ca. 1915.
Bandon, Oregon
View from First Street looking northwest toward the Breuer Building, Perkins Building, City Hall and Fire Hall/Jail.
Photographer: Unknown.
Negative: Bandon Historical Society.
Note: Michael Breuer is leaning out of the doorway of the cobbler's annex watching what appears to be participants in a May Day Parade.

Photo #6: Date: ca. 1920.
Bandon, Oregon.
View from hill at approximately intersection of Douglas Avenue and Second Street (streets not open) looking northwest.
Photographer: Unknown.
Negative: Steve L. Clay, 833 Anderson Avenue, Coos Bay, Oregon 97420

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Continuation Sheet**

Section number Photos Page 3

Photo #7: Date: ca. 1920.
Bandon, Oregon.
Intersection of First Street and Edison Avenue looking east on First Street.
Photographer: Unknown.
Photo: Bandon Historical Society

Photo #8: Date: September 1936.
Bandon, Oregon
East elevation of Breuer Building immediately after the fire.
Photographer: Unknown.
Photo: Bandon Historical Society.

Photo #9: Date: September 1936.
Bandon, Oregon
Five hundred feet southwest of intersection of First Street and Edison Avenue
looking northeast immediately after the 1936 fire.
Photographer: Unknown.
Photo: Bandon Historical Society.

Photo #10: Date: ca. 1960.
Bandon, Oregon
Aerial view over center of Coquille River in west Bandon, looking southwest.
Photographer: Unknown.
Negative: Steve L. Clay, 833 Anderson Avenue, Coos Bay, Oregon 97420.

Exterior Photographs:

Photo #11: View of front or south face of building from First Street.

Photo #12: View of entry bay in storefront.

Photo #13: View of the site and structure looking northwest from First Street.

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Section number Photos Page 4

Photo #14: East elevation.

Photo #15: Northeast corner of building.

Photo #16: North elevation from water's edge.

Photo #17: Northwest corner of the building.

Photo #18: West elevation.

Photo #19: West elevation of cobbler's annex addition.

Photo #20: Detail of false front at cobbler's annex addition.

Photo #21: Detail of openings at false front of cobbler's annex addition.

Interior Photographs:

Photo #22: Interior view looking northeast at first floor of main building.

Photo #23: View looking southwest at main floor of main building.

Photo #24: View looking northwest at second level of main building. Stairway opening to right.

Photo #25: View looking south at second level of main building. Stairway opening to left.

Photo #26: View inside cobbler's annex addition looking southeast toward the false front facade.

Photo #27: View to northwest inside of cobbler's annex addition.

Photo #28: View of interior at northwest corner of cobbler's annex addition.

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Section number Photos Page 5

Surrounding Area:

Photo #29: View to the west toward the Breuer Building (behind tree). The bar is in the far right of the photo at the horizon line. Photo was taken from the public dock.

Photo #30: View to the east from the public dock along the waterfront. Moore Mill Truck Shop is in the distance on the left side of the photograph.

Photo #31: Entrance to Old Town from Highway 101, east end of Second Street

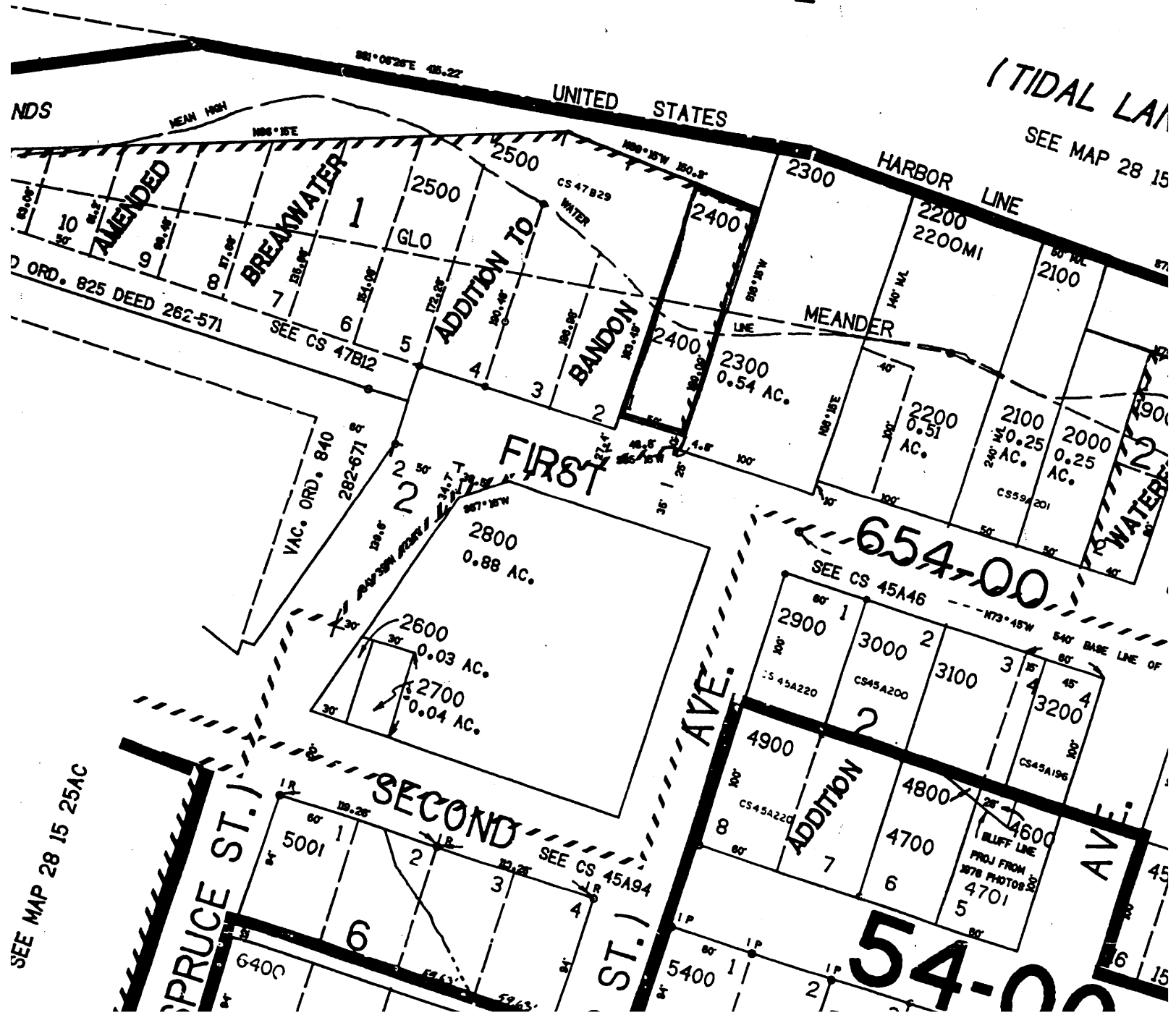
Photo #32: West end of Second Street looking east in Old Town.

Photo #33: Center of uptown looking south at Highway 101.

Photo #34: South end of uptown looking north toward Old Town at Highway 101.

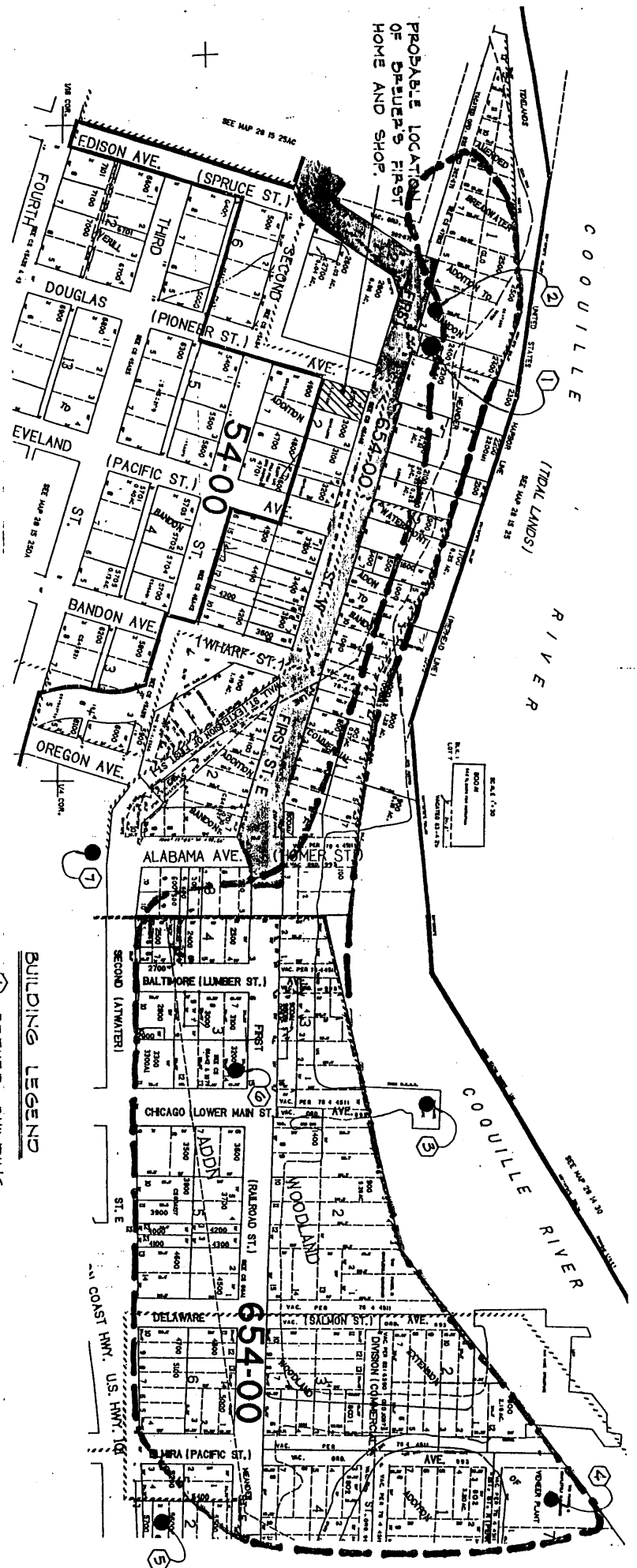
THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY.

COQUILLE



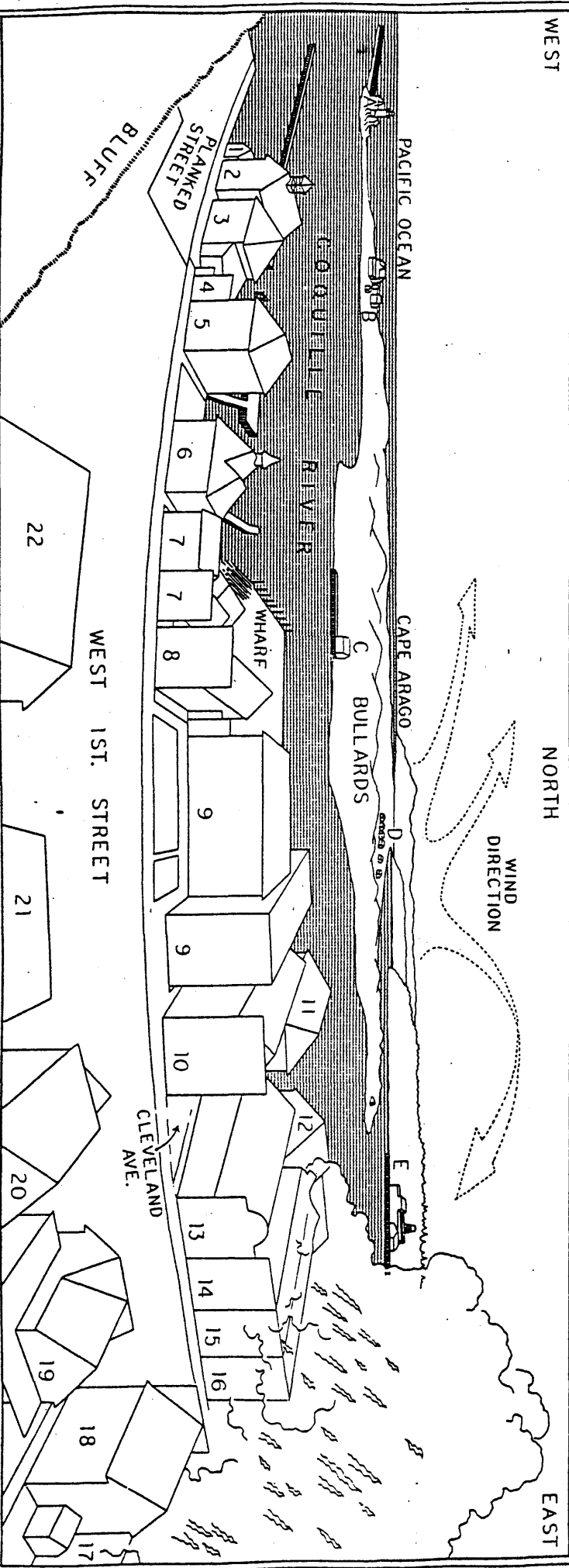
- LEGEND**
- ☐ DESTROYED IN 1914 FIRE.
 - SURVIVED 1936 FIRE.
 - ▭ PILING-SUPPORTED PLANK ROADS, UNTIL ABOUT 1920.
 - ▭ PLANK ROADS, PARTIALLY PILING-SUPPORTED, UNTIL ABOUT 1920.
 - ▭ FILLED W/ EARTH BY FLUME FROM BLUFF TO SOUTH, ABOUT 1900.
 - AREA FILLED BY PIPELINE OUTFALL FROM PORT OF BANDON SUCTION DREDGE; DONE OVER SEVERAL YEARS, STARTING ABOUT 1920.

- BUILDING LEGEND**
- ① BREWER BUILDING
 - ② ROBERTSON BUILDING
 - ③ MOORE MILL TRUCK SHOP (FORMERLY: NESTLE CONDENSED MILK PLANT)
 - ④ PERRY VENEER
 - ⑤ COAST LUMBER YARD
 - ⑥ GRANBERRY SWEETS (FORMERLY: STEPHAN BUILDING)
 - ⑦ FIRST NATIONAL BANK OF BANDON



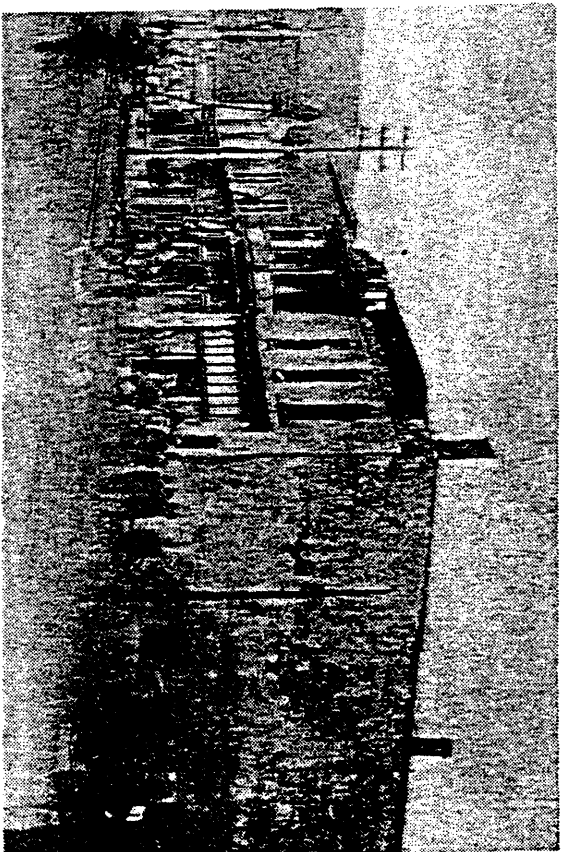
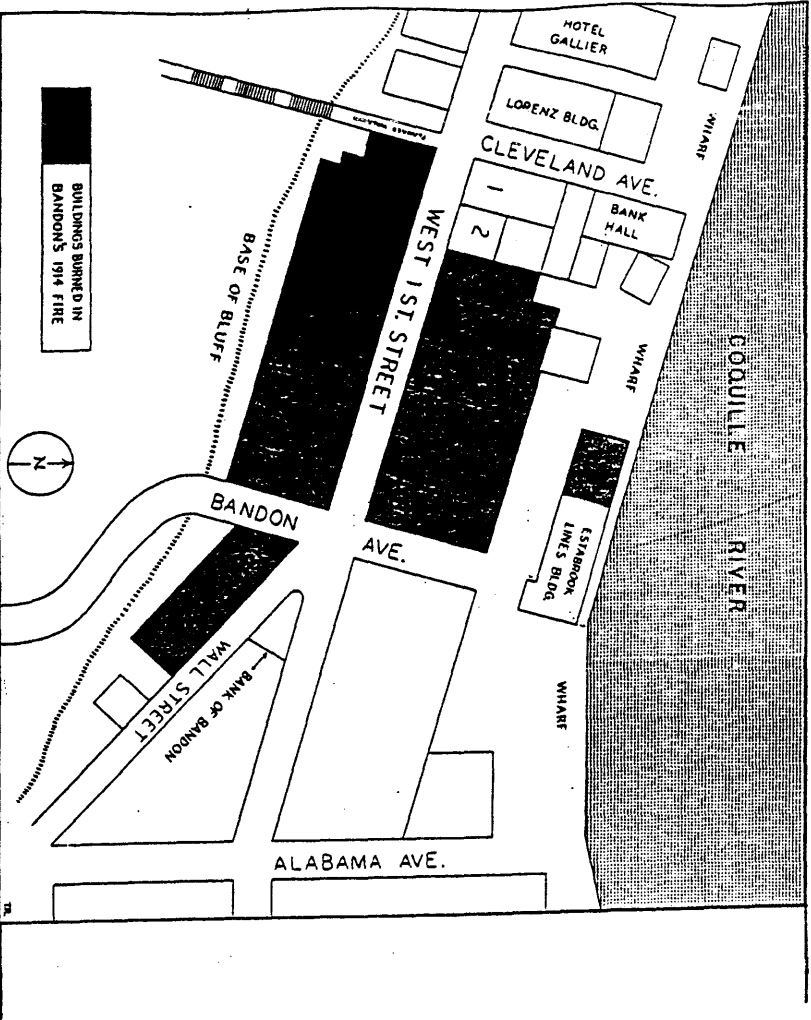
MAP 1

1. City Jail
2. City Hall
3. Perkin's Building, French Dry Cleaning and Pressing Works
4. Cobbler Shop
5. Dreuer Building
6. U. S. Lifesaving Station Boat House
7. Wheeler Photographic Studio
8. Hotel Gallier Extra Rooms
9. Hotel Gallier and Annex
10. Lorenz Building-Jim Mars (Pool Hall, Card Room, & Cigar Store)
11. Bank Hall
12. Estabrook Lines Building
13. Bandon Shooting Gallery, the Agate Confectionary and Cafe
14. H. Morrison Millinery Store, Barber Shop
15. Lowe's Drug Store
16. Trowbridge's Drygoods, Clothing
17. Hartman Bowling Alley, Pool Hall, Javitz Clothes Store
18. Bandon Recorder
19. Dyer Home
- A. Lighthouse
- B. Lighthouse Keeper's House
- C. U. S. Government Warehouse for Jetty Operations
- D. Brownsville
- E. Cody Mill, later Moore Mill



DRAWING NO. 1

The 1914 fire began at midnight on June 10 in what was believed to be a defective chimney of the L. N. E. Restaurant. The restaurant, which was located in the Dyer Building, had been condemned by the City Council as a firetrap two weeks earlier. It was believed that the fire was extinguished and no alarm was sounded. At 3:00 a.m. on June 11, the fire broke out again. The steam schooner *Speedwell* was alerted and sounded a general alarm. Unfortunately the *Speedwell*, which carried equipment which could have put out the fire, proceeded to sea. No one anticipated the serious conflagration which destroyed the major part of the waterfront district in a matter of hours. Although the tug *Kithyam* and the Life-Saving Service from the nearby station finally put out the fire, residences and businesses in Bandon, poorly insured, suffered extensive damage.

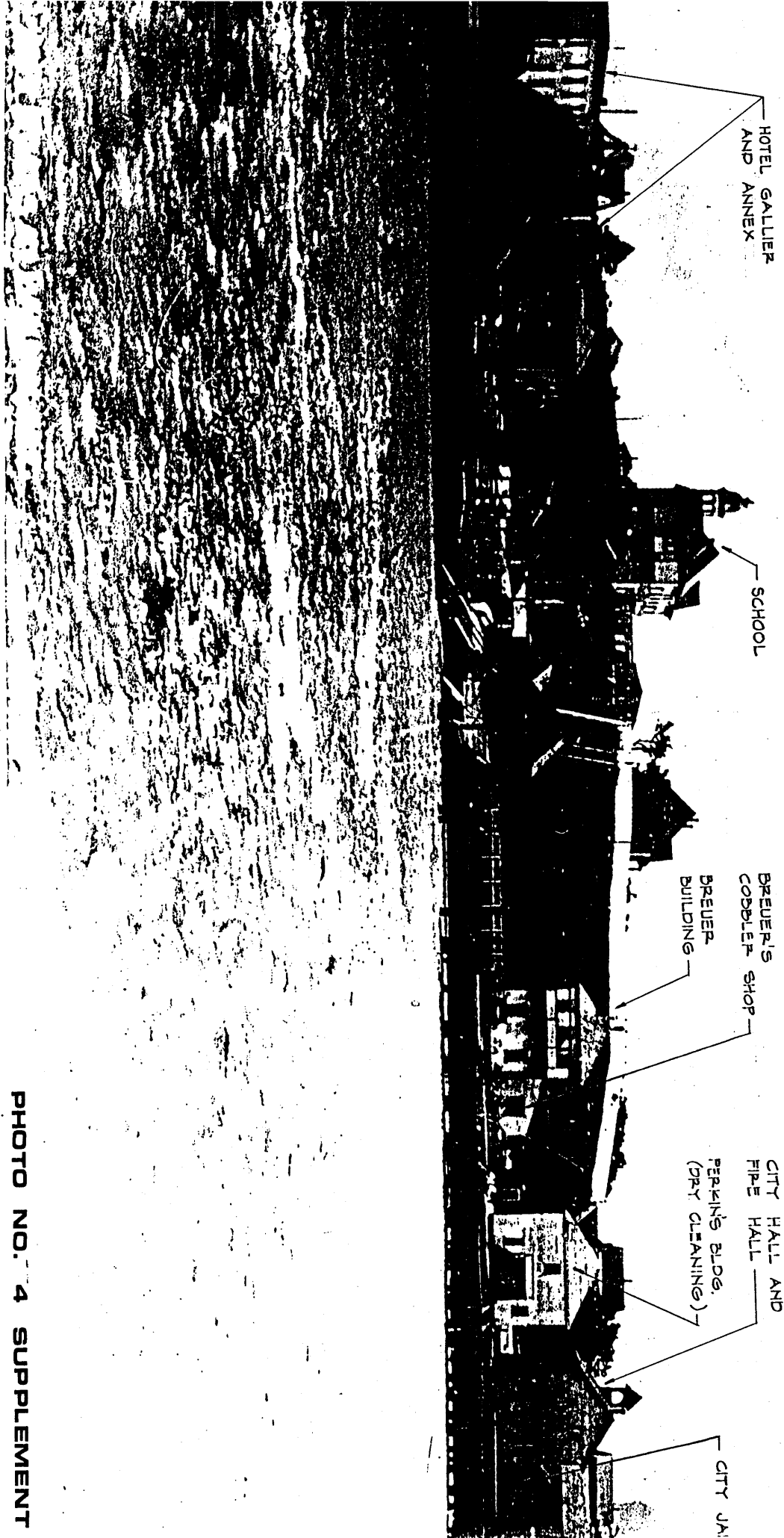


A view of the two damaged buildings on the north side of West First Street. The Trowbridge Building at right was constructed of concrete and was instrumental in stopping the westerly spread of the fire. These two buildings appear at the right in the panoramic poster.

The sky was the limit by 1912. Always known for its fine beaches and breathtaking landscape, Bandon found itself an important Oregon resort town. Over nine thousand visitors registered at the Gallier Hotel in that year. Burgeoning tourism and the industries surrounding the township encouraged land speculators and other investors.

Optimism about Bandon's great future reached its zenith in 1913 and 1914. Coal mines honeycombed the richly timbered hills on the lower Coquille. Oil wells were drilled and there was a resurgence of interest in the black sand gold which had attracted the original settlers in the 1850's.

That the railroad never made it to Bandon made little difference. The Coquille, often congested with riverboats and other vessels, was Bandon's roadway. Steam schooners going to San Francisco and Portland regularly stopped in the port of Bandon where there were nine churches and just as many saloons.



HOTEL GALLIER
AND ANNEX

SCHOOL

BREUER'S
COBBLER SHOP
BREUER
BUILDING

CITY HALL AND
FIRE HALL
(PERKIN'S BLDG.
(DRY CLEANING))

CITY JAIL

PHOTO NO. 4 SUPPLEMENT