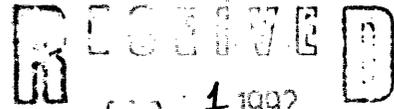


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National Register of Historic Places
Multiple Property Documentation Form

NATIONAL
REGISTER

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Coquille Historic Resources

B. Associated Historic Contexts

Buildings constructed in Coquille, Oregon between 1890 and 1930 which document social, residential, commercial and industrial developments brought about by evolutionary change in modes of transportation in the Coquille Valley.

C. Geographical Data

City of Coquille

See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

James Smith

August 21, 1992

Signature of certifying official

Date

Oregon State Historic Preservation Office

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Antonio de los

10/14/92

Signature of the Keeper of the National Register

Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

The Multiple Property Submission concerning the historic resources of Coquille, in Coos County, Oregon is based on a transportation-related context, one which shows how developments in commerce and industry affected Coquille's accessibility by water and, later, by overland routes and how these developments, taken together, affected the architectural character of the town between 1890 and 1930.

Eligible property types in this context are churches, commercial and industrial buildings, residences and governmental buildings. The initial group of five properties nominated under the multiple property submission includes the following.

Coquille City Hall (1912-1913) is the city's historic administrative headquarters and best preserved example of civic architecture in the Georgian classical style. It reflects the wide reach of the American Renaissance movement engendered by high style artists and architects on the East Coast.

St. James Episcopal Church (1897) is the city's oldest intact building and singular example of Gothic Revival architecture showing the influence of the English ecclesiological movement. Although altered by compatible additions in the modern period, the building is nonetheless expressive of its period, particularly in the nave interior, with its exposed scissors trusses.

Leo J. Cary House (1912) is a foremost example locally of the American Foursquare, a recognizable type in the Craftsman tradition. It is associated with a prominent dairyman and organizer of the People's Transportation Company, which handled river-borne freight between Coquille and the port at Bandon before the modern highway network was in place.

Judge Lintner Harlocker House (1891) is an outstanding Queen Anne/Eastlake style house tentatively attributed to a pattern book source such as George F. Barber. It is the best representative locally of the highly variegated and decorated type.

Andrew Jackson Sherwood House (1901) is one of the largest and best-preserved of Oregon house designs documented to a mail-order source, namely George F. Barber of Knoxville, Tennessee. Representing the final, conservative phase of Queen Anne style popularity, the Sherwood House was built for attorney, banker and Coquille mayor A. J. Sherwood (1858-1929).

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SECTION E.

STATEMENT OF HISTORIC CONTEXT

INTRODUCTION

A Historic Context Statement is a body of information about historic properties organized by time, place and theme. In this Context Statement, time is the period 1890-1930, place is a site severely limited by topography and the theme is the response in the city's built environment to changing methods of transportation and commerce in the Coquille Valley.

This Statement will begin with a description of the time component of the city's history. This will be followed by an examination of the geographical limits in which the city grew, i.e., the "place" component of the city's historic context. The theme component will be discussed by examining the forces -- people, industry and transportation -- which precipitated the response in the city's built environment.

TIME

This Context Statement examines the city's growth, development and response to its changing environment throughout its history but focuses upon the historic period of this Context Statement, 1890-1930. Although Coquille's recorded history as a settlement spans the period from the first land claim in 1858 to the present time, during the historic period 1890-1930, the city changed from a water-dependent frontier community to the land transportation "hub" of Coos County. Buildings extant in the community are excellent examples of the city's response to the changes in transportation and commerce which occurred in this historic period.

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TOPOGRAPHY

People may decide to live close to one another for a variety of reasons. A community may form because it is easily defensible, is on an important trade route, has an attractive physical attribute or for other reasons. Coquille had two such reasons. It was sited on a natural shelf of land which is slightly above the Coquille River's normal flood plain and it was the geographic mid-point of the Coquille River, centrally located to connect commerce from the upper river valleys to the transportation networks downriver.

The benchland which Coquille was initially built upon was bounded to the south by the river and Dutch John Ravine (a creek); to the west by the river; to the northwest by Cunningham Creek and to the east and northeast by the Coast Range. This shelf of land was marked by two depressions and a creek bed. Early settlers spanned these with plank walkways and they were later either filled, drained or otherwise incorporated into the city's street system. The early bridges which spanned depressions were eventually made obsolete as land increased in value and the area was drained and developed with substantial structures.

The City of Coquille had a natural focus for its development generated by the area's topography. Its growth was stopped by the river to the south and the flood plain (agricultural fields now) to the west. Expansion to the north was made more difficult by foothills of the Coast Range mountains and expansion to the east afforded only marginal opportunities for growth before the bench descended once again into the Coquille River Valley.

THEME

The theme component of this Context Statement will be discussed by examining the forces -- people, industry and transportation -- which precipitated the response in the city's built environment. First, a brief overview of Coquille's history will be presented to provide a general time-event framework in which to place the forces impacting the community. This will be followed by a description of the development of Coquille's two principal industries,

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agriculture and forest products. Third, the background of Coquille's citizens and brief biographical sketches of community leaders will be presented. Fourth, the evolution of Coquille's transportation network will be described. Finally, the response in Coquille's built environment to these forces will be summarized and relationships between the forces will be established.

Overview of Coquille's History

An examination of Coquille's history is facilitated if this history is divided into four periods:

1858-1884 -- Initial settlement, slow growth, water transportation.

1884-1924 -- County seat establishment, transition to land transportation, "boom" years of the 1920's, emergence of agriculture and forest products industries.

1924-1954 -- City firmly established as the county's transportation "hub", maturation of agriculture and forest products industries.

1954-1992 -- Decline of forest products industry, shift of north-south travel away from community, search for diversified economic base, rediscovery of community identity.

Coquille's historic period is located within the middle two time periods in the city's history.

Significant trends and events in Coquille's history can also be discerned by looking at the city's population, particularly in reference to county totals. This population information is presented in the following table:

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COQUILLE AND COOS COUNTY POPULATION

<u>Census Year</u>	<u>Coquille</u>	<u>Bay Area</u>	<u>Coos County</u>	<u>Coquille as a Percentage of Coos County</u>
1860	94	170	445	21
1870	127	440	1,644	8
1880	176	1,648	4,834	4
1890	494	3,097	8,874	6
1900	728	4,023	10,324	7
1910	1,398	5,058	17,959	8
1920	1,642	7,302	22,254	7
1930	2,732	9,299	28,373	10
1940	3,327	9,521	32,466	10
1950	3,523	12,322	42,265	8
1960	4,730	14,596	54,955	9
1970	4,437	22,019	56,515	8

Source: Coquille Valley Sentinel Newspaper, July 22, 1976.

Population data documents the city's early slow growth period, the "boom" of the 1920's and the city's dominance as a transportation "hub" in the 1930's and 1940's. The four periods in Coquille's history and the corresponding population trends are evident throughout the remainder of the theme discussion.

The earliest known inhabitants to occupy the site now known as Coquille were the Upper Coquille Indians. These people had villages at the site for thousands of years before the time of the first white settlers and seem to have recognized the significance of the site as a mid-point in the river's course. The first major group of pioneers to arrive in the Coquille

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River Valley for the purpose of homesteading was the Baltimore Company in 1858. Although they concentrated their settlement on the lands above Coquille, around what is now Myrtle Point, one of their group, Evan Cunningham, located on the site which is now Coquille. He built his cabin in the vicinity of what is now the southwest corner of the intersection of Central and Main and also built the city's first wharf on the river between what is now Birch and Central. As the population table shows, Coquille's population in 1860 was only 94 souls. However, since Coquille was a focal point of early county settlement, Coquille's tiny population represented 21% of the county total in 1860.

Coquille's growth for the next twenty years was very slow. In 1870, Coquille had its first postmaster and in 1871, the first store opened above a river landing. In 1872, the original five block plat of the townsite of Coquille was officially established. It extended from the river north to Second Street and from Birch to Adams. It is interesting to note it was platted using magnetic rather than true north so its boundaries are easily identified on current city maps. Although some historians disagree, it is generally accepted that the plat was named "Coquille City" after the river.

In 1873, the Coos Bay Wagon Road was completed from Roseburg to the Coos Bay area by way of Sitkum, Dora, Fairview and Sumner. The road established a direct mail route between Empire City (the Coos Bay area) and Roseburg but was too far north of the Coquille Valley to be any benefit to Coquille City. Coquille remained without any roads beyond its twelve block area. A crude trail connected Coquille and Myrtle Point, and a trail along the north bank of the river to Beaver Slough, and the river itself, connected Coquille with the Coos Bay area via the Beaver Slough-Portage-Isthmus Slough route. Coquille was still a river-dependent community. It had been born on the river, it had grown from the river and the river was still its primary means of transportation. By 1880, when the city's first sawmill was established, Coquille's population had reached only 176 and had declined to 4% of the county total.

The decade of the 1880's saw the first real growth in Coquille's population. This was due in large measure to the completion of a wagon road between the Coos Bay area and Coquille in 1884. This road permitted an overland mail route and dray enterprise between the two cities. Construction of this road was the first step in the shift of Coquille's

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transportation "lifeline" from the Coquille River to land. By 1890, Coquille's population had reached 494, nearly triple that of a decade earlier.

The decade of the 1890's brought both destructive and constructive events for the fledgling city. On the night of May 31, 1892, a fire began in the Band Hall on the corner of Birch and Main. Since the fire started in a section of the business district which consisted of wooden buildings, connected by wooden walks, the fire quickly spread through the entire business district, eventually jumping streets and consuming most of the business district above the city wharf. This fire effectively destroyed over 75% of the city's commercial business district.

In 1893, the Coos Bay, Roseburg and Eastern Railroad extended its line from the Coos Bay area to Coquille and then on to Myrtle Point. Although originally planned to connect the Coos Bay area with Roseburg and the Portland-California rail lines, the Roseburg and Eastern Railroad line was never extended beyond Powers. Mr. Albert Powers extended the line from Myrtle Point to Powers and beyond for logging purposes.

In 1896, the Coos County courthouse and seat of county government was moved from Empire City to Coquille. This move ended a twenty year struggle between Coquille and the Coos Bay area for control of the county seat. Although the struggle was bitter, Coquille eventually won for two reasons. First, it was the only city in the county which was connected with the remainder of the county by three methods of transportation: roads, railroads and water. Second, Coquille was centrally located within the county and satisfied the contemporary standard often applied to the siting of county seats: the county seat should be within "a day's ride on horseback" from any point in the county.

Between 1900 and 1920, Coquille's population increased 125%. Agriculture was emerging as a significant economic force and the timber industry was expanding with the construction of new mills. However, this growth from 1900 to 1920 was small compared to the growth from 1920 to 1930. The decade of the 1920's has been referred to as Coquille's "boom" or "golden" years. Coquille's population increased 66%, from 1,642 in 1920 to 2,732 in 1930, and reached a high of 10% of Coos County's total.

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The decade of the 1920's also saw the completion of Coquille's transition from water to land transportation. In 1921, the Roosevelt Highway between the Coos Bay area (Marshfield) and Coquille was officially opened. The following year the Coquille bridge was constructed, connecting Coquille with Bandon along the south bank of the Coquille River. This highway rang the death knell for the riverboats which plied the Coquille River. By the latter part of the 1920's, Coquille was firmly established as the county's transportation "hub". All principal north-south and east-west roads in the county passed through Coquille.

The depression of the 1930's saw Coquille's growth come to a halt. Lumber production was curtailed and the area's economic base suffered from depressed prices. Coquille probably did better than most U. S. cities during this period. It suffered its hardships and reduced income but it emerged from The Depression years relatively unscathed because of its independent, rural, agricultural-based economy.

After World War II, Coquille's economy blossomed with the post-war demand for lumber products and the inflation which followed the conflict. Although cities along Coos Bay to the northwest were larger, Coquille still enjoyed the prestige and importance of being the county's land transportation hub. The city and its surrounding area were based on a timber products economy and the future seemed rosy.

A major change occurred in 1954 when the Bandon bridge opened and permitted direct Highway 101 access between Bandon and Coos Bay. Although its effects were not immediately felt, this cut-off had a major effect on Coquille's share of tourism, the county's fastest growing source of revenue. Tourism would become a major element of the county's economy in the future and Coquille was, in effect, cut-off from most of this revenue because Highway 101 is the predominant tourist route in the county.

Coquille's dependence on the lumber market was shaken in the 1980's when lumber prices plummeted. Although these prices have recovered, the recent controversy about the Northern Spotted Owl and environmental concerns over old growth logging have placed Coquille's economy in further jeopardy. In 1991, work began to reroute Highway 42 along the western periphery of Coquille, then along Main Street by the river.

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No history of Coquille is complete without a brief mention of the competition which has existed between Coquille and the Coos Bay area for industry and governmental services. Coquille was the focal point of early county settlement and rose to prominence as the county's transportation center, eventually reaching 10% of the county's total population. Coquille was successful in attracting the county seat away from the Coos Bay area and it remained dominant in county transportation for thirty years. Although it has retained the county seat, it has lost its transportation and industrial dominance to the Coos Bay area. The relationship between Coquille and the Coos Bay area has changed from one of competition to one of cooperation and mutual dependence. Coquille needs Coos Bay's deep-water port, industries, and federal and state governmental services. The Coos Bay area is dependent upon Coquille because, even though Coquille is no longer a transportation center, Coquille still serves as the "gateway" for products from the majority of the county to the east and south of the Coos Bay area.

Agriculture and Forest Products

Employment, income and production statistics for Coos County industries are maintained only on a county-wide basis. No individual data is available for cities within the county. A discussion of the agriculture and forest products industries as forces impacting the development of Coquille must, of necessity, be presented in general terms.

For twenty years after Coquille's first settlement in 1858, agriculture and forest products were used where they were produced -- on the farms, homesteads and ranches of the Coquille Valley area. Products were not exported or transported beyond the immediate environs of the city. In 1880, a sawmill built by J. C. Bunch was established on the riverfront at the terminus of what is now Central Street. This was Coquille's first significant processor of forest products for sale to others. By the late 1800's, lumber and wood products began to be exported via the Coquille River on a regular basis. By 1897, Coquille had added a broom handle and shingle mill to its industrial base.

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In the 1890's, the dairy industry began in the valleys around Coquille. By the turn of the century, lumber and dairy goods were the two most important commodities transported on the river. In the first three decades of the twentieth century, dairying became an important industry and a significant income source for Coquille. Ships based in Coquille made twice-daily runs to pick up and return milk containers from farms along the river and deliver to many condenseries, cheese factories and creameries built during this time. The Coquille City Creamery, later purchased by Nestle, was built during this period. The Coquille Cheese Factory was built in 1917 and purchased by Swift in 1928.

In 1918, Portland lumber interests built the Sitka Spruce Mill on the site of what is now Sturdivant Park. This mill was the first major commercial enterprise in Coquille financed by capital from outside the community. In 1919, the Oerding brothers returned from duty in World War I and opened the Oerding Hardwood Sawmill. This mill provided lumber for their myrtlewood factory which manufactured products marketed throughout the country. This manufacturing enterprise was the first to use myrtlewood in the United States.

In 1923, the Oerding brothers relocated their mill to what was to become the former site of the Georgia Pacific operation. In 1928, Ralph Smith purchased the Oerding Mill and, with George Ulett as manager, built the operation into the area's primary employer and commercial interest. This mill, the Smith Wood Products, Inc. plant, employed up to 600 people in two shifts during the 1940's. It was subsequently acquired by Georgia Pacific and operated by that corporation until its closure in 1990.

Although statistics are not available, it is reasonable to assume agriculture and forest products were of approximately equal importance in the Coquille economy until the end of World War I. An undated promotional brochure prepared by the City of Coquille (circa 1930's) established a recent annual value for Coos County agricultural products of \$1,435,000 and a value of lumber shipments of \$1,382,000.

With the higher prices, technological changes and increased production in the timber industry following the end of World War II, it is likely this industry became the dominant element of Coquille's economy for the next quarter of a century. This dominance came to an end in the early 1980's when higher interest rates curtailed lumber markets and caused

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declining timber production. Today, in the Coquille area, the value of the agricultural industry is at least on a par with, or perhaps in excess of the value of, the timber industry in the local economy. With concerns over the Northern Spotted Owl and the environmental effects of old growth logging increasing daily, it is likely the timber industry will never again attain its position of dominance in Coquille's economy.

Citizens and Community Leaders

Coquille's early settlers were of Northern European descent. Dr. Henry Hermann of the Baltimore colony came from Germany. An early church in the Coquille Valley, the Church of the Brethren (German Baptist Brethren, or Dunkards), was established by the early Barklow settlers in 1873. The Barklow family was encouraged to settle in the Coquille Valley after contact with the Hermann family. The early arrival of many lumber and shipping workers of Scandinavian ancestry made inevitable the organization of a Swedish Lutheran Church in Coos Bay in 1884. Other congregations organized throughout Coos County in the late 1800's, including one at Coquille. The Roman Catholic Church and the Methodist Episcopal Church were also established in Coquille in the late 1800's.

Coquille currently has Assembly of God, Baptist, Roman Catholic, First Christian, Church of Christ, Church of God, Church of Jesus Christ of Latter Day Saints, Episcopal, Jehovah's Witness, Lutheran, Methodist, Nazarene, Christian Reform and Seventh Day Adventist congregations. Coquille churches today are dominated by fundamentalist theologic thought and this is a continuation of the church establishment pattern initiated by the earliest settlers. The ethnic makeup of Coquille today is overwhelmingly white, Protestant, and of European descent. Coquille has had very few Black, Hispanic, or Oriental residents during its existence. The Native American population in and around Coquille declined substantially in the 1850's following relocation of local Indian tribes to northern Oregon coast reservations. Most Native Americans who returned from the reservations in the late 1800's and early 1900's intermarried with the dominant European culture.

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A number of individuals have played significant community leadership roles in the development of Coquille. These individuals, and a brief statement of their contributions, will be discussed in the paragraphs which follow.

Many community leaders were associated with the timber industry. George E. Oerding came to Coos Bay with his family from North Dakota at the age of 14. After World War I, he and his brother opened the Oerding Hardwood Sawmill to provide lumber for their myrtlewood factory in Coquille. This sawmill and factory were the first manufacturing enterprises in the United States to use myrtlewood commercially. Ralph Smith purchased the Oerding Mill in 1928 and, with George Ulett as manager, built it into the area's primary employer and commercial interest. George Ulett came to Coquille in 1928 as vice president and general manager of the Smith Wood Products Co., Inc., in association with Ralph Smith. Under his management, a Port Orford cedar mill, battery separator factory, venetian blind manufacturing facility and plywood plant were constructed. Everett Johnson came to Coquille in 1897 and purchased the Lyons Mill in Coquille in 1901. He ran this business for 26 years, left Coquille to pursue timber interests in Portland and returned to Coquille nine years later, securing an interest in the Coquille Log and Lumber Co. He was a mayor of Coquille several terms and also served on the Bandon Port Commission. Leo J. Cary and his wife Mary came to Coquille in 1911 when Mary and her brothers inherited the Coach Lumber Company in Coquille and huge tracts of land around Lampa Mountain from her parents. In addition to lumbering, they engaged in dairy ranching, a Coquille River transportation company and became one of the founders of the Bandon Creamery and the Arago Creamery.

Merchants, contractors and independent businessmen also contributed to the leadership of Coquille. The following individuals represent a cross-section of their contributions. Luckey Bonney came to Coquille in 1925 to begin a pharmacy practice. He met Delia, daughter of pioneer A. J. Sherwood, in 1927 and they were married in 1929. After working for a number of years at Fuhrman's Pharmacy in Coquille, Luckey purchased the business and moved it into the Odd Fellows' Building, where it is currently located. Luckey practiced pharmacy from 1923 to approximately 1966. Edwin P. Ellingsen was born at Riverton in Coos County, a member of a large and prominent ship building and construction family. He served on the Coquille School Board and was largely responsible for construction of the

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original Coquille High School. He was engaged in a contracting business in Coquille and ran a ranch outside of Coquille. In 1920, he was elected sheriff of Coos County and then reelected in 1924. It was during his second term he met his untimely death in Curry County on a hunting trip. Louis H. Hazard was born in Iowa in 1867 and came to Oregon at the age of 17 years. After some time working in the Marshfield and Empire City areas, he was appointed deputy county clerk when the county seat was moved from Empire City to Coquille in 1896. When the county clerk resigned in 1899, he was appointed clerk of Coos County and was elected to that position in 1900 and again in 1902. He left that position to become one of the organizers and principal owners of the First National Bank of Coquille. Henry N. Lorenz was born in California in 1870 and came to Coquille in 1887. Together with the Monroe families, Henry and his son Frederick were involved in the largest merchandise store in Coquille.

A. J. Sherwood was born in Iowa in 1858 to parents who were owners of a flour mill in that state. He traveled west and took a job teaching school in Coos River in 1883. From this beginning, he went on to become the county school superintendent in 1888. He had also started a law practice sometime during 1887. In 1903, he initiated the organization of the First National Bank of Coquille, where he later served as president until his death. During this period, he also formed a partnership with Richard Sanford (also from Coquille) to develop real estate. He was also elected Coquille's mayor and served in that position for some years. Lintner Harlocker was born in Ohio in 1848. At the age of 21, he came to California by rail and, two years later, located in Oregon on a 170 acre farm on the Coquille River three miles above the City of Coquille. In 1882, he was elected to the first of two consecutive terms as Coos County Assessor. Upon completing those terms, he was elected sheriff in 1886. At that point in time, the county seat was at Empire City, so he elected to move there to better perform his official duties. He completed two terms as sheriff and then moved to Coquille in 1890. In 1891, he was appointed postmaster of the town of Coquille and served in that capacity for four years. In 1898, he assumed the office of judge of Coos County.

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Transportation Evolution

In 1859, one year after Evan Cunningham established the first residence in what was to be Coquille, Captain William Rackleff brought the first schooner across the Coquille River bar and up the river to Coquille. He set up a small trading post and bartering exchange at the junction of the north and south forks of the river, just below the present city of Myrtle Point. This was the first commercial enterprise in the upper Coquille River Valley. From the time of Coquille's settlement until 1884, rivers and sloughs were the main lines of communication and transit. Land travel from Coquille was limited to an arduous overland trail to Roseburg, a trail along the north bank of the Coquille River to Beaver Slough and the Beaver Slough to Isthmus Slough portage. In 1873, the Coos Bay Wagon Road was completed from Roseburg to the Coos Bay area by way of Sitkum, Dora, Fairview and Sumner. The road established a direct mail route between Empire City (the Coos Bay area) and Roseburg but was too far north of the Coquille Valley to be any benefit to Coquille City. Coquille remained without any roads beyond its twelve block area with the river being the city's only lifeline. During the 1870's, as many as six ocean-going ships traveled the Coquille River on a regular basis. As early as 1873, Captain Rackleff built the Cordelia, a river side-wheeler, in Coquille and initiated the ship building industry in that city.

Coquille's transportation alternatives increased in 1884 when a wagon road was completed between the Coos Bay area and Coquille. This road permitted an overland mail route and dray enterprise between the two cities. Coquille's transportation infrastructure took a giant leap forward in September 1893 when the Coos Bay, Roseburg and Eastern Railroad extended its line from the Coos Bay area to Coquille and then on to Myrtle Point. Although originally planned to connect the Coos Bay area with Roseburg and the Portland-California rail lines, the Roseburg and Eastern Railroad line was never extended beyond Powers. Mr. Albert Powers extended the line from Myrtle Point to Powers and beyond for logging purposes and the railroad extended the line down Coquille's main street between 1893 and 1914. Although Coquille had a rail line and wagon road by the end of the century, water transportation down the Coquille River was still the primary source of transportation for trade beyond Coos County. As late as 1897, two small steamers and six schooners were making regular trips between San Francisco and the Coquille River.

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The river's continuing importance at the turn of the century is demonstrated by ship building statistics. Between 1899 and 1916, seven major vessels were built at Coquille for service on the river.

The transition from water to land transportation for Coquille accelerated in the first two decades of the twentieth century, was responsible for Coquille's "boom" of the 1920's and culminated in Coquille's position as "hub" of the county's transportation system by 1924. Between 1900 and 1910, a road along the north bank of the Coquille River from Coquille to the Bandon ferry and a road from Arago to Bandon were opened. These roads were only passable in the best of weather and were subject to severe wintertime flooding.

In 1916, a rail connection between the Willamette Valley and the Coos Bay area was completed. This connection, together with the previously completed line from the Bay Area to Coquille, stimulated an infusion of outside capital and investment in the Coquille area which was largely responsible for Coquille's 1920 "boom" years. Also in 1916, the Oregon state highway engineer visited Coquille in connection with the state's "Good Roads Movement", a state effort to upgrade rural land transportation. The following year, in response to this program and continued growth in Coos County, the county appropriated the then-princely sum of \$300,000 to begin an ambitious road building campaign in Coos County.

The decade of the 1920's saw major improvements in roads serving Coquille and established Coquille as the county's transportation hub. In the early 1920's, improvements were made to the Coquille-Myrtle Point Highway and it was paved. The following year, the Roosevelt Highway between Marshfield (now Coos Bay) and Coquille was opened, finally replacing the earlier upgraded wagon road. In 1922, the Coquille bridge was opened and connected Coquille with Bandon along the south bank of the Coquille River. By 1924, the original road from Arago to Bandon had been relocated in a more direct route along the south bank of the river and diking and grading had been completed. Completion of this road spelled death for the riverboats on the Coquille River. In 1926, the Charm, the last riverboat operating on the river, made its last run.

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In summary, during the period from 1884 to 1924, Coquille slowly and steadily "turned its back" on the Coquille River as land transportation alternatives were expanded and improved. The city abandoned the waterfront on its southern periphery and moved north to embrace transportation arterials. The county's three principal transportation networks -- the Roosevelt Highway (U.S. 101) traveling north and south, State Highway 42 traveling east and west and the rail connection to the Willamette Valley -- all passed through Coquille! Some of Coquille's most significant structures were erected during this period of transition from water to land transportation in the late 1800's and the early 1900's.

Although it was not to be felt for several years, a major event occurred on April Fool's Day in 1954 which was to have a profound influence on Coquille's future. On that date, the Bandon bridge opened and permitted direct Highway 101 access between Bandon and Coos Bay. This cut-off would have a future major effect on Coquille's share of the county's fastest growing source of revenue: tourism. Coquille's economy was still dominated by timber and agriculture but tourism would become a major element of the county's economy in the future. Coquille was, in effect, cut off from most of this revenue because Highway 101 is the predominant tourist route in the county.

In 1991, work began to reroute Highway 42 along the western periphery of Coquille, then along Main Street by the river. This major change will allow the city to once again interact directly with the river by linking the city's two historic forms of transportation and providing the tourist with a dynamic historic attraction. This linkage may also provide the vehicle by which Coquille identifies a focus for future community development.

Response in the Built Environment

Coquille's response in its built environment to transportation and commerce changes concentrated between 1884 and 1924 are evidenced today in significant structures which were erected during this period. The City Hall (1912) is a governmental example of this movement and is unmatched by any of its peers in Coos and Curry Counties. The First National Bank structures (1903 and 1910) are excellent commercial examples. As the city

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grew and matured and as individuals became more affluent, they reflected their affluence in their dwellings. When they built homes, they reflected popular architectural styles and many excellent examples of these styles are well preserved in the City of Coquille today. The Judge Harlocker House (1891), the Sherwood House (1901), the Paulsen House (1906) and the Cary House (1912) are excellent examples of these changing architectural styles. All of these houses are the very best examples of their type in Coquille and the Queen Anne examples may be the best in Coos and Curry Counties. With the improvement of transportation systems in, around and to Coquille, the "missionary" clergy were able to open the Coquille "field", once closed seasonally by rains, swollen streams and rivers and unsafe trails and paths. The increased presence of the various clergy lead to larger meetings and, in some cases, permanent clergy. The size of many church congregations outstripped the space available in the homes where many services were held and precipitated the construction of some of the early church buildings still in use in Coquille. St. James Episcopal Church (1897) is an excellent example of early church construction and may be the earliest and best preserved church in Coos and Curry Counties.

While Coquille underwent a physical transformation in its built environment during its development from a crude, pioneer, waterfront community to the county seat and hub of the county's transportation network, it may also be viewed as having undergone a parallel social evolution. Residents of the community became, for lack of a better term, more "sophisticated". As is the case in most developing communities, as Coquille grew it recognized its need for religious, social, governmental and community facilities.

The social evolution in Coquille reflected increased income and changing architectural taste. Individuals constructed residences which they could afford and which were common at the time they were constructed. Many of the leading lumbermen and prominent business and professional leaders were able to afford the latest and most elaborate fashions in residential architecture, most conspicuously the Queen Anne/Eastlake Style. Others, the shopkeepers and mill workers, lived in small-scale, simplified versions of high style houses, such as Queen Anne cottages and modest bungalows.

Both Coquille's social evolution and its built response to a changing commercial and transportation environment are brought together and illustrated in the commercial buildings

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which were constructed in the community. They were constructed away from the river in response to new forms of transportation and in response to the community's belief that the future was promising. These commercial buildings reflected both changes in citizen income levels and the increased sophistication and desire for culture among the city's residents, and they further documented the city's position as the county's transportation hub.

F. Associated Property Types

I. Name of Property Type ~~Churches, commercial and industrial buildings, residences, and governmental buildings~~

II. Description

Please see continuation sheet

III. Significance

Please see continuation sheet

IV. Registration Requirements

Please see continuation sheet

See continuation sheet

See continuation sheet for additional property types

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

See continuation sheet

H. Major Bibliographical References

See continuation sheet

Primary location of additional documentation:

- State historic preservation office
 Other State agency
 Federal agency

- Local government
 University
 Other

Specify repository: City of Coquille, Coquille, Oregon

I. Form Prepared By

name/title Steve L. Clay, AIA and Carl Sandstrom
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SECTION F. ASSOCIATED PROPERTY TYPES

Churches and Associated Buildings

Description:

The historic resource inventories for Coquille have inventoried only three churches in the city. Two of the churches would fit within this context. Both are simple wood frame buildings and are small intimate structures. They feature structures and exterior finishes of wood.

Significance:

During the period 1890 - 1930, several churches were built in Coquille. Before (and even during) this time, there were missionaries and/or circuit ministers from various faiths who served the Coquille area. During this historic period, especially with the rapid growth within the city, some denominations made a decision to commit to construction of a structure for worship. This met a growing social need in the community which, in fact, was the opportunity to worship God. This evolution which changes in transportation and commerce catalyzed in the City of Coquille was accurately predicted by church leaders during this period when they committed to construction of these structures. These buildings are potentially significant under National Register criterion "a" for their association with broad patterns in social, residential and commercial evolution in Coquille which was brought about by changes in commerce and transportation in the Coquille Valley in the years 1890 - 1930.

Registration Requirements:

To meet registration requirements, buildings of this property type should be substantially original, be a good, clear cut representative of a generally recognized architectural style or building type, and have a direct correlation with their construction to the changes in Coquille Valley transportation and commerce in the years 1890 through 1930.

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SECTION F. ASSOCIATED PROPERTY TYPES

Commercial and Industrial Buildings

Description:

There are nine commercial and industrial buildings inventoried in the City of Coquille and most of them were constructed during the period covered by this context statement. They range from simple wood frame buildings to nicely articulated, finely crafted and detailed structures with significant architectural character. Several architectural styles are represented in these structures.

Significance:

The buildings are potentially significant under National Register Criterion "a" for their association with the broad patterns in social, residential and commercial evolution in Coquille which was brought about by changes in commerce and transportation in the Coquille Valley in the years 1890 through 1930. They may also be significant under criterion "b" by their association with the life of a person significant to the history of Coquille. They might also qualify for significance under criterion "c" for the distinctive characteristics of a particular architectural style.

Registration Requirements:

To meet registration requirements, buildings of this property type should be substantially original, be a good, clear cut representative of a generally recognized architectural style or building type, and their construction be related to the changes in transportation and commerce in the Coquille Valley in the years 1890 through 1930.

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SECTION F. ASSOCIATED PROPERTY TYPES

Residences

Description:

The City of Coquille Historic Resource Inventories have recorded 71 residences in Coquille. The residences vary widely from small vernacular rental structures to high style Queen Anne structures of the turn of the century. They are constructed of wood frame, masonry and are finished in a variety of materials including concrete, stucco, wood, siding, wood shingles, etc.

Significance:

These buildings are potentially architecturally significant under criterion "a" for their association with broad patterns in social, residential and commercial evolution in Coquille which was brought about by changes in commerce and transportation in the Coquille Valley in the years 1890 through 1930. Several of these properties are potentially significant under criterion "b" for their association with the lives of persons significant in Coquille's past, and/or criterion "c" where they embody the distinctive characteristics of a type, period or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction.

Registration Requirements:

To meet registration requirements, buildings of this property type should be substantially original, be a good or excellent example of a recognizable architectural style and have a direct connection between their construction and the changes in transportation and commerce in the Coquille Valley in the years 1890 through 1930. This connection may be made by the original owners of the property being involved in transportation or commercial endeavors related to and significant in the historic period.

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SECTION F. ASSOCIATED PROPERTY TYPES

Governmental Buildings

Description:

Only four of these building types are noted in the City of Coquille's Historic Resource Inventories. They include the City Hall, County Courthouse, Highway Barn and Lincoln School. These structures range widely in style and type and construction materials. Only the City Hall and Highway Barn would possibly fit in the period covered by this context statement.

Significance:

These buildings are potentially significant under National Register criterion "a" as the headquarters of government facilities during most of the period of major growth in Coquille. Serving as key public buildings in Coquille associated with the broad patterns in social, residential and commercial evolution in Coquille brought about by changes in commerce and transportation in the Coquille Valley in the years 1890 through 1930. These buildings may also be significant based on criterion "c" where the properties embody the distinctive characteristics of a type, period or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction.

Registration Requirements:

To meet registration requirements, buildings of this property type should be substantially original, be a good, clear cut representative of a generally recognized architectural style or building type, and should have direct connection between their construction and changes in the transportation and commerce in the Coquille Valley in the years 1890 through 1930.

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SECTION G.

SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

This multiple property submission is based on two Historic Resource Inventories accomplished for the City of Coquille in 1988 - 1990 by George Kramer (Historic Preservation Consultant) and Koler/Morrison (Planning Consultants). The Coquille Development Forum, as authorized by the City Council, specifically wished to limit multiple property submissions to those properties listed in the two inventories. They met with Steve Clay of Crow/Clay & Associates, Architecture and Planning, to develop this multiple property submission. They considered each of these properties and each person on the Forum ranked them individually. Their ultimate goal was to select the top ten properties in the city which they felt were significant to Coquille's history and significant for similar reasons as those outlined by the National Register criteria.

After several meetings where each person submitted his own rankings and explained them, a list was created designating the ten properties which they felt were most worthy of the National Register and they were ranked one to ten. Nominations for the top ranking properties and others are appended hereto. However, it should be clearly understood the intent of this Multiple Property Documentation Form and Context Statement is to remain open, that is, available for additional properties to be added in the future within the context stated herein.

The context statement addresses structures associated with the broad patterns in social, residential and commercial evolution in Coquille brought about by changes in commerce and transportation in the Coquille Valley and constructed in the years 1890 - 1930. The forum felt this context statement addresses the significance of Coquille's geographic location, its relationship to the river and its place as the "hub" in the road system in the county. Subsequently, it was decided criteria for buildings submitted under this context statement should be substantially original, should have a recognizable architectural style and their construction have direct connection to the evolution in Coquille brought about by changes in commerce and transportation in the Coquille Valley in the years 1890 through 1930.

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