

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number \_\_\_\_\_ Page \_\_\_\_\_

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Marshfield Hotel Coos County, OREGON  
84002971

ADDITIONAL DOCUMENTATION APPROVAL

 1-26-94

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National Register of Historic Places  
Continuation Sheet

DEC 13 1993

NATIONAL  
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Section number 10 Page 1

MARSHFIELD HOTEL (1925-1928)  
(TIOGA HOTEL)  
275 Broadway  
Coos Bay, Coos County, Oregon

NRIS NO. 84002971

Listing date: 3-22-84

The purpose of this continuation sheet is to point out that the location of the Marshfield Hotel was mismarked on the map accompanying the original submittal of 1984. Accompanying this is a corrected USGS Topographic Quadrangle annotated with appropriate UTM coordinates.

The correct UTM coordinates are as follows.

USGS Topographic Quadrangle: Coos Bay, Oregon 1:24000

Z10 E401800 N4802260

The registered property is located in SW 1/4 Sec. 26, T.25S., R. 13W., Willamette Meridian, in Coos Bay, Coos County, Oregon. It is legally described as Lots 1, 2 and 6 of Block 9, Original Plat of Marshfield. It is otherwise identified as Tax Lot 2900 at said location. The area encompassed is 0.23 acres, more or less.

  
Deputy State Historic Preservation Officer

DATE: December 1, 1993

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

**1. Name**

historic Marshfield Hotel

and/or common Tioga Hotel

**2. Location**

street & number 275 Broadway

N/A not for publication

city, town Coos Bay

N/A vicinity of Fourth Congressional District

state Oregon

code 41

county Coos

code 001

**3. Classification**

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

**4. Owner of Property**

name Mr. George Luoma  
Mr. William E. Markham

street & number P. O. Box 1608  
P. O. Box 300

city, town Roseburg  
Riddle

N/A vicinity of

state Oregon 97470  
Oregon 97469

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Coos County Courthouse

street & number N/A

city, town Coquille

state Oregon 97423

**6. Representation in Existing Surveys**

title None has this property been determined eligible?  yes  no

date N/A N/A federal N/A state N/A county N/A local

depository for survey records N/A

city, town N/A

state N/A

## 7. Description

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

### Describe the present and original (if known) physical appearance

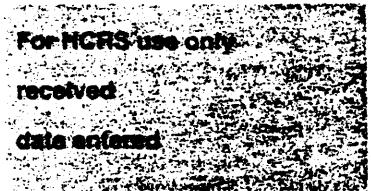
The Marshfield Hotel was constructed in Coos Bay, (formerly named Marshfield) from 1925 to 1928, and planned as a first-class tourist hotel and community center. The building was not completed until 1948, when, after a twenty year period of abandonment, a Portland businessman chose to continue where his predecessors had stopped. The nine-story hotel is one of several reinforced concrete hostleries erected in major cities and towns throughout Oregon in the years before the Depression. The style of the Marshfield Hotel reflects strong elements of the Commercial style in its symmetrical, vertical fenestration, level skyline, and straight front. The windows are rectangular and very little ornament is applied to the fenestration. The most modern materials of the architect's day are combined with the use of Renaissance and Classical details to create a unique building. The architects rendering shows a planned division of the hotel into three parts: base, shaft and capital. In the base portion of the structure were to be housed retail shops. They are included today. The exterior wall treatment of the base was to include rustication of concrete, terra cotta, hood moulding over arches and keystones, all providing a massive solid appearance to the base. Because the building was not completed, the arcading effected by the seven bays across the facade and along the north elevation survived in form only to show the artists intent. The fenestration for the shaft portion of the hotel was completed as the plans indicated. The capital portion of the building includes the pilastered Ionic columns, medallions, cornice moulding and garlands specified in the drawings. A parapet surrounds the building at the top and two concrete urns remain, just visible on the skyline. The Marshfield Hotel measures approximately 100 by 100 feet and contains seven office/shop spaces on the ground floor including Coos Bay's Greyhound Bus Depot. The environmental attributes of the building include its central location in the heart of the business area of the community, and its position on Highway 101, the major south-north transportation route along the Oregon Coast. The nine-story hotel is visible from great distances to either the north or the south and its prominence on the skyline have given it a landmark profile in western Oregon.

The integrity of the hotel is assessable in stages. The primary structure was left approximately three-fourths completed in 1928. Twenty years later, new owners added windows, and completed the interior of the building. In 1964, new owners took over the hotel and painted, rehabilitated the interior rooms, and made fire and safety additions. The exterior remains as it was left fifty-three years ago. For the most part materials used in the completion of the building after World War II remain intact. The current ownership has not compromised the accomplishments of either of the former periods of the hotel's existence. Approximately 100 rooms remain; a few have been combined to form small apartments. The mezzanine floor, long in use, is currently closed to the public, but retains all its former attributes.

The Marshfield Hotel is located in Township 25 South, Range 13 West, Section 26. The Tax Lot number is 2900 and the Assessor's Plat reference is 25-13-26 CD. Located on Broadway (Highway 101) the building faces east looking over the body of water, and the town known as Coos Bay. All nine-stories plus a full basement

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are composed of steel reinforced concrete. Interior walls are constructed of hollow tile. Floors are also of poured concrete. The building is square in shape on the ground, and is comprised of a central tower and three-story rear wing, which was left incomplete to save money. The facade is distinguished by seven bays with rounded arches which are repeated on the north elevation. Three recessed entry areas provide access to the hotel, and large plate glass windows provide the shop front light. In addition to the central doors to the hotel lobby, four single doors enter the planned storerooms. Two doors enter the building on the north and one provides entrance on the west elevation. The hotel is bounded on the south by the Koski building; a concrete structure erected in 1926. A parking area is at the rear.

The arches were not left open as the architect planned, but boarded over by workmen when the building was completed in 1948. Wood windows, which were placed in the building after World War II, have been replaced with anodized aluminum windows in a casement form. Photographs indicate the older windows were one-over-one, double-hung windows. No other changes in the shaft portion of the building have been made. A simple sill remains the only relief on this portion. The spandrels on the facade are completely plain. A moulded belt cornice divides the shaft from the capital section of the hotel. The top two stories of the building contain all of the building's ornamentation. Included are pilastered Ionic columns between windows, medallions which are alternately round and octagonal in shape, and which contain an urn and garland pattern. These medallions are quite possibly terra cotta. A garland relief joins the pilastered columns at the top. The frieze contains small rosettes and a dentil trim, and the boxed cornice is plain. Two urns remain atop the building. End windows on the second story from the top have cornices above them. Identical treatment is given to the north elevation of the hotel. On the south elevation the only relief appears as the cornice and belt cornice provide a shallow return.

The full basement of the structure was intended for use as a space for sample rooms to be employed by salesmen and additional shop space. The basement still houses three original boilers and water tank but has been used recently for storage. At one point in the building's history, the space was considered for use as a fallout shelter. A sump pump remains in excellent condition as does original copper piping.

The lobby is reached from the main entrance by a long central hall. Plaster or terra cotta murals remain at wall tops in the hallway. Linoleum tile floors provide a surface throughout the ground floor and mezzanine. The lobby was originally intended to be open through the center to the mezzanine floor. Completers of the building added a false floor or mezzanine filler in the uppermost section of the lobby.<sup>1</sup> The ceiling now measures approximately fourteen feet in height. Several large supporting piers measuring 27" by 45" support the structure above. Temporary partitions separate the Greyhound Bus operation from the rest of the hotel. Segmentally arched openings provide access to the stairwell, the central hall and to business spaces on the north side of

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the building. Businesses currently housed off the main lobby include the bus station, Christian Science Reading Room, hotel office space, and a restaurant and lounge. A beauty salon is located on the north side of the building near the lounge.

The stairwell is comprised of a dog-leg stair with linoleum tile covering over concrete treads. A cement or concrete baluster is topped with polished wood, and a wood rail exists along the wall.

The large mezzanine floor is composed of a ballroom, large lounge space, and extensive halls. The lounge was added in the late 1940s and took the space of intended separate banquet rooms. It is currently closed after an interior fire caused superficial damage. The ballroom is distinguished by a ceiling approximately eighteen feet in height. Particularly noticeable are partial vaults surrounding the ballroom walls. The vaults are separated by pilastered Doric columns which reflect a pattern established on the exterior of the facade. In the center of the room, in the ceiling, is a large octagonal bordered section from which chandeliers were originally to hang. Acoustical wall board in temporary partitions has been used to close off portions of the large floor from each other. The tile floor dates from the period of completion after World War II.

Large long hallways exist toward the east portion of the building. Original skylights remain, vaulted ceilings appear at the ends of the halls. Decorative medallions with classical designs, and apparently the work of L. L. Dougan remain in the upper hall.

There are approximately 105 rooms. Average ceiling heights in the rooms are 9'6" and typical spaces measure approximately 14'6" by 14'.

Changes which have been made to the Marshfield/Tioga Hotel have included repainting of the exterior in 1965; the cleaning and painting of all rooms, and the addition of the aluminum anodized windows in 1978 on the north and east sides. A few rooms have been joined to form small apartments. Mentioned earlier, partitions have been placed in the lobby to separate the bus station from the rest of the hotel, and partitions fill openings in the ballroom separating it from the lounge area.

A large top sign has been removed, and dilapidated marquees on the north and east elevations have been taken down. An interior stairwell was extended from the second floor to the ground and suspended ceilings have been included in the hallways to cover the sprinkling system and alarms.

The Marshfield/Tioga Hotel is able to effectively convey its historic associations despite the changes which have been outlined. It remains probably the tallest building on the Oregon Coast, and it expresses qualities from all three phases of its history. From the initial construction stage are left the

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basic structure, location and ornamentation which reflect the dreams of its creators. From the incomplete execution of the architects design is retained the bleak associations with the depression years. From the hotel's completion in 1948 and the flourishing years of the 1950s, are left the interior finishing details and materials. From the "modern" period (post-1964), the hotel has the consistent inclusion of retail shops on the ground floor which was consistent with early intentions, the addition of fire and safety equipment, painting and cleaning and carpeting of interior room areas, and general conservation of the exterior of the structure. Each part of the hotel's history is expressed in the aspects of its appearance and content. The Marshfield/Tioga Hotel remains the most prominent building in Coos Bay, and a significant structure in western Oregon, particularly along the coastal route.

<sup>1</sup>Stephen Dow Beckham, Correspondence, July 14, 1983.

# 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 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 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 type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1925-1928 **Builder/Architect** Houghtaling and Dougan

**Statement of Significance (in one paragraph)**

The Marshfield Hotel is significant to Coos Bay for its associations with the economic development of the city as well as its associations with the Great Depression and its effects on Coos Bay. It is additionally significant architecturally as a design of the prominent Portland firm of Dougan and Houghtaling. We feel it is eligible under criteria "a" and "c".

The Marshfield Hotel was constructed between 1925 and 1928 and planned as one of Oregon's first-class tourist hotels. Throughout the state, major towns and cities constructed distinctive reinforced concrete hotels to hopefully house great numbers of tourists taking advantage of improved roadways. In almost all instances the onset of the Great Depression ruined the dreams of community leaders who had invested heavily in the modern, innovative structures. The Marshfield Hotel was designed by a prominent Portland, Oregon architectural firm, comprised of L. L. Dougan and C. A. Houghtaling. The foundation was poured in September of 1925 and construction halted in 1928 when funding plans made it necessary to leave the structure approximately three-quarters finished. The building distinctly expresses the economic history of the town of Coos Bay, (Marshfield) Oregon, and with nine stories, remains a landmark in the community and probably the tallest building on the Oregon Coast. It is associated, by its existence, with many significant individuals throughout the northwest who chose to become investors and officers in the Marshfield Hotel corporation. As perhaps the last building on which the two architects collaborated, it stands as an important representative of the professional maturity of Mr. Dougan and Mr. Houghtaling, and of geographic versatility which characterized the firm.<sup>1</sup> A current search of other buildings designed by the firm shows this to be the only hotel executed together by the architects. Mr. Dougan is credited with one other hotel on which he worked independently.<sup>2</sup> The hotel is significant architecturally as possibly the tallest building on the coast, as the most important structure built in Coos Bay to 1925 and as a pivotal project in the careers of its architects. In the area of commerce, the Marshfield Hotel is significant as a tangible example of the economic prosperity which gave birth to the idea of construction, and of the devastation the Depression brought to communities across the country. The hotel stood unoccupied and incomplete for twenty years and became known locally as "the white elephant." It also served as a painful reminder to the sponsors and local businessmen whose firms were ruined with the project's failure. The building retains integrity of location and setting. Constructed on U. S. Highway 101 through Coos Bay (called Broadway), the hotel stands in the heart of the business area, approximately two blocks from the Coos Bay Mall. The integrity of the design also remains intact, although the building was not completed. The architects design was not compromised, but not finished. When the building was rejuvenated in 1946, the new owners put in windows, used more modern finishing materials inside the building, but did not make any alterations in the structure. Fortunately, exterior decorative details



# 9. Major Bibliographical References

See continuation sheet

# 10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Coos Bay, Oregon

Quadrangle scale 1:24000

UTM References

A 

1	0	4	0	1	7	8	5	4	8	0	2	3	4	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

The Marshfield Hotel is located on 1-6 in Block 9 of the town of Coos Bay, Oregon. The building fills the space of all lots and measures 100' x 100'. The Tax Lot Number is 2900.

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

state None code county code

state None code county code

# 11. Form Prepared By

name/title Kay Atwood

organization (for) Mr. George Luoma date July 21, 1983

street & number 102 South Pioneer telephone 1-503-482-8714

city or town Ashland state Oregon 97520

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

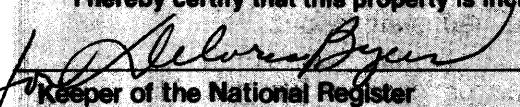
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National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

State Historic Preservation Officer signature 

title Deputy State Historic Preservation Officer date 2/16/84

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

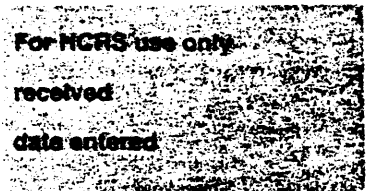
 Keeper of the National Register date 3/22/84

Attest: date

Chief of Registration

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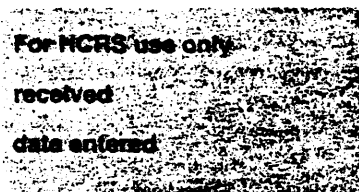
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were completed at the top of the building, and enough interior details completed to give some of Mr. Dougan's intended quality to the hotel. The owners who took the building in the late 1940s did not understand or enhance the designers intent, but they refrained from damaging what had been accomplished. The feeling and association of the hotel remains intact, primarily because it continues to serve Coos Bay in the same way it has since 1948 when it opened for the first time. Its exterior appearance lends the building its primary association with the mid-1920s and the plans that local individuals had for a leading hotel in the state of Oregon.

Coos Bay, a community on the southern edge of a navigable body of water, is on the coastal border of Coos County, located in southern Oregon. The large, irregular bay is fed by several rivers, creeks and sloughs and has been historically prominent for its ability to carry large ships. Gold was discovered on the ocean beach in 1851, and a small community called Empire City soon flourished. A custom house was established there in 1853, for Coos Bay had become a United States Port of Entry. Marshfield, located on the southern shore of the bay, was named in 1854 for the Massachusetts home of Daniel Webster. (On November 7, 1945, the people of Coos Bay voted to change the name of their town, Marshfield, to Coos Bay).<sup>3</sup> The town progressed rapidly with the building of lumber and ship construction facilities. Throughout the rest of the 19th century these two industries provided a solid economic background for the town.<sup>4</sup> World War I further boosted the economy, and lumber and shipbuilding were stimulated by the purchase of large quantities of lumber by England and France.<sup>5</sup> In 1914-1915, the completion of a Southern Pacific Railroad line from Eugene to the coast, and its connection with already built roads, made possible widespread transportation of logs, lumber, general freight and passengers.<sup>6</sup> By 1920, there were 242,000 board feet of lumber manufactured in Coos County. The year 1897 had seen 28,124,700 feet produced.

New shipping possibilities were threatened as Coos Bay's ship channel became increasingly unable to handle larger steam ships. New jetty construction and jetty restoration began in 1924, and steady improvements were seen in the economy. Port Orford cedar production and export was a new development which succeeded handsomely. With the booming economy and hopeful outlook, several important Marshfield businessmen gathered to plan a first-class hotel. Among these were, Benjamin Ostlind, A. E. Adelsperger, and W. J. Conrad, all highly successful lumbermen. Their primary hope was to provide an elegant location for tourists to stop on their scenic travels over newly completed roads.

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In 1916, the United States Congress passed the Federal Aid Act, providing aid to states for building roads, and the improvement of road systems began everywhere. Between 1910 and 1920, the number of registered automobiles in Oregon jumped from 2,493 to 103,790. By 1930, progress had accomplished in most areas of the state, but U. S. 101 from Astoria to the California State line remained finished in parts, and was still very poor from Newport to Coos Bay.<sup>7</sup> In 1924, the Roosevelt Highway, as the coast highway was called, was much in the news and minds of Coos Bay businessmen. In December, 1924, a group gathered to make plans for the erection of a large new hotel. The local paper reported:

"Next year will see the construction of a thoroughly modern and adequate hotel for Marshfield. . . At present the hotel capacity not only of Marshfield, but of other cities in Coos and adjoining counties is taxed to the limit throughout the summer months and a good deal of the time during the winter. . . The completion of the Roosevelt highway from the California line to the Umpqua River during the next two years will multiply by several times the number of strangers who will visit Coos Bay. . . It will undoubtedly become one of the principal stopping places for the great number of tourists who will flock to the coast route. . ."<sup>8</sup>

Reports of the progress of plans were recorded with great frequency in the press:

"The board of directors of the Marshfield Hotel Company elected at a stockholders meeting last night. . . was directed to proceed at once with preparations for the erection of a \$300,000 hotel building at the corner of Broadway and Market. Notices have been sent out to architects and the company expects to engage an architect for the building by the end of the week. . . Construction will probably start in the early spring so that the structure will be ready for occupancy in the late fall."<sup>9</sup>

Within two days of the above press report, J. E. Tourtellotte of Tourtellotte and Hummel, and C. A. Houghtaling of Houghtaling and Dougan arrived in Marshfield to confer with the directors of the hotel project regarding plans for the proposed building.<sup>10</sup>

The architectural firm of Houghtaling and Dougan of Portland, Oregon was selected for the job, and on December 29, 1924, the Coos Bay Times published a print of the designer's rendering for the new Marshfield Hotel on the front page of the paper. Excavation was set to begin in ten days and the paper described the new hotel quite specifically.

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"The building will be nine stories high and will contain 168 rooms. It will be 100' by 100' on the ground. The cost will be about \$350,000. It will be fireproof and will be the most modern hostelry on the coast with the exception of three recently put up which include the Biltmore in Los Angeles and the Benson in Portland.

The building will be constructed of reinforced concrete and will be faced with pressed brick and terra cotta. . . The structure is to be completed by the first of 1926. The ground floor will contain four store rooms and a 39' by 63' lobby which is to be finished in ornamental plaster and marble. There will be an entrance on each street. A mezzanine floor will cover three fourths of the foyer. . . The dining room will be 56 feet square and a 28 by 50 foot coffee shop will run from the regular hotel kitchen. The dining room will have a 27 by 40 foot dance floor. There will be three private dining rooms. Hair-dressing and other beauty shop facilities in the building will be exceptional.

In the building will be 126 bathrooms, each one with a tile floor and the best of plumbing. The interior wood finishing of the building will be done with Port Orford cedar. . ."11

During the first months of 1925, sponsors of the project began the task of obtaining funding for the new hotel. They were able to report \$150,000 collected by February, 1925, and indicated that construction hopefully would be started by about the first of April.<sup>12</sup> Bids were opened for the first time on April 1, 1925, and unfortunately were much higher than anticipated:

" . . . It was intimated that none of the bids would be accepted. . . The estimate set by the architect was \$325,000 and it is likely that the size of the hotel will be reduced to meet that figure. Present at the luncheon today was architect Dougan of the firm Houghtaling and Dougan, Portland. The general bids included tile, plastering, painting, terra cotta and roofing, but with other items would have run up the cost to almost \$500,000."<sup>13</sup>

Bids were set to be opened again on May 1, 1925. Excavation had been delayed while funds were being solicited, and the postponement of bid awards meant that construction would be late in beginning. Plans were adjusted so that the hotel would contain 110 rooms, leaving space for additional construction at a later time. Several months went by and finally bids were opened again early in July. On August, 1925, the Times reported:

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"Directors of the Marshfield Hotel Company met today at luncheon. . . and decided that work would begin immediately on the new hotel. . . The estimate of the building proper, excluding the lot and other expenditures is \$275,000. . . June 1, 1926 is set as the date for the grand opening of what will materialize into Coos Bay's greatest hotel. Excavating for the hotel building was completed yesterday. The steam shovel will be hauled out tomorrow and construction will soon be underway."<sup>14</sup>

By September 2, 1925, the paper was able to give a progress report:

"To pour the entire basement of the new \$300,000 Hotel building as one job will require 60 hours of continuous work with a big crew but it is necessary to insure the basement being waterproof and Supt. Payne is getting things in readiness for the job. . . The foundation is 100' square so it will be quite a job."<sup>15</sup>

The corporation was still hoping to be open by June 1, 1926. At a meeting held September 7, 1925, officers announced that the roof would be completed by January 1, 1926 and the rest of the building by June. The decision had been made to raise the building the full nine stories facing Broadway, and to build the remainder, three stories in height for further expansion at another date.<sup>16</sup> By April 16, 1926, the opening was still hoped for -- in July. The paper carried a photograph of the partially completed building on the front page.<sup>17</sup> Further details were given on the progress and the importance of the hotel:

"The new half million dollar structure is the best built in the state of Oregon. . . and when completed will be the finest of its kind outside of Seattle and Tacoma. . . Every floor of the building is solid concrete and the roof is also heavily constructed. Hollow tile constitutes the interior work, making the building absolutely fireproof leaving nothing to burn but the furniture and the doors."<sup>18</sup>

On June 12, 1926, the local paper announced that the directors of the hotel company were interested in selecting a new and permanent name for the structure. A. H. Powers suggested the Hotel Marshfield, A. E. Adelsperger chose Hotel Millacoma, and J. E. Tourtellotte thought the name, Seaboard Hotel would do. A. E. Adelsperger, chairman of the building committee reported that to date, \$265,000 had been expended on the hotel and that finishing contracts were ready to be closed. He estimated between \$50,000 and \$65,000 would be needed for final finishing details including the furniture.<sup>19</sup> Efforts were made to raise the additional funding, but the work went slowly. Six months later, in December, the company had delayed the predicted opening to the following spring, 1927. They had chosen a manager of the Multnomah Hotel in Portland and had worked the past three years as manager of the Crater Lake Lodge.<sup>20</sup>

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In February, the stockholders of the hotel company met and elected officers. It was decided that first and second mortgage notes would be issued, to pay up unpaid debts on construction and try to raise an additional \$75,000. Suddenly the regular reports of the hotel's progress ended. One full year later, on February 4, 1928, the Coos Bay Times published a brief article:

"HOTEL PROGRESS BEING PLANNED"

"The directors of the Marshfield Hotel Company held their annual meeting last night. No definite statement was made in regard to the completion of the hotel during 1928."<sup>21</sup>

It was not completed during the year, and at this time the hotel began a twenty year period of standing empty. One long-time resident of Coos Bay recalled that pigeons, as they will, nested and filled the windowless stories through the years.<sup>22</sup> The Portland Oregonian describing a later sale of the hotel (now called the Tioga), referred to this period:

"Sale of the nine story Tioga Hotel, long an Oregon landmark, was announced Thursday. . . The Tioga became widely known in the depression as a skeleton. It was started in the 1920s and the depression halted work before the windows were put in. It dominated the downtown district as a bare concrete pile, taken by the county for taxes. . ." <sup>23</sup>

Following World War II, a Portland businessman purchased the old Hotel and set about completing unfinished details, and preparing to open the building to guests. He paid \$500 for the property and put thousands of dollars into construction. The hotel opened on May 1, 1948, with the new name, Tioga.<sup>24</sup> Elevators, which had been purchased twenty years earlier and stored on the Coos Bay docks, were installed and used for the first time. During the next several years, the hotel functioned successfully. Major local events; meetings, wedding receptions, conferences and regional events were held in the large banquet and hall facilities. A lounge opened in one portion of the mezzanine floor. The shops, which the backers of the hotel had hoped for years earlier, began business in the spaces on the ground floor. A restaurant, hair salon, and other convenient enterprises, served guests and local citizens of Coos Bay. On April 25, 1956, the hotel went into receivership when hoped for funds for renovation did not come through. The management varied, and the hotel struggled through the next seven years until it was again closed in July, 1963. Slightly over a year later, the property was purchased by Ramberg, Incorporated of Roseburg, Oregon, and a new period of life began.<sup>25</sup> The Portland Oregonian again described the status of the landmark hotel in a headline:

"COASTS TALLEST BUILDING TURNS FINANCIAL CORNER"<sup>26</sup>

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The new owners made extensive repairs and improvements. In the fall of 1965, the exterior was repainted for the first time in the building's history. One hundred rooms were cleaned and painted. Through the years, additional changes included the removal of a large sign atop the hotel, the elimination of dilapidated marquees on Broadway and Market Streets, and the addition of suspended ceilings in the hallways to cover sprinkling systems and alarms. Aluminum anodized windows were installed to replace the deteriorated wooden ones. A few rooms were converted into apartments of two rooms and one bath. Different shops have appeared on the ground floor. Currently included are a restaurant, Greyhound Bus Depot, lounge, beauty shop, and Christian Science Reading Room and a hotel bookkeeping office.

The current owners, who have accomplished all the improvements of the past twenty years, intend to continue to operate the hotel in the best manner possible. They wish to improve and utilize the complete second floor of the building which is presently closed. Structurally, they have not modified the building, and do not intend to change any architectural features on the exterior or interior. Their interest in the architectural qualities and overall historic association of the building is considerable.

The Marshfield Hotel remains a significant structure in the town of Coos Bay and on the coast of Oregon. In a sense, the hotel took twenty-three years to complete, from its beginning in 1925 to the opening of May 1, 1948. Its appearance today is striking evidence of both the dreams and the reality of the original sponsors of design and construction. National economic upheaval destroyed plans all through the United States, and the Marshfield Hotel became one of the victims. All of its story can be seen in its present form, and through that form, the hotel retains its significance as a fine representative of the architectural and commercial history of Marshfield/Coos Bay.

Leigh L. Dougan

Leigh L. Dougan was born in Princeton, Indiana, July 28, 1883, the son of Albert F. and Martha Washington Dougan, the latter a lineal descendant of George Washington. After schooling locally, he studied at the Armour Institute of Technology in Chicago and at the Art Institute in the same city.<sup>27</sup> In Vincennes, Indiana, he worked one-and-one-half years as a draftsman for architect Thomas Campbell. For the following two-and-one-half years at Tulsa, Oklahoma, he worked in the office of architect J. J. Glandfield. In 1911, he moved to Portland, Oregon and worked for the Leonard Construction Company. In 1914, he joined Chester A. Houghtaling and became the junior member of the architectural

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firm of Houghtaling and Dougan. Their first office was in the Henry Building at Fourth Street on the southwest corner of Oak.<sup>28</sup> He worked with Mr. Houghtaling until 1925, when he began his own practice. Through the years of their association, he functioned as the designer, while Houghtaling served as engineer. Professionally, Mr. Dougan was admired for his scholarship, and knowledge of the classical styles. A wildlife artist of note, he achieved prominence in the northwest as the illustrator of a large series of wildlife sketches in color. For two years during the Depression he worked with Ben Hur Lampman at the Portland Oregonian, producing full-page illustrations each week for Lampman's series on wildlife.<sup>29</sup> Mr. Dougan worked throughout his career and retired in 1966 at the age of eighty-three, from his firm of Dougan and Heims. At the week of the preparation of this document, Mr. Dougan celebrated his 100th birthday in California.

Chester A. Houghtaling

Chester A. Houghtaling was born in Cleveland, Ohio, on October 27, 1882, the son of Lorenzo and Catharine C. Houghtaling. He studied construction-engineering at Lewis Institute of Chicago and then worked as a draftsman for the firm of Purdy and Henderson, engineers, of Chicago. He worked, then, in the business of J. S. Metcalf and constructed grain elevators and packing equipment for various firms in Chicago. In 1903, he moved to Saskatoon, Canada; in 1906 to Spokane, Washington, where he worked three years in the office of Cutter and Malmgren, architects. In late 1908, he went to Twin Falls, Idaho, and in 1911 returned to Canada for two years. He then moved to Portland, Oregon, where he opened an office. In 1914, he admitted L. L. Dougan as a partner and their association as an architectural firm began. He worked as an engineer in their firm, and was responsible for the Burnside and Ross Island bridges. After 1925, his firm was located at 326 Start Street in Portland, Oregon. He was working at his profession when he died suddenly on March 31, 1940 at the age of fifty-seven.<sup>30</sup>

Buildings designed by L. L. Dougan: (Item 1)

Portland

Elks Club  
Washington High School  
Medical Arts Building  
Medical Dental Building  
Studio Building  
Lafayette Apartments

Citizens Bank Building  
Labor Temple (with Mr. W. W. Lucas)  
Wickwire Spencer Steel Co.  
Cook and Lyon Garage  
Eastern Outfitting Company  
Virgil Crum Residence



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Auto Freight Terminal	1252 Alameda Drive
St. Stephen's Church	Folger Johnson Residence
Fitzpatrick Building	645 Montgomery Drive
Mitchell, Lewis; Staver Bldg.	Myler Building
Moose Temple	Sanctuary, Our Sorrowful Mother
Ungar Building	

Non-Portland

First National Bank, Salem  
Oregon State Tuberculosis Hospital, Salem  
Oswego Grade School Building, Lake Oswego  
Jesuit Novitiate, Sheridan  
Milwaukie Junior High School  
Civic Auditorium, The Dalles  
Hotel Corvallis, Corvallis  
Brightwood School, Brightwood  
Sacred Heart School, Tillamook  
Willapa Harbour State Bank, Willapa, WN.  
Elks Club, Klamath Falls  
Elks Club, Pocatello, Idaho  
Klamath County Courthouse (with C . C. McLaren), Klamath Falls  
Lake Grove Community Church, Lake Grove  
Western Building, Klamath Falls  
Mona Bell Hill Residence, Cascade Locks  
St. Patrick's Church, LaGrande  
Jackson County Courthouse (with Mr. J. G. Link)  
John Day Union High School, John Day<sup>1</sup>  
Elks Club, Marshfield  
Knights of Pythias Lodge, Astoria<sup>2</sup>  
Marshfield Hotel, Marshfield (Coos Bay)

Buildings designed by L. L. Dougan, Chester A. Houghtaling: (Item 2)

Portland

2455 SW Montgomery Drive	Residence
917 SW Oak Street	Office
2352 Sacajawea Boulevard	Park Structure
1020 SW Taylor Street	Offices
302-324 SW Ninth Avenue	Retail
614 SW Eleventh Avenue	Elks Temple

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220 NW Broadway	Auto Building
321 NW Glisan Street	Warehouse
344 Maywood Drive	Residence
222-238 NW Fourth Avenue	
1001 SE Water Avenue	Warehouse
531 SE Fourteenth Avenue	Boiler Chimney
531 SE Fourteenth Avenue	School
1122 SE Forty-first Avenue <sup>3</sup>	Church

Buildings designed by Chester Allen Houghtaling

2215 NW Irving Street	Apartment House
2030 NW Marshall Street <sup>4</sup>	Apartment House

Buildings designed by L. L. Dougan

100 SW Wright Avenue	Park Maintenance
833 SE Eleventh Avenue	Offices
730 SW Sixteenth Avenue	Hotel
4400-4410 NE Glisan Street	Retail
3734 SE Ninth Avenue <sup>5</sup>	Residence

Buildings designed by Dougan, Heims and Caine

6140 NE Stanton Street	Church
800 SW Morrison Street	Offices
1400 SW Fifth Avenue	Offices
1969 SW Park Avenue <sup>6</sup>	Apartment

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- 1 Please see list of designed buildings on Continuation Sheets 12-14.
- 2 Ibid. A brief account of the professional careers of the architects is included on Continuation Sheets 11-12.
- 3 Lewis A. McArthur. Oregon Geographic Names, Portland, Oregon: Oregon Historical Society, 1974, p. 174-175.
- 4 Samuel N. Dicken, Emily F. Dicken, The Making of Oregon, A Study in Historical Geography, I. Portland, Oregon: Oregon Historical Society, 1979, p. 134.
- 5 Ibid.
- 6 Ibid., p. 143-144.
- 7 Ibid., p. 140.
- 8 Coos Bay Times, December 16, 1924, Part IX, p. 68.
- 9 Ibid., December 17, Part I, p. 24.
- 10 Ibid., December 18, 1924, p. 1.
- 11 Ibid., December 22, 1924, p. 1.
- 12 Ibid., February 11, 1925, p. 6.
- 13 Ibid., April 1, 1925, p. 1.
- 14 Ibid., August 5, 1925, p. 1.
- 15 Ibid., September 2, 1925, p. 1.
- 16 Ibid., September 8, 1925, p. 1.
- 17 Ibid., April 16, 1926, p. 1.
- 18 Ibid.
- 19 Ibid., June 12, 1926, p. 1.
- 20 Ibid., December 18, 1926, Section 6, p. 41.
- 21 Ibid., February 4, 1928, p. 1.
- 22 Herbert Busbee, interview, June 27, 1983, Coos Bay.
- 23 Portland Oregonian, April 27, 1956, Section 2, p. 9.
- 24 Portland Oregonian, February 20, 1966, p. 12. The name Tioga is derived from Indian lore. A Tioga district near the Coos-Douglas line exists above the headwater as the Coos River and North Fork of the Coquille. The name was chosen in a local contest. (McArthur, p. 732).
- 25 Ibid.
- 26 Ibid.
- 27 Charles Carey, History of Oregon, Volume II, Chicago, Portland: Pioneer Historical Publishing Co., 1922, pp. 433-444.
- 28 Polk's Portland City Directory, 1915. R. L. Polk and Co.
- 29 Encyclopedia of Northwest Biography. (ed.) Winfield Scott Downs, New York: American Historical Company, Inc., 1943, p. 237.
- 30 Carey, History of Oregon, pp. 433-434.

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<sup>1</sup>"Buildings Designed by L. L. Dougan," Portland, Oregon : Portland Public Library Biographical file, 1936.

<sup>2</sup>The Elks Club, Marshfield, and Knights of Pythias Lodge, Astoria, are listed in "State of Oregon Inventory Form for the Fitzpatrick Building," by Virginia Guest Ferriday, Portland, Oregon, 1979.

<sup>3</sup>Portland, Oregon Historic Building Inventory, City of Portland, Planning, 1983. There may be some duplication between building in Item I and Item II.

<sup>4</sup>Ibid. Houghtaling was also engineer for the Burnside and Ross Island bridges in Portland, Oregon.

<sup>5</sup>Ibid.

<sup>6</sup>Ibid.

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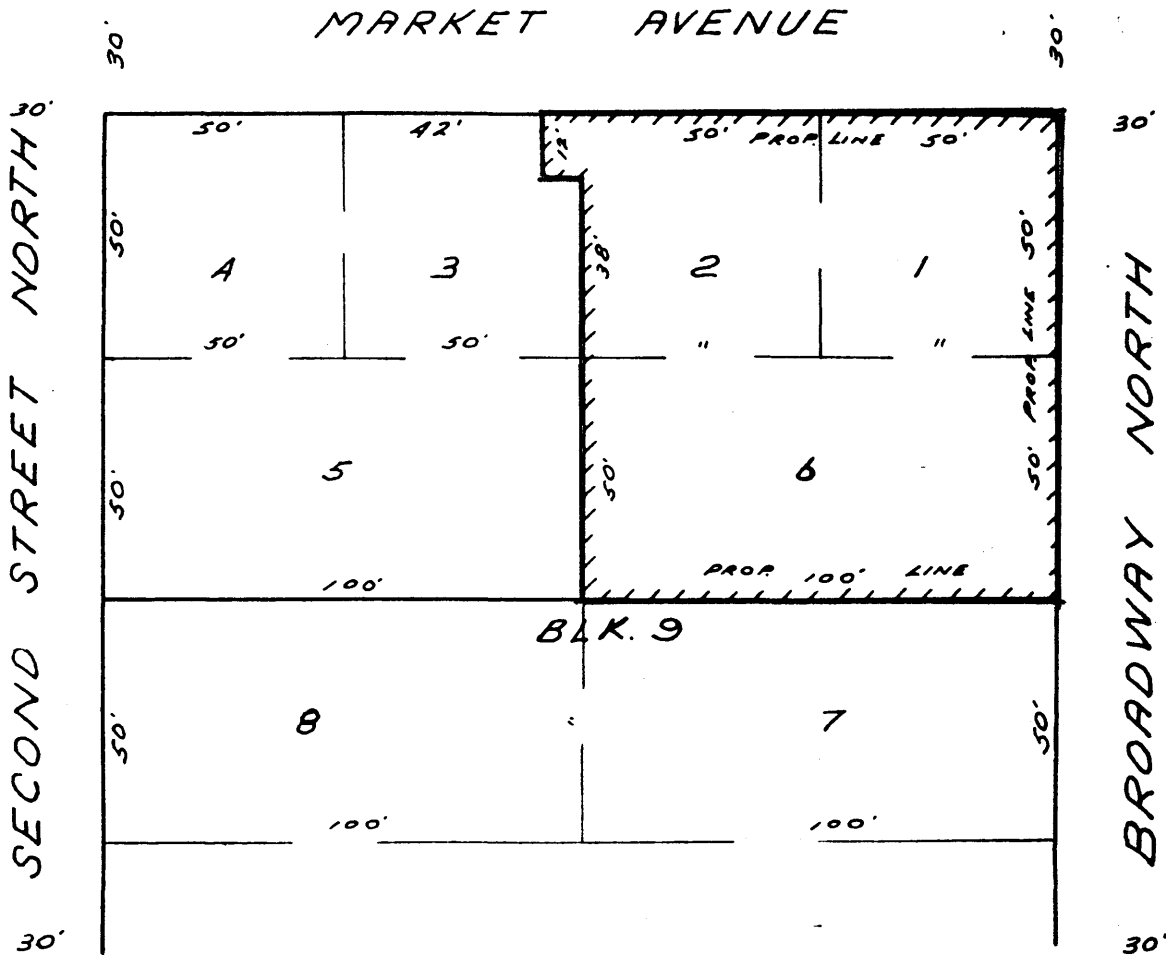
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Marshfield Hotel  
 275 Broadway  
 Coos Bay, Coos Co., Oregon



Lots 1 - 6, Block 9  
 Town of Marshfield as surveyed by Wm. Hall for E. B. Dean & Co.  
 Coos County, Oregon Jan. 7, 1965  
 Scale: 1" = 40'

REGISTERED  
 OREGON  
 LAND SURVEYOR

*Richard J. Hritz*

MAY 3 1965  
 RICHARD J. Hritz  
 487

CERTIFICATION

I hereby certify that I have examined the property in question as indicated on the above map and find that the improvements as located thereon do not encroach nor overlap onto property lying adjacent thereto; and the improvements on the adjacent property do not encroach nor overlap onto the property in question.