

Lincoln City, Oregon

A String of Pearls Along the Shore



Compiled and edited by Anne Hall

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This book was compiled from Historic Context Statements written for the Lincoln City Urban Renewal Agency by Steve Wyatt and Anne Hall. The individual Context Statements, including footnotes and references are available online at the Lincoln City website.

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ON THE COVER: Siletz Bay Trading Co, with owner Fred Robison and driver of the motorized Portland Stage.

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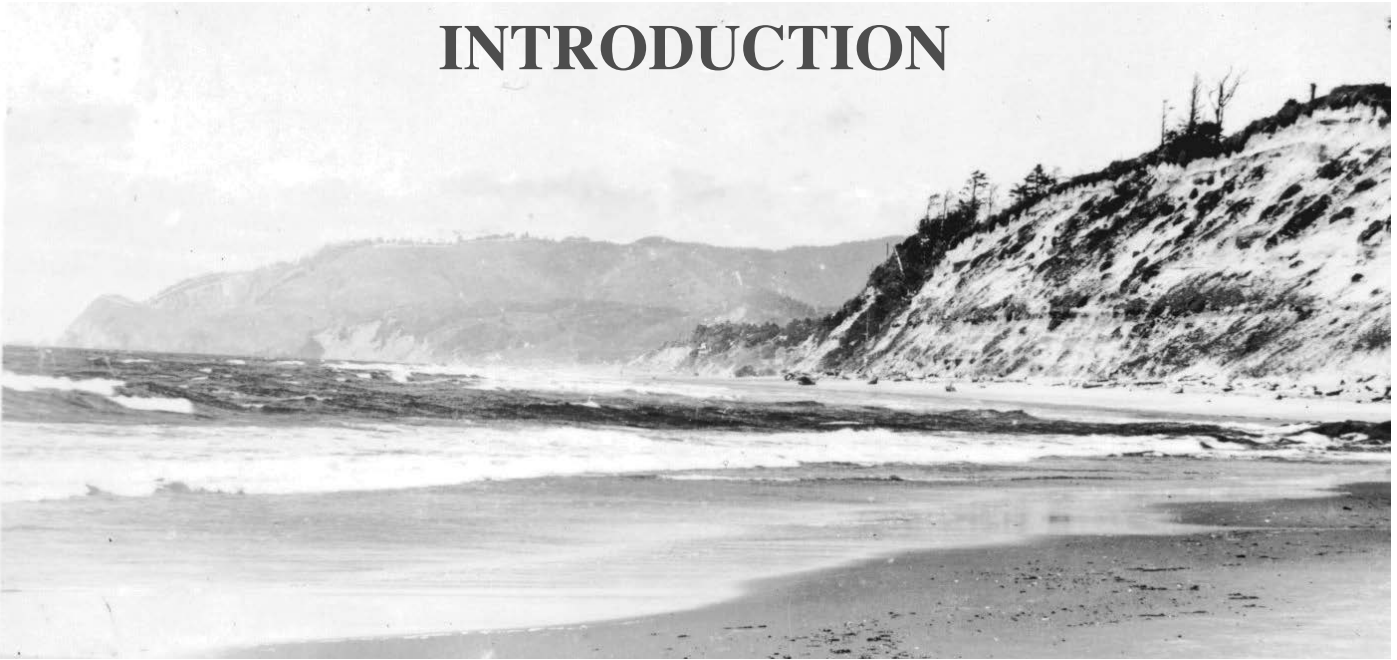
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INTRODUCTION



Early Oregon Coastline

About 20,000 years ago, during the last ice age, the Pacific Ocean shoreline was approximately twenty-five miles west of its present position. Imagine the Oregon Coast as it appeared then. A wide, flat plain separated the mountains from the ocean. Rivers flowed across the plain to the ocean, slowly eroding it to form a valley. As the glaciers melted, the sea rose proportionally to submerge the plain. Today that flat plain is under water and forms the continental shelf, the ocean having reached its present level about 2,000 years ago.

What remains along the central Oregon coast is a sliver of land between the mountains and the sea, bounded on the north by the Salmon River and the south by the Siletz River, with Devils Lake at its center. It is a land of many waters, mild temperatures, lush vegetation, towering spruce trees and abundant terrestrial and sea life.

This little bit of paradise remained as nature shaped it for many thousands of years. Due in large part to its inaccessibility, the central Oregon Coast remained relatively untouched by westward expansion and modern development. The hilly and frequently muddy terrain of north Lincoln County made cross-country travel difficult. Wagon roads turned to mud holes in the winter months, and trains never quite made it to this area from more habitable places to the east. Habitation by the “New Americans” came in the 1860s when the



Devil's Lake, pre-settlement

Coast Reservation was formed, and soldiers were posted to the reservation to manage it. As parts of the reservation were opened to settlers, some of these soldiers stayed and were joined by other homesteaders.

EARLY INHABITANTS



Early Pacific Coast near Cascade Head

Because the restless modeling of land by water tends to obliterate traces of human history, there is little evidence to say how long this coastal strip has been inhabited. What archaeological evidence remains indicates that humans inhabited the area for thousands of years prior to settlement. These peoples shared a mild, rainy climate and plentiful foods obtained through hunting, fishing, and harvesting of roots, nuts and berries.

Shell middens, Indian refuse piles, marked the sites of their encampments along the coast. The size of one such shell midden, found on the northwest side of Siletz Bay in the late 1800s, indicated hundreds of years of native habitation at this site. That midden site and many others were lost when early twentieth century pioneers used the shell midden composite material for paving roads.

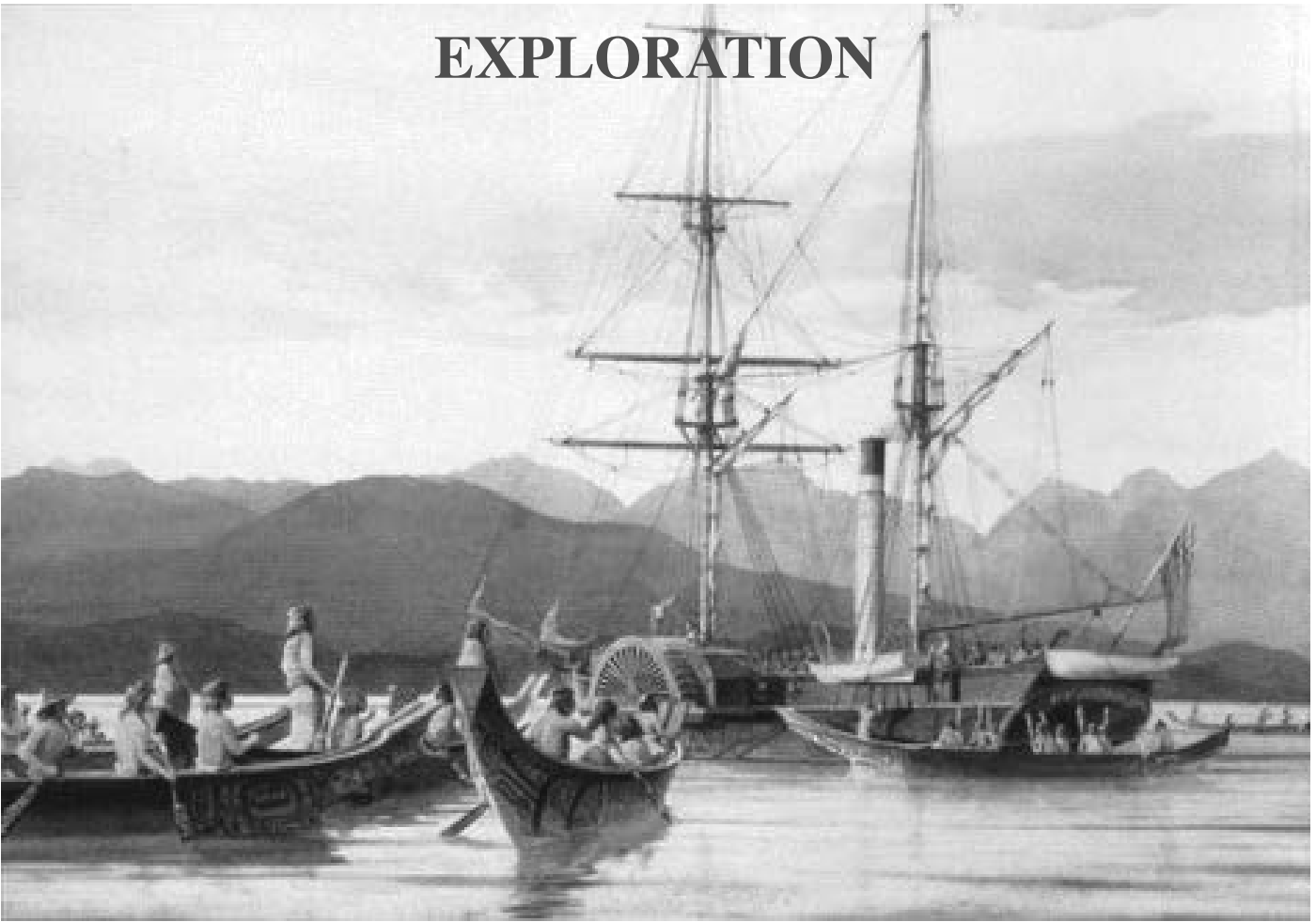
Local Indian groups were bands, not tribes, consisting of large extended families held together by a common language rather than a centralized government. Aboriginal people of the Siletz and Salmon River basins were a Salish speaking sub-branch of the Coastal Tillamook Indians.



Shell mound (midden) excavation

Explanations as to how the river and native peoples got the name “Siletz” differ. One historic account says the word is Chinook, “Siletz-Chuck” meaning “Fern River,” while a Coquille Indian account tells of a people and river called “Se- la-gees,” meaning “crooked river”.

EXPLORATION



The first approach of Europeans to this area was by sea. During the eighteenth-century, Spain, Portugal, England and France competed for wealth and lands in the New World. They explored the Pacific Coast looking for natural resources and a Northwest Passage through the continent. As early as 1788 Captain Robert Gray noticed populous Indian villages along the shores of the Oregon Coast near the Salmon River estuary. The ship's first mate, Richard Haswell, recorded in the ship's log an encounter with two Indian canoes. These Indians possessed both stone and metal knives and were pitted with smallpox indicating previous contact with white men.

By 1805, devastating epidemics among Native American populations were reported by Lewis & Clark in their journals. Pestilence appeared again in 1833, with accounts identifying this plague as everything from measles and smallpox to a virulent form of malaria or influenza. Epidemics of this kind followed trade routes from the Pacific Ocean inland along river valleys.

A second form of disaster resulted from the native custom of burning off giant bracken fern, under-brush and vines along the edges of the forests to provide greater hunting visibility and to release strong re-growth of brush shoots. The calamitous consequences of this practice were forest fires that burned out of control in 1846 and again in 1848.

The 1849 journal kept by Lieutenant Theodore Talbot as he travelled in search of coal deposits offers more details of mid-nineteenth century coastal Oregon. Talbot's journal contains insights into the land and its people. His party of nine men began their journey in Oregon City. After four days of travel they reached Kings Valley. From there they headed west to the ocean. Talbot described the Coast Range as "mountains enveloped with such dense smoke, occasioned by some large fires to the south of us, that we could see but little of the surrounding country." He noted, "These fires are a frequent occurrence in the forests of Oregon,

raging with violence for months, until quelled by the continual rains of the winter season.” He believed that thousands, if not millions, of acres near there had been burned recently by forest fires.

Talbot encountered a party of Klickitat Indians from Eastern Oregon returning from a hunting excursion on the coast. According to Talbot, the Klickitat frequently made such trips and had cut two trails from the Willamette Valley to the coast. He wrote they shared “a great deal of information with regard to the part of the country over which I wished to travel.” The day following his encounter with the Klickitats, Talbot travelled nine miles through steep terrain “obstructed by fallen trees and thick brush” and burned-over forest to reach the north fork of the Siletz River.



Bend in the Siletz River

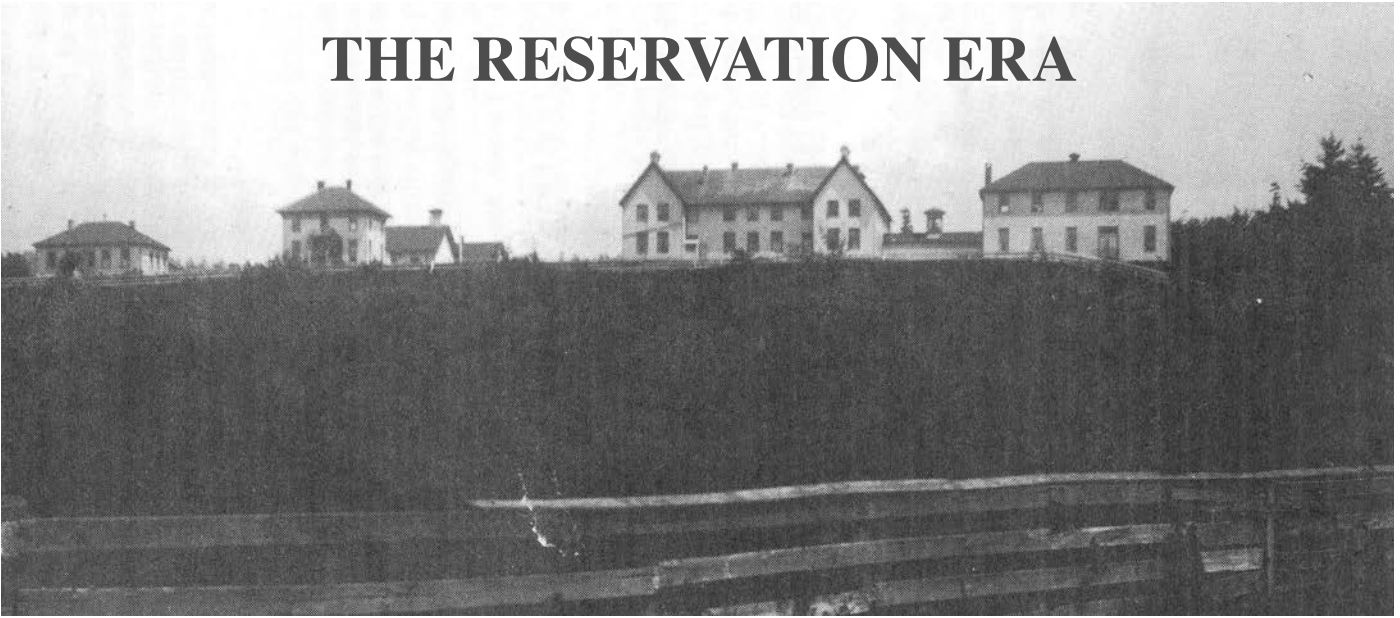
high sandstone bluffs” before heading inland on a small trail. They traveled for about a mile over what he described as “rolling hills” covered with grass and tall ferns before coming upon what is today known as Devil’s Lake. From there they journeyed inland; in all probability they trekked the same Salmon River trail homesteaders used decades later, as his descriptions of bottom land along the creek bed with rich soil followed by undulating hills and thick forest aptly describes the Salmon River.

He then traveled downstream through “dense willow and cherry thickets” to the main arm of the Siletz River. After camping near what is now the town of Siletz, Talbot headed south, where he spent about a week and a half exploring the Yaquina and Alsea bays. He then headed north, loosely following the route of present-day Highway 101 to Siletz Bay where he found evidence of the Native American presence.

He observed it was the custom of the local Indians to deposit their dead along with their personal belongings in canoes on platforms that were suspended in the air with poles. Talbot crossed Siletz Bay near its mouth with some difficulty. His raft proved unsatisfactory for the crossing, but the men found a canoe that was concealed in the brush. By the time his party had made the crossing, it was dark, and camp was set up “a hundred yards from the shore.” That night, an elderly Native American “who had come in a canoe from some distance up the bay” entered their camp. He told Talbot that he was a member of two remaining families on Siletz Bay. They were survivors of a once much larger population of Salish Indians residing there. Talbot attributed their decline to the epidemic in 1830s.

The following day their visitor served as a guide when they headed north towards what is now the Oceanlake section of Lincoln City. Talbot’s party traveled two-and-a-half miles on the beach “beneath

THE RESERVATION ERA



Indian School and Agency on Government Hill in Siletz.

On November 9, 1855, just a few weeks after a series of skirmishes between settlers and Native Americans residing in Southern Oregon and Northern California, President Franklin Pierce signed an executive order establishing the Coast Reservation. The order set in motion the relocation of tribal peoples residing in southern Oregon and northern California, forever changing the lives of these native peoples.

Initially, the reservation was 1.4 million acres, about the size of Delaware. It stretched north to Cape Lookout in Tillamook County and south almost to the Umpqua River in Douglas County. Native Americans from Table Rock Reservation (north of present day Medford) and elsewhere in Southern Oregon and Northern California were to be relocated to the Coast Reservation in an attempt to eliminate persistent conflicts with white settlers. The headquarters was established up the Siletz River near the present-day town of Siletz.

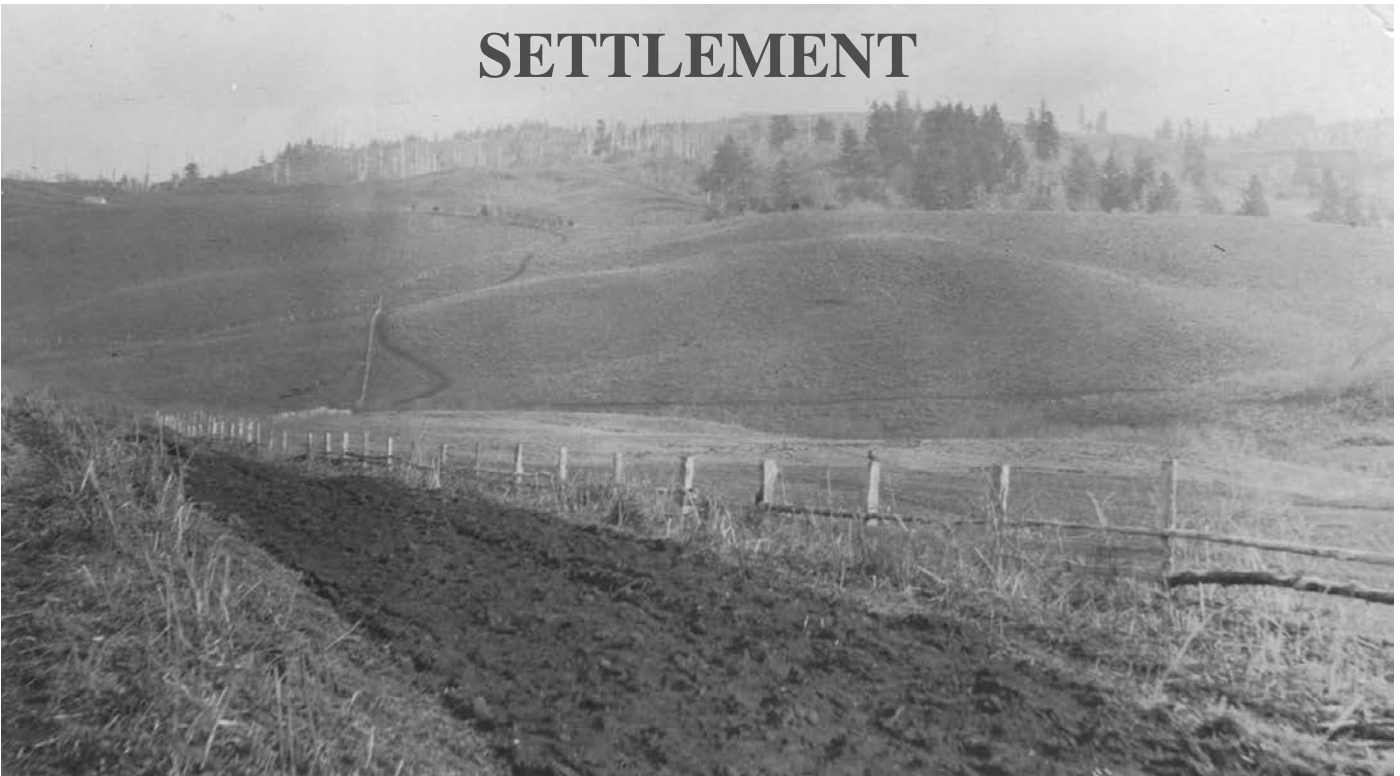
The first relocated natives arrived at the mouth of the Salmon River in 1856. They traveled by ships so overcrowded that they suffered widespread sickness and death. Native groups and people who resisted relocation were later forced to make a bitter march from their homelands. They were not allowed to bring items necessary to maintain themselves, only a few items they could carry. Upon arrival, promised clothing, foodstuffs and homes were not provided.

The first load of supplies was shipped via Yaquina Bay. The next supply ship wrecked while trying to enter Siletz Bay. The inaccessibility of the area prompted the relocation of the Siletz Indians to Yaquina Bay. By July 1857, there were 2,049 Indians on the Coast Reservation. In a letter written at that time, Indian Agent Robert Metcalf described them as “wretchedly poor, and destitute of all the necessities and comforts of life, except what is supplied them by the government.” Disease, combined with poor living conditions, diminished their population rapidly.

The government agents set about teaching the natives how to farm, and despite the many hardships, 300 acres of land were in cultivation on reservation lands by the spring of 1857. Children were put into schools and taught to speak English, and expected to give up their way of dress and beliefs and become Christians.

The reservation center of government grew with the construction of log cabins, an office, storehouses, a warehouse, a drug store, cook house, blacksmith shop, school house and hospital, all in various stages of construction.

SETTLEMENT



Salmon River Road Circa 1900

When the reservation was dissolved and homesteaders began arriving in the late 1800s, they came mostly from Finland and the Scandinavian countries. Steamship companies promised free land to homesteaders. To someone born in Finland, a country where only the wealthy owned land, the opportunity to get free land seemed like a dream. The Oregon Coast, with its many rivers, lakes and trees also promised a familiar way of life. Advertising was successful in attracting many Finnish immigrants who settled mainly around the lake and rivers.

For most settlers, getting to their homestead was fraught with difficulties. In fact, north Lincoln County homesteaders said that getting there was sometimes the biggest obstacle they faced. The only road to the area from Oregon's Central Valley through the Coast Mountains was the old Salmon River route. Little more than a trail, the road followed the Salmon River through dense forest and steep, rocky inclines. Although used year-round out of necessity, the Salmon River Road was only passable during the drier seasons of the year. In winter months the road was barely traversable, even by foot. Continuous rains and deep mud meant that horses and wagons were forever getting stuck, necessitating the offloading of all passengers and baggage. Horses had to be freed from the mud before the wagon could be pulled out. The trip from Salem took five or six days with one stop in Willamina for the night, and another in Pitner, which was a noon stop for the mail wagon.

With the establishment of the Coast Reservation, the Salmon River Road began to be used by the army and employees of the agencies in the conduct of reservation affairs. Thus, it became a "wagon trail," in the words of the pioneers, and was passable as such during the drier seasons of the year.

John Boyer, one of the first settlers on the Salmon River, made some improvements to the road after 1907 and operated it as a toll road between 1908 and 1920. When a wagon came through Boyer, a dollar toll was collected for each team and wagon to pass through the toll gate and journey on. It was designated a market road by Lincoln County in 1922 and within the next four years it was graded from Otis to Rose Lodge with county funds. Still, in the early years of the twentieth century, it was tough going when settlers using this route had to bring their families, all their belongings, and everything else they needed.

Although the route was treacherous and uncomfortable, many early pioneers remarked on the beauty of the trip. They passed through a land of red huckleberry and sword fern. White-trunked alders grew along the banks of the Salmon River where water rushed and tumbled over rocks to get to the sea.



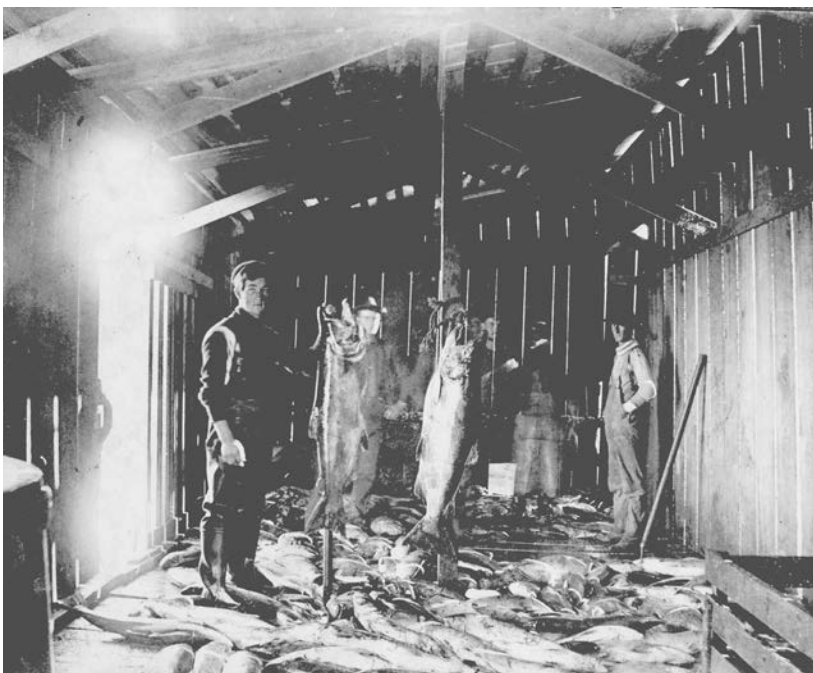
Settlers arrive on the Oregon coast

Once pioneers arrived at their homesteads, it took several weeks to clear a road. The next step was to set up tents, prepare a makeshift kitchen and get ready to clear the land. For a homestead to meet federal regulations, a pioneer had to live on the property for three years, build a home, plant an orchard and give evidence that he planned to make a life there. North Lincoln County pioneers appear to have been up to the challenge.

Some settlers acquired land from Indians who had been granted allotments. Policies implemented by the U.S. government facilitated the transfer of Indian allotment lands to the private sector. The so-called “Dead Indian Act” of

1902 allowed reservation officials to sell the land when an allottee died. From 1904 to 1906, a fifth of the allotment land in North Lincoln County was sold off and one-tenth was leased. To a lesser degree, the Burke Act, passed by Congress in 1906, also contributed to the decline in the acreage held by Siletz tribal members. It granted U.S. citizenship to allotment holders when their properties were no longer held in trust by the government. It also threw out the fixed trust period of twenty-five years and authorized the secretary of the interior to issue land titles to allotment holders when they were deemed competent.

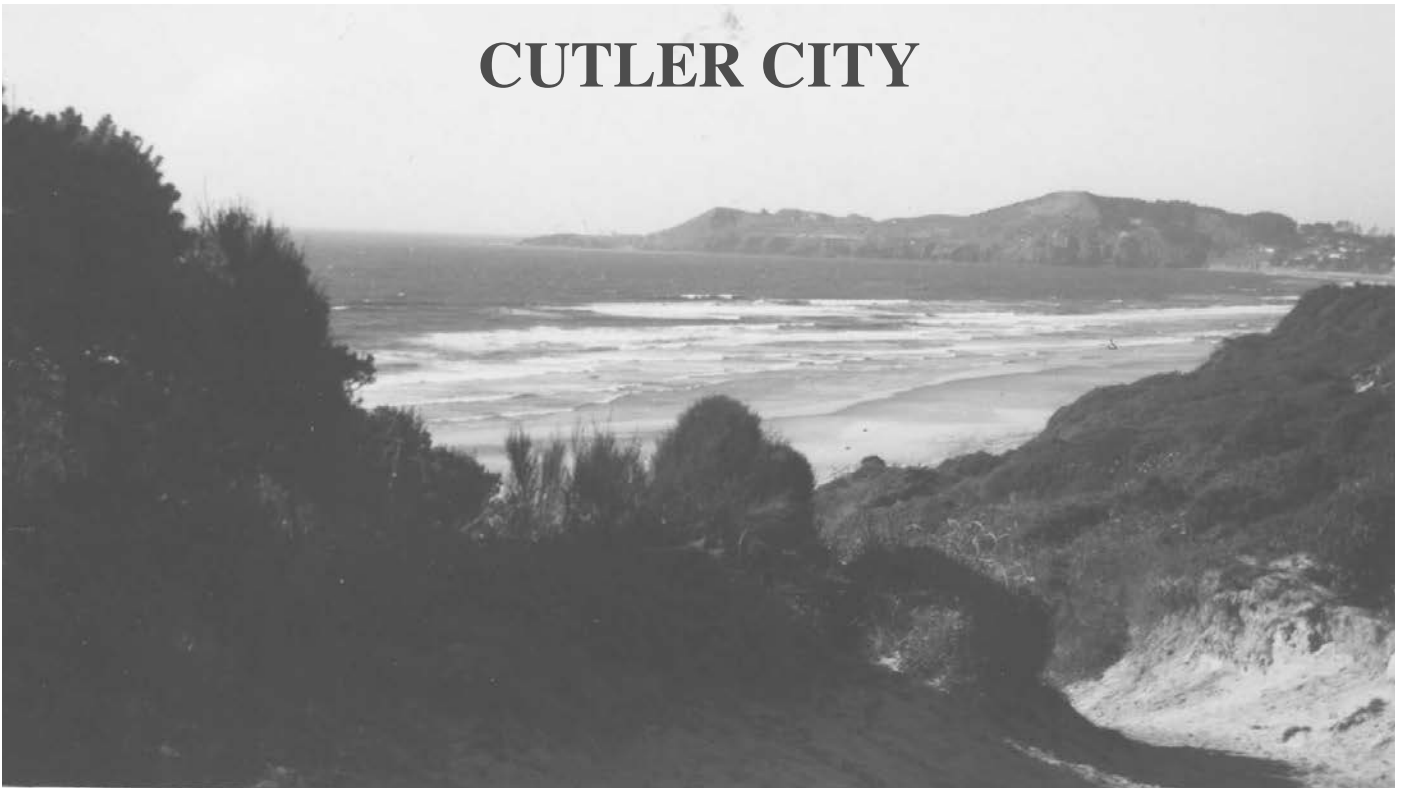
Shortly after north county opened for settlement, the area’s first industry was established in Kernville. The Kern brothers built a cannery on the Siletz River upriver from Taft and from present-day Kernville in 1896. The Kern operation packed Chinook salmon under the brand name “Golden Rod.”



Interior of Kernville Cannery

Initially, twenty-five Chinese men worked there. “White labor” was used for management and the operation of the cannery’s engines. According to one homesteader, “everyone on the river, homesteaders and Indians” fished with gill nets for the cannery. Around 1907, this operation was purchased by Astoria cannery man Sam Elmore and moved further down the Siletz. Kernville never grew into a large community and was surpassed by the string of towns to their north.

CUTLER CITY



Cutler City Dunes

The history of Cutler City is a story of the interplay between humans, a rugged landscape and uncontrollable natural elements. The city's location at sea level and lack of a natural sea barrier have made it one of the most contested places on the Oregon coast, while its natural beauty, fields of clover, wild rhododendron gardens, and planted cottage gardens, defined the town and made it one of the most desirable places to live. Early residents had to contest with wind, waves and water for their homes as settlers pushed further and further west to be close to the ocean. Perhaps this contest with the natural elements accounts for the independent and indefatigable spirit of so many of Cutler City's residents. From the earliest days of settlement, they had to work hard, and work together, to create a striving, self-sustaining community. In many ways, Cutler City's struggle with the environment and isolating topography are typical of the entire Oregon Coast, but the intensity of the struggle and the way in which residents have handled it make Cutler City's story unique.

Settlement

George Parmele and his family were the first non-native people to settle near the land that would become Cutler City. The Parmeles acquired a homestead in the nearby community of Johnson, up Drift Creek, in 1896. Mr. Parmele built the first sawmill on Drift Creek in 1905, just east of the present site of Cutler City.

Other early residents in the area were an elderly native woman who lived in a small house on lower Drift Creek and Matt Aho. George Parmele was awed by the remarkable woman known as "Old Toby," who, he said, possessed an almost superhuman skill in walking under water, often with her head completely submerged! She walked across Siletz Bay under water and was especially adept at crossing Schooner Creek, even at high tide. She made the crossings whenever she visited her neighbors Jakie and Sissie Johnson, who lived on the north shore of Siletz Bay near the present-day town of Taft. Old Toby lived alone except at times when another elderly woman stayed with her. The land never belonged to her, and when her house burned down, Old Toby moved away.

Another unusual and interesting character in Cutler City was Matt Aho, a Finlander and lifelong resident. Mr. Aho homesteaded acreage just west of Schooner Creek in 1905. His one-room home was sparsely furnished with a table, a wood stove, an iron bed, a dish cabinet and an old Victrola. More than fifty years after he built the cabin, its contents were still the same. Aho was best known for pushing a hand-hewn wheelbarrow through the town as he called out, "Roses, roses! Only ten cents." His roses were actually calla lilies that he grew himself.



Matt Aho's personal possessions

Mr. Aho grew potatoes, beets, onions, tomatoes and squash on his three-acre homestead. Fishing and raising rabbits made him very nearly self-sufficient. He baked his own bread, which he ate with real butter, loved boiled coffee and shaved with a straight razor throughout his life. School children, like Kathryn Kangas, daughter of George Kangas, remember him as a wonderful old gentleman who always gave her a nickel and a smile whenever she encountered him. At the age of eighty-five he put a new roof on his home with lumber scavenged from an old sign. He never added electricity or water to his rustic cabin, preferring to carry water from Schooner Creek until the day he died in 1971 at the age of eighty-eight.

The first white people to own the land that would become Cutler City were Mr. and Mrs. George Cutler of Dallas, Oregon. The Cutlers initially purchased the Parmele House on Drift Creek. They kept their eyes on the land just to the west, which they thought would be a good site for future development. Whether they had always had the idea of creating a town is not known, but an essential aspect of city-building, the impulse to plat and sell the land, was a motivating factor.



George and Mary Cutler

The land that interested them was one of the Native American allotments that had never been occupied or otherwise claimed by its owners. In order to buy the property, Cutler had to ascertain its ownership through the courts. He found that the land had been allotted to John and Mary Charlie. John Charlie died in 1894 and his wife Mary



Charlie Depoe

died in 1896. Their heirs were Charles Depoe and Ella Selsic. Ella Selsic died in 1902, leaving Charles "Charlie" Depoe as the sole owner. The Cutlers finally obtained clear title to the land from Charlie Depoe in 1913. During the course of the court proceedings, the Cutlers and Charles Depoe became such good friends that Depoe gave Cutler a framed painting of himself in full regalia.

The Lincoln County Court approved the Cutler City

town site in 1913, making it the third in North Lincoln County. S.A. Cason helped the Cutlers survey the original site. Assisted by Walter Bones, Cason subdivided the property into small parcels of blocks and lots. He dedicated streets for a permanent public right of way that terminated at the water's edge, thereby providing beach access to many generations of visitors and residents. In recognition of Cason's work to create this town site, an early street in Cutler City was named Cason Street. Cason must have been a very good friend to the Cutlers; when Cason and his wife separated, the Cutlers adopted their daughter, Gladys, who later became Mrs. Charles Cason Davis of Neotsu.

Getting to the town site was still a very big problem. A person could not walk down the road to Taft without crossing Schooner Creek and could not visit neighbors to the south without crossing Drift Creek. The area was reached by horse, horse and wagon, boat or just wading across the water at low tide until a swinging bridge was constructed across Schooner Creek, just east of the road, in 1911. Although it was a scary crossing, especially in harsh weather or for those carrying something in their hands, the bridge made it possible to walk across the creek.

The Cutlers had established the town site, but they had not given it a name or built on the land. George Cutler sold about an acre of land to Frank D. Gibbs of Portland in 1913. Gibbs erected a summer home on his property even before the Cutlers built their home. The Gibbs' house was located at the northwest tip of the land along Siletz Bay, just about where Josephine Young Park is today. When people talked about the area, they called it "Gibbs Point" because the Gibbs house was the only landmark. The emerging town became known as Gibbs Point until the town was officially named Cutler City in 1930. Gibbs Point became a popular, scenic spot for picnicking and other leisurely enjoyment of the Bay in the 1910s and 1920s. Sadly, the Gibbs house was destroyed by fire some time in the 1940s. Since then the name Gibbs Point has all but been forgotten.

One of the first families to settle permanently in Cutler City was the Matt Kangas family. In 1905 they homesteaded in the area that is now Delake. That same year Sissie and Jakie Johnson sold them eighty acres, half of their land that adjoined Charlie Depoe's original holdings at Cutler City. The Kangas land spanned both sides of the road just south of the Cutler's.

Matt and Lizzie Kangas moved to Drift Creek in 1919. The family seemed to thrive on the land despite flooding and other obstacles. Taking full advantage of the pasture land, they started a dairy in 1919. They erected a house and dairy barn south of what is now a row of businesses on the west side of the highway. The Kangas family had seven children. Except for the two oldest children, Orval and Edna, all the Kangas children were born in North Lincoln County.

Later in 1913, after the Gibbs house was built, the Cutlers built a small cabin southwest of where the Bay House is now located. Soon after the erection of the cabin Mrs. Cutler became ill and the family returned to their home near Dallas. Mr. Cutler died that same year. Upon his death, the property went to Al-



Bessie Knauf and Hazel King crossing Schooner Creek swinging bridge

yce Slyfield, George Cutler's granddaughter by a previous marriage, and Arthur George Cutler, his son. In later years, Arthur was instrumental in the development of Cutler City. He began by selling lots during his summer visits to the area, and, in later years, he assisted the community in planning its development and infrastructure, including donating land for public use.

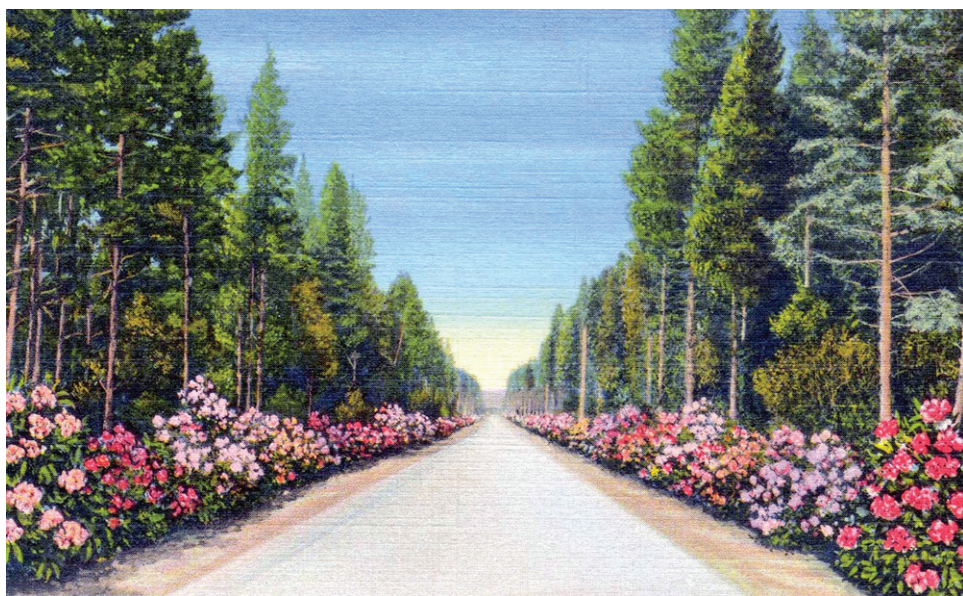
One of the delightful stories about Matt Kangas shows how he kept his word, even when joking. Early one fall Bill Gerttula, who brought in supplies by boat, asked Matt Kangas how much flour he wanted to order for the winter. Matt jokingly replied,

"Ten barrels," thinking that such an exaggerated amount would not be taken seriously. Matt forgot about his joke, and Bill, believing that the Kangas family really wanted that much, informed Matt late that fall that his flour had arrived. Matt then remembered that he had failed to straighten out the order, and, without protest, he took the forty sacks of flour, each weighing forty-nine pounds. He carefully stored them in the attic of his cabin, protecting them from moisture with an oilcloth. The joke wasn't on Matt for long, however. The following year World War I brought food shortages, and the government required people to use flour substitutes, which were awful by all accounts. Matt's mistake helped the family weather this particular shortage quite nicely.



Matt Kangas family 1906

Settlers coming to Cutler City in the late 1920s and early 1930s still found only a sprinkling of buildings amidst an almost impenetrable jungle of pine, huckleberry, manzanita and rhododendron. The beauty of this garden city attracted them, especially when the rhododendrons were in bloom, from the middle of May until early June. It was then that the town took on the aspect of a "dazzling pink fairyland". The blooming flowers were so appealing that it became the custom for visitors to these "wild gardens" to return home with a few plants. Although many acres of Cutler City's wild gardens soon vanished, enough rhododendrons remained that visitors who turned off the highway to explore the town's residential section were delighted by its lovely cottages and gardens.



Rhododendrons along Coast Highway

Development and Early Businesses

Cutler City continued to be sparsely populated during the early part of the twentieth century due to the lack of usable roads. At last, in 1927, the newspapers proclaimed, “All Hail the Salmon River Cutoff! Our road, Portland’s road, Oregon’s road, the Northwest’s road, America’s road!” The Salmon River Cut-Off provided the lowest pass across the Coast Range as well as the straightest mountain road to the coast, beginning at what is known as Valley Junction and extending to Lincoln City. The completion of the Salmon River Cutoff and the Roosevelt Military Highway marked the beginning of a new era for north Lincoln County. The country as a whole had entered the Automobile Age years earlier, but until usable roads were built to the coast, automobiles were seldom seen in north Lincoln County. Completion of the highways meant a surge in automobile travelers and soon visitors began arriving in north Lincoln County by the hundreds.

At first, overnight travelers slept in their cars or set up a tent they carried in the trunk when they visited the coast. Some ingenious souls attached homemade awnings directly to the vehicle to provide shelter. When the popularity of this type of auto camping soared during the early 1920s, coastal towns established auto parks to accommodate travelers. Cutler City had one of these auto parks, complete with garden cottages. The famous “Cutler City Arch,” gateway to the city and the Siletz Bay Auto Camp, are first mentioned in the 1930s. The arch spanned Cutler City Road, the street that veers west from Highway 101. The arch welcomed visitors and provided a main entrance into Cutler City.

The area made slow but steady progress during the 1930s despite the Great Depression. Land sold for approximately \$300 for a 50 X 100 foot lot with no improvements. Arthur Cutler offered the lots for \$10 down and a payment of \$5 a month, an affordable price even when times were hard. With the arrival of new residents, new businesses began to spring up as well.



Auto park and cottages in Cutler City

Among the early businesses is one that is still fondly remembered, the Crab Pot, located on the west side of the highway. Ariel and Alice Thomas built the Crab Pot on the site of a cottage owned by Mr. Gerlick and Mr. H. B. Stowe. Gerlick and Stowe operated a small seafood business from a porched-in area at the front of the old cottage. The cottage burned down in the late 1920s and was replaced in 1930 by a new building and a new business. The Crab Pot burned to the ground again in July 2004.

From its earliest days the Crab Pot was much appreciated for its reasonably priced fresh seafood and huge, delectable crab. The Crab Pot sold its



Crab Pot circa 1930

crab by the size, not by the pound, according to Dick Cutler, son of Arthur Cutler, who worked at the Crab Pot in 1937. According to Dick Cutler, they kept a stick over the back of the counter that was notched. If a crab was the size of the first notch, it sold for 25 cents, the second notch for 30 cents and up it went until the last notch for jumbo crab that sold for 45 cents!

In December 1930, Arthur G. Cutler and Associates contracted for dikes to be built in Cutler City from the bridge on the highway over Drift Creek to Fourth Avenue, now known as Harbor Avenue, and down to Siletz Bay. The purpose of the dikes was to redirect wet lands and reclaim fertile tide flats to make the land usable for crops and for pastures. The dikes might also improve the look of the area, it was thought, especially around Cutler City Park. The debris from the ocean made the oceanfront “not pleasing to the eye” and it was hoped that the dikes would mitigate the problem. Sea walls were also being erected about this time to protect bay side properties from heavy ocean surges caused by storms.

Fishing for food as well as for pleasure was very important to early residents. During the first few decades of the twentieth century Siletz Bay teemed with flounder, salmon, shellfish, clams and crabs. Some flounder measured as wide as 21 inches. So, when Charles Johnson decided it was time to build a fishing dock, in 1931, Cutler City residents pitched in and helped to get the job done.

In May 1930 the All-Years Beach Association began to hold meetings in Cutler City. The main topic of discussion was how to educate people to preserve rhododendrons in the area. People were still digging up plants alongside the highway for their own use and there was a danger they would disappear from the landscape altogether. The Association and many other residents recognized early on the necessity of preserving the area’s natural beauty.

The North Lincoln Rhododendron Society was organized in 1938 at Nelscott to preserve as many wild rhododendron shrubs as possible throughout north Lincoln County. Cutler City, with the most abundant plants, was selected as its Rhododendron Capital and one of its earliest residents, Cora Eberly, as queen mother of Rhododendria. The Club’s president for many years, Major L.A. Bowman, was also a resident of Cutler City.

Rhododendron Days and May Festivals of Beauty were held annually from 1938 to 1941 to celebrate the blooming season. One of the featured events of the program each year was a seafood dinner served by the ladies of Cutler City. The dinner was served in the Cutler City Community Club, where the Society’s meetings were held. Included in the festivities were festival Princesses



Kangas Brothers, George and Orville, fishing on Siletz Bay



Woman amidst wild rhododendrons

and Queen Mothers, flower shows, flower arranging, and flower judging along with tasty food and good company.

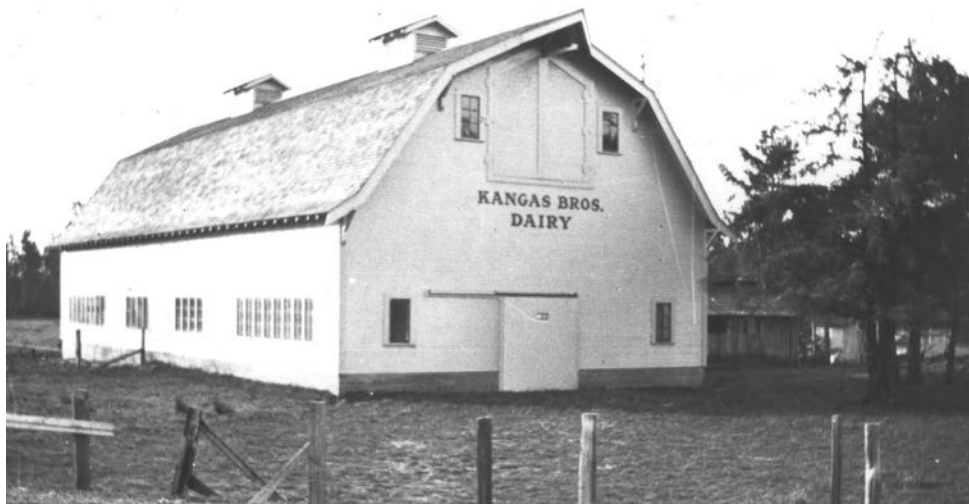
Unfortunately, the blackout restrictions imposed after Pearl Harbor and the beginning of World War II made it necessary to discontinue the festivals. After the war, the real estate boom brought so much wanton bulldozing of rhododendrons that the society became discouraged. Thinking their conservation efforts were fruitless, the officers and members of the Rhododendron Society voted to disband the organization on March 25, 1947.

As the country and the town struggled to emerge from the Great Depression, businesses in Cutler City grew. In July 1934, Mr. and Mrs. Harry B. Stowe purchased the Hamburger Inn in Cutler City, most recently Tups Tavern. This tiny restaurant, already a popular eating spot at the time, was probably started around 1930.

Norval Moore came to Cutler City in 1929. He started a modest grocery store, Moore's General Store, in 1930. His business grew steadily and by January of 1931 he was able to move to a new location in a new building located on the west side of the highway, just one door south of the Cutler City Service Station. The new store and building were the pride of the town. It was, "finished inside in a modern and neat manner, presenting a very fine appearance, favorably comparable to any store of its size anywhere." The store carried "class A" groceries along with other general merchandise. By the time the business was sold to V. J LaVigne in 1935, the store was one of the best-known general stores in the county.



Moore's Store next to Richfield Service Station in Cutler City



Kangas Brothers Dairy barn

The first Cutler City service station was built some time in the early 1930s by Waino Immonen. Located on the west side of the highway on the corner or SW Jetty Avenue and Highway 101, this service station changed hands many times and had many names, including C. E. Munker's Richfield Station. Another service station was built across the street on the east side of the highway, just north of Tups Tavern in the late 1940s.

The dairy industry flourished in north Lincoln County during the 1910s and 1920s, especially around Cutler City. The dairy business started by Matt Kangas and his family in 1919 prospered in the 1930s. The Kangas family's eighty acres was ideal pasture land, covered with beautiful wild grass and purple clover. The only problem was that a lot of

the land was tideland. In 1929 the family was forced to move their house to a safer location after high tides continuously brought water right up to the front door of their home.

The Kangas Dairy barn had been planned by Matt Kangas and his wife, Lizzie, for several years. Their sons Orville, George, Edward and Ernest trucked in gravel and sand from Road's End for the foundation over a period of several years to save money. When the barn was ready to be built, two carpenters provided the labor as payment for their milk bills. The barn, completed in 1931, housed approximately forty cows.

At first the dairy was named the Spruce Sylvan dairy, but so many people referred to it as the Kangas Brothers Dairy they eventually changed the name. The Kangas Brothers Dairy had its own herd of high-test milk cows. Cows that were poor producers were quickly eliminated from the herd. All the cows were double tested to insure their customers of the finest milk and cream available. Their refrigerated milk and cream garnered an outstanding reputation in the community for its high quality. In 1926 they established a delivery route and in 1935 expanded the milk delivery route to include all the towns from Oceanlake to Whale Cove.

That same year the Kangas brothers installed a new electric milking machine at the dairy, very high tech for the time. In 1936, the business was doing so well the dairy acquired an electric cream separator and added another delivery truck despite tightening government regulation.



Drift Creek Lumber Company

Businesses related to the timber industry also did well during these years. Drift Creek Lumber Company started by George Parmele in 1905 was the only lumber mill in the Cutler City area for some time. However, Lincoln County's huge stands of Sitka Spruce became vitally important during World War I. The strong, lightweight wood was used to make air planes. Consequently, many more logging companies and saw-mills sprang up during and after the war. The boom in postwar construction insured business owners of the

long-term need for building materials. Cutler City businesses that did well in the 1930s included Drift Creek Lumber Company, Cutler City Grocery, L.L. Shults Contractor, and Fred Garton Gravel.

Vacation rentals also became a popular business during the 1930s. Rental cottages began to spring up all over the area. These cottages often had lovely gardens and were situated in picturesque settings. They were not built for winter weather but were often used all year long despite the lack of insulation.

Along with businesses, civic organizations started to take hold in the 1930s. Cutler City residents began construction on the Cutler City Community Club in 1936. The Club was built on land offered for that purpose by Arthur Cutler. Residents donated all the labor and most of the materials to build the Club.

The grand opening was held on June 23, 1936. In 1937, the Cutler City Community Club put on several fundraising programs. One such program, put on by Harold Fearing who had a summer cabin in Cutler City, included a slide show of his travels. This program filled the clubhouse to overflowing. Afterwards the Club's ladies served cookies, ice cream and coffee. Soon, the Community Club became the center for all such civic and social activity. Groups met to discuss city improvements, celebrate birthdays and holidays, raise funds

with bi-monthly pancake breakfasts, and put on community dances and craft festivals. In August of 1945, Arthur G. Cutler officially sold the lot the Community Club was on and the adjacent parking lot to the Club for ten dollars.

Area residents continued to make improvements whenever and wherever they could. In March 1937 a pedestrian pathway was built from Oceanlake to Cutler City, making it easier for residents to walk and shop from town to town. That same year, Dr. Will F. Curtis, a chiropractor, opened an office in Cutler City.



Cutler City Community Club

In October 1937, all 43 Cutler City residents voted unanimously to approve the purchase of \$4,000 in water bonds. A portion of the bond money, \$1,800, was used to pay off a private water system that already serviced the district. The initial system, spliced together with whatever materials were at hand, was maintained by Ed Hendrickson. The water came from Drift Creek. There were no meters, and the cost to each resident was \$1 per month. The remaining \$2,200 was used for making replacements and extensions to that system.

In June of 1939 Mr. and Mrs. A. E. Graham sold the Cutler City Tavern to Mr. and Mrs. W. A. Boyd of Portland. The Boyds had many years' experience in the restaurant business and had developed exacting standards for service and quality food. They told the press that they were pleased to take over "a business that had the same high standards".

The beginning of World War II brought travel and public gathering restrictions, which meant a slow-down in development across north Lincoln County. Neighboring towns that had become accessible during the 1930s were no longer just a short car ride away with gasoline in short supply. Even walking was limited, especially at night when towns went completely dark. Margaret Lutz, Nelscott resident and US Navy Wave, remembers taking long, scary walks in the dark of night to go to the movies or a local tavern. According to Lutz, people always walked in groups down the center of the highway and tried to make a lot of noise. They weren't trying to be seen by cars traveling with their lights off but trying to scare away the bears.



Cutler City Tavern



Cutler City Cafe interior

Because of travel restrictions, townsfolk stayed within their local communities. The tourist industry, which had begun to flourish in the 1930s, almost stopped during the war years. Events designed to entice tourists to the area, like Cutler City's Rhododendron Festival and Taft's Redhead Roundup, were discontinued.

Most of the people who came to the area during the war were soldiers stationed here. The Pacific Coast could have been a prime target for a Japanese invasion, so the coast was protected by the military. One Cutler City business, the Hamburger Inn was a favorite hangout for military men. Soldiers loved this restaurant and bar and could be seen there almost every night they were free.

By July 1941, Civil Defense was in full swing across the country and along the coast. Both men and women contributed to this effort by spotting planes, patrolling the beaches, and monitoring blackout regulations. County Civil Defense appointments included Major L.A. Bowman of Cutler City who was named Coordinator of Lincoln County Civil Defense activities.

During the war years the timber and lumber industry became critically important. Werner Timber Company built a new operation in Cutler City in 1940 on an acre of land purchased from the Kangas family. The new building was located just north of their dairy barn on the east side of the highway. The building provided a warehouse, work shop, garage and office facilities to support logging operations in this part of the county.

In June of 1941, despite the war, residents raised money from property owners to cover half the cost of oiling the main streets in Cutler City. "Oiling" was done to smooth the roads and keep dirt and gravel from being thrown into the air by automobiles. The County Court covered the other half of the cost for this improvement.

In April 1943 Matt Kangas, one of the earliest residents of Cutler City, passed away. The Kangas Brothers Dairy, built in 1919 and still thriving, was managed by his sons, but all the members of the family pitched in to do the daily work. Kathryn Kangas (Amrani) remembers cleaning the milking machines and other equipment for an hour before going to school. The dairy business was challenging, especially during the war when food supplies were short. One day George Kangas offered to sell Kenneth Morgan Sr. one of his dairy cows for beef. Morgan wanted to offer beef, scarce in the community during the war, at his grocery store. George, who was all for the extra beef, handed him a rifle and told him to shoot the cow himself. Unfortunately, Kenneth was not a very good shot. His aim went wide, and he killed the Kangas' prize bull instead. George was not distraught or angry; he simply suggested that Ken buy the bull as well as the cow.

In 1943 Gia Keller sold the Siletz Bay Auto Camp to R.E. Oliver of Portland. Mr. Oliver was familiar with the Auto Camp, having spent many happy vacations at the cottages. The Nolan Cottages on Second Avenue, known today as Fleet Avenue, were also popular with vacationers. In 1945 they were purchased by Mr. and Mrs. Ben Woelke of Salem and renamed the Cutler City Cottages.



Siletz Bay Auto Camp

In February 1945 Mr. and Mrs. Harold Standley purchased the Cutler City Café and Motel from Mr. and Mrs. Charles Craft. At the time of the sale the property consisted of nine rental units, a café and an adjoining banquet room. The Standleys operated the rental units themselves but leased the restaurant portion of the business to Mr. and Mrs. Dawson of Delake. By the end of the year, the Café opened under new management, again. Mr. and Mrs. Rich took over operations in October. This time the

menu turned more upscale, featuring steak, seafood and homemade pastries. Chef M. C. Carson was hired, as well as Mrs. Myrtle Arter of the Waldorf-Astoria.

As the war came to an end, Cutler City residents looked for ways to improve hometown infrastructure, voting 47 to 1 to create \$6,000 in water bonds in July 1945. The bonds were for improvements to the Cutler City Water District including extension to the water lines. This action made it possible for the Cutler City Water District to purchase or sell any assets to a like corporation. It further stipulated that the District could assess water rates for individual usage.

An end to the war meant a building boom for Cutler City. Cutler City's population doubled, and businesses of all kinds were established. There were restaurants, gas stations, a tavern, a sawmill, a seafood market and a furniture store that serviced most of north Lincoln County. Although it was considered less affluent than some other towns, Cutler City took pride in being a workingman's community. The streets were filled with kids playing, people walking their dogs, and neighbors visiting. People knew each other well and watched out for one another.

Post war increases in population and houses made Cutler City residents recognize the need for more city services, especially fire service. Many homes burned to the ground during the early years of development due to lack of fire protection. In January 1946 Cutler City residents signed a petition requesting annexation to the TND (Taft, Nelscott, DeLake) Fire District and were accepted.

In August 1946, the Pines Addition opened in Cutler City adding another 100 lots to the town's holdings. The new real estate tract was adjacent to the business district along the highway. Lots sold for \$350 to \$600 and were considered very desirable due to their sheltered location away from prevailing winds.

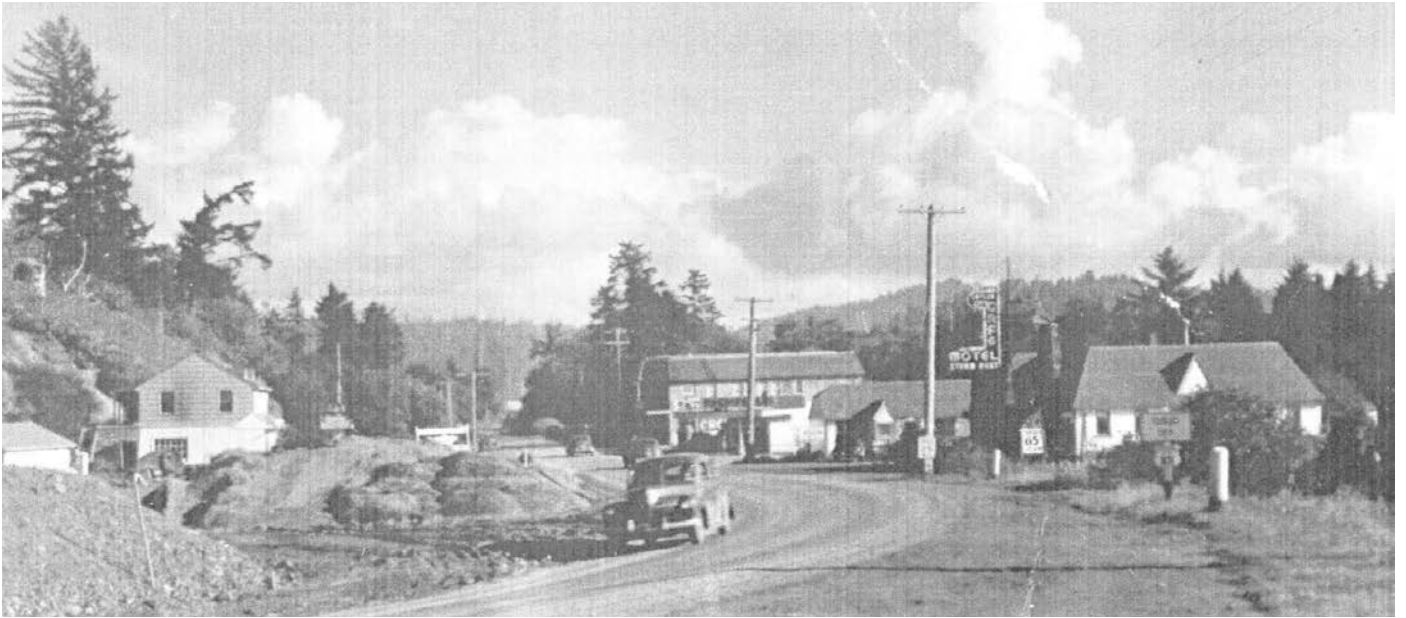
In 1946, M&F Stores of Woodburn and Independence Oregon announced the opening of a new store in Cutler City. Kenneth Morgan, owner of Kenny's Food Market in Oceanlake, R. H Morgan, D. W. Griffin and E. M Forguard were the new owners. Norman Garrison was hired to manage the store. A very modern new building was constructed by John W. Wilson of Werner Timber. The building was large for this area, 56 feet by 159 feet, with an all glass front that allowed cars going along Coast Highway an unobstructed view of merchandise displays.

The store opened on November 22, 1946 with a huge grand opening event that included free coffee and cake along with gift merchandise of all kinds. The store advertised a large quantity of scarce groceries as well as a full stock of ordinarily available items.



M & F Store

A one-stop shopping center, it included everything to fill a shopper's needs. The store had six complete departments: groceries and meat, dry goods including men's, women's and children's clothing, a complete hardware and sporting goods department, a sundries department including toiletries and "remedies," fresh baked goods from Jones Colonial Bakery in Oceanlake, a toy and gift department and, finally, a lunch counter. Capacious shelving along the walls housed canned goods while other packaged foods occupied "island" type shelf units in the center of the grocery



Cutler City in the 1940s

department. White enameled produce displays, with mirror panels above, backed the fountain and lunch counter. Red upholstered stools and red marbled linoleum completed the modern look of the interior. The store even arranged to have hourly bus service from Neotsu through town directly to the front door.

In 1947, Cutler City was once again in need of improvements to their water system. A meeting of the Cutler City Water District was held to discuss a proposed budget for the improvement project. Although there was no opposition registered at the meeting, since most of the Water District residents were in favor of the improvements, state law mandated any tax increases of more than 6% over the previous year's payment of principal and interest on bonds must be authorized by a vote of all the residents in the district. A total of \$1,378 was sought by the district, which included an increase of \$1,060 over the 6% permitted by law. In a special election held in June 1947, voters approved a \$1,060 tax levy by a vote of 49 to 2 to complete the installation of a four-inch water main on Third Street, today known as Galley, and for other needed improvements to the water system.



Cutler City Lumber Co. Mill fire

At the beginning of August 1948, a fire broke out at the Cutler City Lumber Company mill. The manager, Mr. Bacon, had been feeding chickens at his home adjacent to the mill property when he noticed flames shooting out from the side of the building. Shortly afterward he heard an explosion from the main building that sounded like some kind of "spontaneous combustion." After attempting to start the water pumps at the mill and finding it impossible due to the intense heat, Bacon summoned the Taft Fire Department.

By the time the firemen arrived, the fire, fed by a strong north wind, was too far along to stop. Even the additional help of the Oceanlake Fire Department when they arrived could not impede the fire's progress. By stringing suction hose from Drift Creek, firefighters were able to hose down adjacent buildings, saving the mill office building and the old box factory. The firemen worked feverishly to move lumber using logging trucks and other equipment. They were able to save almost 250,000 feet of lumber stored near the mill.

Bacon thanked the Fire Departments for their heroic efforts to save the building, along with the many volunteers that helped. "Within five minutes after the fire started there were at least thirty men helping and many more responded within the next hour," he reported. The cause of the fire was never definitely determined. Fortunately, even though losses totaling \$60,000 were incurred by the company, they were fully covered by insurance. Fifty-eight mill workers were left without work, however, and Cutler City had lost a major asset. Mill owner Leo Elwert, who had purchased the mill just one month earlier, promised to rebuild the mill. He kept his promise, and the mill was rebuilt on the footprint of the original mill.

In July of 1952, just four years after the devastating mill fire, the Bay Building Supply Company was formed to buy Cutler City Lumber. The owners Joe W. Shook, Sydney I. Atkinson and Howard E. Schmidt, happily combined the two operations to create a larger and more efficient company that employed many Cutler City residents.

In 1949 the Cutler City Texaco Service Station, owned by Joe DeJardin of Taft, was sold to Mr. and Mrs. Phil Ade of Portland. The Ades had purchased the Rose Lodge Myrtle Wood Factory the year before and wanted residents to know that they were making Cutler City their permanent home. The couple won over local residents by promising, "We'll gladly give folks real old-fashioned service with a smile, whether they purchase anything or not."

In August 1950 Frank Stepanek bought the Bay Lumber Company, which had closed for a brief time, from Jack and Bob Wilson who had owned the operation for the previous five years. Stepanek was not new to mill operations having operated a mill in Portland for twenty-two years. The operation was renamed Frank Stepanek & Company. The mill's new manager, Johnny Mason, having restocked the lumberyard and retail store while the business was closed, was ready to reopen on August 1, just two weeks after the sale was finalized. "New lines will be added," bragged Mason, "as well all former lines continued."

Ocean Bay Furniture, which had been an Oceanlake business for many years, moved to the M&F building in Cutler City on April 15, 1954.



Advertisement for Ocean Bay Furniture

That same year the Kangas Brothers Dairy suffered a loss to their dairy herd that could have been the end of their dairy business. Their cows developed something called "Bangs" disease, which infected the herd much like "Hoof and Mouth" disease does today. One by one all of the cows, about fifty, had to be destroyed. Family members continued to work at the dairy raising young calves to take the place of the cows that were lost. Times were pretty tough, but the family worked together and pulled the dairy through this crisis.

In April 1956, Mrs. Edith Snyder and her daughter Janet bought the Crab Pot, a long-time Cutler City business, with a plan to sell all kinds of fresh seafood. Of course, crab was sold, but they added salmon and other fish fillets

and offered a money back guarantee if the fish was not fresh. Janet even painted the interior of the Crab Pot with undersea murals and added some new counters to attract customers.



Crab Pot interior

Garrigus Builders Supply warehouse was completely destroyed April 29, 1964 by a fire from an unknown origin. Although the Devils Lake, Depoe Bay and Newport Fire Departments came to the aid of the Taft/ Nelscott/ Delake Fire Department with thirteen pieces of water hauling and other firefighting equipment, lack of readily available water hindered their efforts. The single fire hydrant nearby failed and put another pumper out of commission by clogging it with mud. The fire consumed piles of lumber, plywood and a new truck outside of the building as well as the building itself. Property loss was estimated at \$150,000. The fire was discovered by Ray Reimers, a neighbor who investigated what was happening when his dog barked a warning. Thanks to the dog, the Reimer home was saved, though it had been surrounded by flames on two sides. Many neighbors, including a group of teenagers, aided the Reimers in removing their possessions from their home. The real success of this fire fight was in containing the fire to the Garrigus building. Ocean Bay Furniture store, which had also caught fire, only suffered damaged windows. The lack of available water did, however, highlight the need for better city services, and convinced more than one Cutler City resident that consolidation was coming not a moment too soon.

Work to rebuild Garrigus started almost immediately. The day following the fire Forrest Garrigus started the rebuilding project by purchasing the Reimer house and turning it into business offices. By September the building structure was completed, and a grand reopening celebration was announced for Garrigus Building

Supply to take place from September 23 to 26. The grand reopening included free coffee and doughnuts, product demonstrations and door prizes.



Garrigus Building

Fire struck the community again within a year. Mr. and Mrs. Ed Tillman purchased the Villa Capri Motel and Restaurant, most currently the Bay House, in 1964. Less than a year later, in February 1965, a fire caused by electric wiring problems did \$1,000 in damage to the restaurant. Fanned by extremely high winds, the fire destroyed a large part of the roof and attic but did not reach the dining room or kitchen. In 1992 a windstorm blew down the building's original chimney, which was replaced that fall.

During the 1960s Cutler City residents complained that their water had a large amount of silt content. To alleviate this problem,

Cutler City Water District members approved a \$96,000 bond issue for improvement to its water system in August 1964. The improvements included a new pipeline from the source below the forest road on Gordy Creek to a source above the forest road. Also included in the improvements was a new reservoir, built on the Roger Thompson property in Cutler City. Since road fill was considered the reason for the problem, changing the source to a place above the road and adding a reservoir where the silt would filter down were measures thought likely to solve the problem.



Aerial view of Cutler City circa 1965

In 1965, residents of five North Lincoln County towns voted to consolidate. When the new entity of Lincoln City began to function officially, some of the unexpected difficulties with former agencies and governmental groups began to emerge.

Cutler City Water Board members were told that they were now an “illegal” group that had no standing and no say about how public funds were to be spent. Oregon law decreed that any entity that was completely blanketed by a new incorporated city would be automatically “extinguished” and its assets and liabilities would become the responsibility of the new city. The Cutler City Water Board saw it differently, asserting that they had control of water district funds and that they would decide how they would be spent. At issue was Lincoln City’s plan to integrate the Cutler City water system into the Taft-Nelscott-Delake system. Lincoln City had already replaced badly deteriorated wooden water mains and began running a water line from Taft. The city cited trouble from the Gordy Creek source as a reason for changing the Cutler City Water Board’s plan. By January 1967, the embattled Cutler City Water Board defied Lincoln City government’s takeover plans and the new city council filed a law suit to force the Cutler City Water Board to turn over all assets and records.

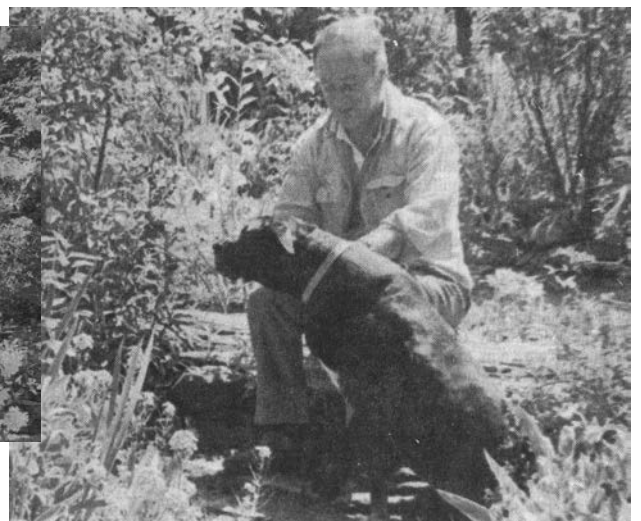
In retaliation Harvey Cross filed a lawsuit against the City of Lincoln City alleging that the consolidation itself was not legal. This suit, which questioned the existence of Lincoln City, had to be addressed by the courts before a ruling could be made about the legality of the Cutler City Water Board. Public meetings held at the Community Club made it clear that Cross and some others were in the minority among Cutler City residents. In 1967 even more residents than in 1964 wanted to be a part of Lincoln City. This majority was not pleased with the action taken by the “separatists” and wanted the Water Board to cooperate with the city. As a result of this dispute, three Community Club officers resigned including Mr. and Mrs. Cross, who were vice-president and secretary respectively. At a later meeting Mr. Cross said that he had not officially resigned, but his position had been filled by Joseph Kirk by that time.

On February 23, 1967, after a court decision declaring that Lincoln City was a legally incorporated city acting in accordance with the law, the Cutler City Water Board turned over all Cutler City Water District assets and records to Lincoln City.

The issue was not completely settled until July of 1967 when the suit filed against the city by Harvey Cross was settled. Still at issue was a \$1,047,000 sewer and storm drain federal grant to Lincoln City that would be delayed and possibly lost as long as this suit was pending. A compromise was reached in the eleventh hour. Cutler City residents undoubtedly brought pressure on Cross to settle the lawsuit, and city councilors who knew a lot was at stake for the city, were willing to compromise to insure the grant. The terms of the settlement included payment of Cross’s legal fees, immunity from further litigation for business owners and Water Board members, and the promise to form a citizen’s advisory group.

During the 1950s and 1960s flooding continued to be a problem. During the annual coastal storms, water backed up all through town, flooding streets and bringing in ocean debris. Sewers were needed and had been approved, but still had not been constructed in Cutler City. Apparently at issue was who would do the actual construction. According to ex-mayor Sam Cribbs, Cutler City’s advisors refused to have Lincoln City crews construct the sewers in Cutler City as they did in other parts of Lincoln City. They wanted an outside firm to do the construction, and they got it. In March of 1971 the Lincoln City City Council accepted the Cutler City sewer proposal without discussion and with only one dissenting vote. The rumor that circulated at the time was that it passed so easily due to a long and heated debate at a closed executive session of the council a week earlier.

Cutler City languished somewhat during the 1970s and 1980s. Some residents said that consolidation destroyed the sense of community that it had once had. Others said it lost many of its charming gardens and cottages and appeared run down. One Cutler City resident at that time tried to turn back the clock, at least in his own yard. Dean Olson moved to Cutler City in 1973 and took up residence at 1136 SW 69th Street.



*Dean Olson’s garden on 1136 SW 69th Street (above);
Dean Olson and his dog in their garden in Cutler City (r)*

When he purchased the property, it was pretty much a blank canvas. According to Olson, you could see from one end of the property to the other without plants blocking your view. Over the years Olson created a garden showplace on his property. He added a pond and filled the entire yard with plants and trees of all kinds. He graveled a walk through the garden and dragged driftwood from the beach to create gazebos and other garden structures. He planted roses, bushes and trees in such a way as to create separate rooms of greenery. Visitors said his home looked like a scene in a painting, almost too beautiful to be true. Without knowing it, Olson had brought back the Cutler City of old, a garden cottage surrounded by natural beauty.

Cultural Resources

The Cutler City Community Club continued to be a community resource throughout the 1950's, 60s, 70s and 80s. Membership dues were \$2 a year. During those years the Club put on bi-annual arts and crafts festivals, held monthly pancake breakfasts, and developed a neighborhood watch program. Margaret Langford served as Club president for eighteen years, from 1964 to 1983. During her tenure the Club acted as both a civic organization and a social center, sometimes combining the two. Often, plays, dances and other entertainment were put on by the Club to benefit charities and nonprofit organizations throughout Lincoln City. In 1983, Ed Johann took the reins from Mrs. Langford and continued the work. Over the years the Cutler City Community Club came to mean a great deal to its members. To those who didn't drive, it meant a place where they would feel at home yet be out in the world, hearing news and sharing fun with neighbors. Weddings, and birthday and anniversary celebrations were held there. It was truly the heart of the community.



Community Club play in 1940

Throughout its history the Community Club welcomed other civic groups to share the facility including the Lincoln County Food-share. When in 1990 the Club could no longer support the facility, they decided to deed it to another nonprofit organization. On July 18, 1991, Community Club officers officially deeded the property to the Pacific Baptist Church.

In 1999 a plan by Lincoln City to create a wetlands park in Cutler City sparked heated debate. The proposed wetlands were mostly in the Pines Addition to Cutler City, just behind the business district on the west side

of the Highway. The land belonged to Lincoln County, but Lincoln City had been given a recreational easement on the property. While most Cutler City residents and local ecologists liked the idea of creating a park for preservation and education of native coastal wetlands, they were not in agreement with the design of the park. The inclusion of a parking lot, board walks and restrooms at the park were thought to be detrimental to the purpose of preserving the wetlands.

Frank Nettleship, who lived next door to the proposed park parcel, commented, "It's the cutting edge of environmental ecology. Leave it as it is." After this outcry from nearby residents and environmentalists, a modified design was developed that limited boardwalks and moved parking and restrooms across Southwest 63rd Avenue.

In June of 1999 a group called Friends of the Wildwoods and Trails stepped in to offer a third alternative, distinctly different from the Parks and Recreation plan. They proposed eliminating restrooms and parking lots altogether, creating a simple, man-made hiking path through the wetlands. Their concern was that the

natural setting remain undisturbed. The Friends used machetes, axes and brush cutters to clear a half mile trail. The trail winds back and forth from 63rd Street to 69th Street, through a marshy wooded area. While it does not attract many visitors, local residents and naturalists think the trail does what it was intended to do, preserve the environment.

In May of 2001 the Salmon River Drift Creek Watershed Council sponsored a “Wild Rhododendron Appreciation Hike.” The group wanted to commemorate the city’s history as the Rhododendron Capitol of the area. The group followed the Friends of the Wildwoods and Trails hiking trail through Cutler City wetlands. Participants were happy to see a collection of wild “rhoddies” preserved there, along with many species of birds and early blooming flowers.



Wild Rhododendrons

view to the south of the wetlands includes an almost panoramic vision of the Siletz River estuary and surrounding mountains to the east.

In 2001, Lincoln City’s Urban Renewal Agency constructed a sidewalk along much of 62nd Street. Cutler City residents had long hoped for sidewalks that would protect pedestrians as they walked along this busy street. Curb improvements along the length of the sidewalk rounded out the project.

Open space, once so abundant, now seems to be found only at the edges of town where the water meets the land. The view shed is still spectacular and may be as accessible as it has ever been due to the layout of the town. The view of Siletz Bay, the Pacific Ocean and Taft seen from Josephine Young Park is among the most inspiring on the Oregon Coast. The

Architecture

Cutler City building structures are mostly a combination of Arts and Crafts and a basic bungalow style. Many have been significantly modified over time. None is in the National Historic Register. They do, however, provide the context for the history that has played out under their roofs and are reference points for individual and community events. The buildings and structures built by Cutler City inhabitants are evidence of how they lived, their industries and occupations, their creative impulses, and abundant natural resources.

Commercial buildings are few in number. The most significant are the Roby’s building and the Lumbermens building. Both buildings employ a minimal modern, utilitarian design. Their significance is largely associative, having been long-term businesses, locally owned and operated they represent the building and lumber industries that once flourished in the area.

The Kangas Dairy barn, built for commercial dairy farming, is perhaps the best example of an historical Cutler City building. The building represents a once thriving dairy industry, now completely gone from the area. It has been moderately modified for other commercial uses but remains a significant example of an early twentieth century dairy barn built in this area.

Older residential structures are mostly wood frame, single-story cottages with very simple, boxlike designs. Built as vacation cottages, some homes are exceptionally small and simply and inexpensively constructed. Architectural styles and features, such as those listed here, were sometimes included in the design.

COMMERCIAL

Lumbermens Building, 6305 SW Highway 101

McCready Lumber was the first business on this site. McCready sold lumber from a trailer, stacking and storing wood in the adjoining yard. Garrigus Builders Supply Company opened for business in May 1960 in a new building with a drive-through warehouse and much smaller retail store than today. The original warehouse, built by Garrigus, burned down in April 1964 and was replaced later that same year but retains much of its original exterior configuration. Willamette Industries bought the business and building around 1973. It was sold to Lumbermens around 1983. Additional offices and a larger store and warehouse were added to the complex and the building has been expanded and remodeled over the years.

Tups Tavern, 6042 SE Highway 101

The small, wood-framed structure that housed the Hamburger Inn was built circa 1934. The tavern and restaurant quickly became a favorite watering hole and eatery in Cutler City. It became Tups Tavern some time in the early to mid-1940s when a man with the last name of “Tupper” purchased the business. Roger and Diane Gettis remodeled and updated the building in 2006. The new building, more than three times the original structure, has been completely modified. It sits on the footprint of the original building.

Roby’s Furniture, 6255 SW Highway 101

Originally one of the M&F Stores, this building was constructed in 1946 by John W. Wilson of Werner Timber. It was owned and operated by Kenneth Morgan, owner of Kenny’s Food Market in Oceanlake, R. H Morgan, D. W. Griffin and Mr. E. M Forguard. The building was considered very modern for the 1940s because of its size, 56’ by 159’, and windows facing the highway that allowed cars going along Coast Highway an unobstructed view of merchandise displays. The building has been occupied by furniture stores ever since it was sold to Ocean Bay Furniture in 1954. It was occupied by Ocean Bay Furniture from 1954 to 1969, by Weimer’s Furniture from 1970 to 1986, and by Harbor Bay Furniture from 1986 to 2001.

The Kangas Dairy Barn, 6429 SW Highway 101

The Kangas Dairy barn, built in 1931, is a very recognizable Cutler City landmark. At the time it was built it accommodated 40 to 50 cows. The Kangas Brothers Dairy operated out of that barn until the 1950s. The interior, especially, has had many reconstructive repairs and modifications for other uses including as a photographer’s studio. The exterior was modified, following a major wind storm, to include a wraparound second story porch and staircase.



Kangas Dairy Barn

The Bay House Restaurant, 5911 SW Hwy 101

The building that now houses the Bay House restaurant has been a Cutler City landmark since the mid-1930s. It began as the Cutler City Tavern in a small wood-framed building with two large stone fireplaces. Later businesses emphasized fine dining and the name was changed to the Cutler City Café and Motel when some rental cottages were added to the business. David Hearing purchased the building and business in 1979. After a few years with business booming it became apparent that the 25-seat dining room was too small. He decided to enlarge the building beginning with the kitchen. The addition was 500 square feet on the back of the building, completed in June 1983. The dining room was also redesigned. Rounded windows were added with a cove above to “soften” their appearance. Track lighting was carefully laid out and 80 percent of the seats in the room became view seats. The interior was decorated in a “light deco” style with hand painted antique chairs. A small dining area on the south side of the building was converted into a warm,

comfortable reception area. Just off the dining area, a private, Oriental-style garden was created with sculptures by northwest artist Marge Hammond.

In December 2005, Stephen Wilson purchased the building and remodeled it once again, adding a wine bar and cocktail lounge to the north side of the building. The addition is approximately 1,300 square feet and includes a new fireplace and a 21.5-foot black walnut bar.



The Bay House, formerly Cutler City Tavern



Pacific Baptist Church, 2007, formerly Cutler City Community Club building

Community Club, 6531 SW Galley Avenue

Built by Cutler City residents in May 1936, the Cutler City Community Club has been remodeled several times. The Club was built on land sold to the community by Arthur Cutler. Residents donated all the labor and most of the materials to build the Club. The ramp providing wheelchair access to the building was added in 1989. Cutler City Community Club was the location for community gatherings, celebrations and events for more than sixty years. The building was given to the Pacific Baptist Church in 1991.

Streetcar Village, 6334 US-101

Streetcar Village,” was initially constructed in 1970 by “Trader” Hap Hitchcock. He painted his first building red and covered it almost completely with white Victorian gingerbread trim. The Portland streetcar that ran on the Sellwood line was added in 1971 and gave the business its name. In later years Hitchcock added two Burlington Northern cabooses that housed a stained-glass artist and a warehouse. Stores in the “village” are mainly antiques stores and stores with unusual collectible merchandise. Hitchcock’s third antique store, built from a Portland streetcar that ran on the Sellwood line, gave the village its name. Later, Hitchcock added two Burlington Northern cabooses.



Streetcar Village 2007



Kangas House



"Old Gold" circa 1933

RESIDENTIAL

Kangas House, 6429 SW Highway 101

This classic Craftsman home was built in 1929 by a Finnish carpenter. It was very large for the times, probably because Matt Kangas, the original owner, had seven children to accommodate. The house includes a large kitchen and dining room as well as five bedrooms. The small house the Kangas family lived in previously was put on rollers and moved a few yards to the west to make room for this larger house. The small house burned down in the 1950s.

"Old Gold" Cabin in Cutler City

This Craftsman cabin, owned by Flo and Dean Rogers in the 1930s, is likely the one still at 6409 Harbor, although that is not certain. The style of the cottage is highly representative of Cutler City residential architecture pre-World War II.

Dean Olson's House and Gardens, 1136 SW 69th Street

The history of this home is unknown up until the time Dean Olson purchased it in 1973. Its historic significance stems from the gardens created by Olson that were well known in Cutler City throughout the 1970s and 1980s. Today the house appears structurally unchanged since the 1970s. However, the house is somewhat run-down and in need of repair. The surrounding gardens are but a reminder of their former glory.

GOVERNMENT-OWNED RESOURCES

Kids Park and Seniors Too, 6634 SW Fleet Street

When two abandoned houses were condemned and demolished in 1990, the city of Lincoln City acquired



Kids Park and Seniors Too



Josephine Young Memorial Park 2007

the two building lots in Cutler City. A park was proposed for this property, and a citizens' committee formed to help design the park. The park was intended for use primarily by neighborhood children. When park construction was completed in the spring of 1992, the naming of the park also became a community endeavor. A contest to name the park ensued with the winning entry chosen by neighborhood children who had decided it should be a park for kids, but for seniors too.

Josephine Young Memorial Park, 65th and Ebb Avenue

On October 8, 1973, Lincoln City officially established the Josephine Young Park on 1.01 acres along the Siletz Bay at the end of 65th and Ebb Avenue. Tax lot No. 197, Lincoln County Section 34, TWP 7S. The park covers approximately 14,112 square feet, about one third of an acre. The park includes play equipment,



Wetland Trail

wooded area in what was the Pines Addition to Cutler City. The trail is located on wetlands owned by Lincoln County but given to Lincoln City as an easement for recreational purposes. The Friends used a chain saw and motor driven brush cutter to clear a half mile trail that wound from 63rd Street to 69th Street.

restroom facilities, picnic benches and parking. Once a problem for Cutler City residents due to lack of maintenance, the park is currently maintained by Lincoln City and is much used and appreciated by residents and visitors alike. The park is located on the historically significant site of the former Frank Gibbs residence, the first home built in Cutler City.

Cutler City Wetlands and Open Space Walking Trail

In 1999 a group called Friends of the Wild-

woods and Trails began work on a marshy

CUTLER CITY HISTORIC COTTAGES

6045 SW Jetty. Although no definite history is known about this small folk cottage, it stands in a location described as being the site of George Cutler's home built in 1913. This is one of the few cottages built during this period that is situated such that it has a bay view.

6040 SW Jetty. This small bungalow has a lovely view of the bay and a brick fireplace.

1240-1248 SW 62nd Street. Although no definite history is known about these bungalow cottages, now rental units, probably they were among the early vacation cottages built in the 1930s and 1940s. They may have been Siletz Bay Auto Park cottages.

1219 SW 62nd Street. No known history. This tiny bungalow cottage was likely built in the early 1930s. It may have been an original rental cottage in the Siletz Bay Auto Park, just across the street from a group of cottages. Note the decorative whale at the top of the porch gable.

1151 SW 62nd Street. This early cottage with some Craftsman features has a lovely fenced-in garden. The house faces the street with no bay view. No known history.

1027 SW 62nd Street. This shingled bungalow appears to have a front, sleeping porch. Unlike many early cottages, it is situated such that it has a wonderful bay view.

1040 SW 62nd Street. This delightful cottage is enhanced by some unusual trim at the top of the porch columns.

6436 SW Fleet Street. This charming cottage with brick fireplace is greatly enhanced by its freshly painted appearance and white picket fence.

6526 SW Ebb Street. This cottage with small, gabled front porch appears to have had some modification. The sides seem to be later additions to the small cottage. The exterior detail on the porch gable and porch railing give this cottage its unique look.

6623 SW Ebb Street. This charming Craftsman style cottage has a raised front porch under an overhanging eave. The turned columns and porch railings give this cottage its appeal.

1045 SW 69th Street. This corner bungalow is greatly enhanced by several colors of exterior paint. It appears to have been raised from the ground at some point, no doubt due to flooding, as it is very close to the beach.

6106 SW Fleet Street. This cottage appears to be slightly modified since it was built some time circa 1930. Modern vinyl windows have replaced original windows and the garage now appears to be a part of the living quarters.

6301 SW Harbor. One of the most delightful cottages in the area, this lovely, shingled home with some Craftsman features has some wonderful old-growth trees on the property. Its fresh paint and well-kept appearance adds to its appeal.

6444 SW Inlet Street. This home was owned by Ed Johann, former president of the Cutler City Community Club. The home's gardens and unusual exterior decorations are in keeping with historic Cutler City.

6448 SW Galley Street. Although the house at this location may be historic, it has several awkward, modern additions. This home is notable for its unusual fence made of driftwood, very much in keeping with historic Cutler City.

TAFT



The “Four Brothers” on Siletz Bay.

Of the communities that make up Lincoln City—DeLake, Taft, Cutler City, Nelscott, Oceanlake, and Wecoma (which merged with Oceanlake)—Taft is unique. It is the only community in North Lincoln County still in existence whose Euro-American settlement pre-dates the automobile age. Prior to settlement, its location on flat terrain near the mouth of the Siletz Bay, Taft facilitated development in the early 1900s. Its waterfront emerged as a small trading and social center for homesteaders living nearby in relative isolation on the flood plains of Schooner and Drift creeks.

Taft is sited on generally flat ground along the north end of Siletz Bay and along the beach just north of the bay. Before extensive filling and diking, this low-lying tidal flatland was the flood plain of Schooner Creek and susceptible to ocean flooding during storms and high tides. This bottom land is composed of silt, sand and gravel dating from the Pleistocene epoch to present.

It is believed that shock waves from the last major earthquake, which was approximately 300 years ago, caused liquefaction of the soil. The ground in this area is susceptible to liquefaction because it is composed of shallow subsurface soils consisting of saturated, loose, fine- to medium-grain sand. Taft is also susceptible to tsunamis, massive waves generated by off-shore seismic activity.

The ocean shoreline in this area is quite dynamic, changing dramatically with the seasons. High waves erode the sand in the winter months; in the summer, small waves deposit the sand back on shore. The cliffs just north of Siletz Bay erode an estimated three to ten centimeters each year. The beach below is fairly flat and composed of fine-grain sand, which acts as an effective buffer between the ocean surf and the cliffs. The composition of the cliffs (Pleistocene terrace sands) also prevents them from being particularly susceptible to erosion. Cliffs of the type found at Taft beach generally fail in small, vertical falls rather than in the more dramatic landslides that occur elsewhere along the Oregon Coast.

Settlement of Taft Area

When North Lincoln County opened for settlement in 1895, there was virtually no chance of the railroad reaching Siletz Bay. The railroad, which was completed to Yaquina Bay in the early 1880s, went through bankruptcy in the 1890s, when the nation was in the middle of a depression. Economic growth was also deterred by the lack of a deep-water shipping port. Boats and ships small enough to cross the Siletz bar found it a treacherous undertaking.



Jakie and Sissy Johnson were allotted land in the Taft area.

Taft's modest beginnings as a community can be traced to July 1894, the date North Lincoln County opened for Euro-American settlement. By the early 1900s, Taft was a central gathering place for isolated homesteaders who had recently settled on former Siletz Indian Reservation land.

Taft began on the land bordering the north end of the Siletz Bay, near present-day 51st Street. Taft's waterfront location made it the early economic center for the region, and it quickly became a social center where local celebrations, dances and other gatherings were held as well. Homesteaders picked up their mail and supplies there and enjoyed socializing.

Jacob Johnson Jr. and his wife, Sissy, were the first officially recognized owners of what would become the site of Taft. They received their land under the General Allotment Act. Jacob, usually referred to as "Jakie" or "Jackey," received a strip of land along the north end of Siletz Bay that bordered the open ocean. In present-day terms, this is the location of all southwest 49th and 51st streets. It appears the eastern boundary of his allotment was just a few lots west of today's Highway 101. Sissy (sometimes spelled "Sissie") was allotted

two smaller parcels. One of her parcels bordered her husband's on the easternmost boundary. Both of her lots were on the north bank of Schooner Creek. They constructed a house and barn near the bay on the Taft waterfront.

As late as 1904, the Johnson dwelling was the only house in all of Taft. The path to the waterfront from the Johnson place was an elevated walkway. In addition to farming, Johnson ran a row-boat ferry service, taking passengers across Siletz Bay. By all accounts, the Johnsons were well-known and liked. In 1895, the Johnson's waterfront land, later known as "Taft Flat," became a popular gathering and camping place among the locals, particularly on the Fourth of July when Taft hosted the first annual North Lincoln Pioneer Picnic.

The Johnsons were honored on March 11, 1899, when a post office was established on Drift Creek near present-day Cutler City by the Parmele family. They named it Johnson as a tribute to Jacob and Sissy. The Johnsons had 80 acres of property on Drift Creek, probably acquired from a relative, Rosa Johnson. They sold this parcel to Matt Kangas. The Johnsons turned down many offers from settlers of the area who recognized the value of their Taft allotment land.

Taft Gets Down to Business

Homesteaders came from miles around, usually by water, to patronize Taft's waterfront stores. The store that housed the post office was generally a cut above the rest, as it functioned as a social and retail center of North Lincoln County. John W. Bones was the first to open such an establishment. When the Johnsons opted to return to Siletz in 1904, they rented their house to Bones, who established a temporary store in it. The Bones store was primarily patronized by homesteaders living along Schooner Creek. It was the first retail establishment in Taft. In 1906, Bones established a post office in a corner of his store. When the name "Siletz" was rejected by postal authorities, Bones chose "Taft" after President William Howard Taft. At that time in Taft's political career, he was President Theodore Roosevelt's secretary of war.

Cloverdale businessmen Charles P. Nelson, a prominent figure in the development of Nelscott, and Charles Ray, a merchant, built a new store for Bones on the waterfront very near the west end of present-day 51st Street. Nelson and Ray supplied Bones with merchandise on consignment. Goods were shipped via their boat, Della, that called regularly on Taft.

The Bones' store and the pioneer stores that followed also functioned as outlets where homesteaders could sell or trade commodities. The merchant exported the local goods. There is documentation of merchants purchasing animal hides and cascara bark. Cascara was harvested by local homesteaders and ultimately used to manufacture laxatives. This was particularly prevalent when the U.S. Army wanted it for soldiers during WWI.



John Bones store and post office

John Kentta, a native of Finland, tracked the availability of allotment land, which he acquired and resold. By at least one account, he negotiated with both reservation officials and the allottees for desirable tracts. He primarily sold the land to miners residing in Montana and Utah who usually purchased it sight unseen. Most were recent immigrants from Finland along with a small contingent of Estonians. A substantial percentage of the Finns were closely related to each other. Typically, they settled on the land to become subsistence farmers. Descendants of these pioneers still live in the area today, but many of the Finnish settlers sold out to logging companies in the 1920s after proving up on their land claim.

The Alingers were one such pioneering family of Finnish immigrants. Andre Alinger, along with his parents, brother, and sister-in-law, moved to North Lincoln County around 1910. The elder members of the Alinger family lived on Schooner and Drift creeks. Andre worked at the former Bones' store, which by that time had been sold to William Dodson.

In 1912, Alinger struck out on his own and built a store into the hillside near Dodson's establishment. Alinger's Taft Co-Operative Store was also known as the Spring Store, as it was constructed around a spring that was used to cool milk and other perishables. In 1912, Andre Alinger became postmaster when the post office was moved to his establishment.



Alinger Spring Store and Taft Post Office

William Dodson was not about to be outdone by Alinger. He demolished his old store and hired John Butterfield, a homesteader, carpenter, and boat builder, to construct a new two-story building complete with a 40-by-56-foot dance floor. In 1918, Andre Alinger died, and the post office was moved to Dodson's Store. The Dodson Store later became Robinson's Siletz Bay Trading Post.

Alinger's store went through several owners and later became the Horner Hotel. What was believed by many to be this building was later sawn in half and turned into two rental cottages. Then in 1966, the cottages were purchased



William M. Dodson store and Post Office in Taft



North bank of Siletz Bay circa 1912

the dairy industry. Abraham was a native of Lohtaja, Finland. His original surname, Liswig, was changed to Abrams in a misunderstanding when his citizenship papers were processed. In 1890, he married Anna Kautinen, also a native of Finland, in Astoria. They then moved to Portland, where Abraham worked as a card dealer at the famous Erickson's saloon. He then ran his own saloon and boarding house in northwest Portland before filing for a homestead one-half mile out of Taft on Schooner Creek in 1904. After proving up on their claim in 1908, the Abrams family established a home in Taft. The family operated a dairy farm there.

In 1910, Abrams acquired the tideland along Schooner Creek and south of the creek where the Lincoln City wastewater treatment plant is now located. In 1915, Abrams was hired to work at what had been Dodson's Store on the waterfront. Later he worked at the Siletz Bay Mercantile when it was owned by Joe DeJardin Sr. on the Roosevelt Highway.

Around 1932, he opened a store of his own across the street. Around 1936, he moved back across the street when he purchased the store at which he had previously worked. Abrams' store, which offered credit and delivery, proved popular with the locals. During World War II, he held back scarce treats such as Hershey bars and sold them to locals only. By the 1940s, his popularity and duration as a resident earned him the nickname "Mr. Taft." His wife, Melanie, kept the books at their store.

by Jerry Parks and moved to Otis Junction, where they were to be "restored" and added to a frontier town attraction at his Pixieland amusement park.

Further complicating any possibility of pinpointing the exact location of the early structures on the Taft waterfront is the fact the land itself has been built up and altered. Perhaps the first in this series of changes came in 1913 when several buildings were moved back away from the water after they were threatened by large driftwood logs carried into the bay by winter storms.

Industries providing income for area residents were limited. Perhaps the primary reason was the isolation of the area. Roads had yet to be built, and accessibility by boat was somewhat treacherous. Large-scale farming was nearly impossible because of the hilly terrain and poor soil.

Taft had yet to become a tourist destination. In the early years, it had two small lodging establishments possibly not open simultaneously. Its first was established when Bones began renting rooms in his house several blocks north of the waterfront. Three years after Bones left the area, Francis and Marie Mercier established lodging next to their Taft Heights residence overlooking Siletz Bay.

A small-scale dairy industry provided some with income. Abraham Abrams, a native of Finland, figured prominently in the beginnings of Taft and

Charles F. Robertson established a dairy in those early homesteading years, complete with a modest cheese factory, on Schooner Creek. Robertson, who ran the Dodson store for a while, also planted a small apple orchard. Like Abrams, Robertson maintained a residence on the Taft waterfront.

In its infancy, the dairy industry showed promise. A local paper remarked in 1917, “The lowlands of Taft and Siletz furnish the best dairy lands. The fact is few people realize that Northern Lincoln County is fast becoming the second Tillamook of the state.” The dairy industry flourished briefly in the area. By 1938, the Kangas Bros. Dairy near Cutler City ceased selling locally produced bottled milk. In the 1950s, the emergence of corporate agriculture and tightening health regulations led to the virtual disappearance of the dairy industry in Lincoln County.



C. F. Robertson's cheese factory, Taft, 1910s



Steam donkey logging in early Lincoln County

nue in the early 1920s. Each property owner underwrote the construction of the section in front of his or her property. The boardwalk was built of piano-leg stock purchased from Noon's Mill in Kernville.

While the boardwalk required the cooperation of many residents, the town cemetery started as the result of one man's generosity, pioneer merchant John Wesley Bones who had established Taft's first store. In 1906, he set aside a portion of his land just above the present-day Inn at Spanish Head for use as a cemetery. Bones' donation was spurred by the death of Neils Andersen, who drowned after his launch capsized while attempting to cross the Siletz Bar.

In the late 1920s, Bones' son Charles opened a store on Highway 101 across the Siletz River at the steel drawbridge at what was then called Rocky Point (present-day Kernville).

While north county had an abundance of standing timber, logging was done on a very limited basis until after World War 1. In 1905, a small sawmill was established by the Parmele family at the mouth of Drift Creek. The Parmele mill sold its products to the nearby settlers. In 1917, The Victory of Siletz, a sixty-four-foot boat, was built at the Parmele sawmill on Siletz Bay from wood sawn there. Two years later, this sawmill, which had been condemned, was destroyed in an explosion that killed three people and injured two.

About the time of the demise of the Parmele mill, a spruce sawmill, larger than the Parmele mill, was constructed across the river from Kernville at Millport Slough. Known as the Noon Mill, it cut primarily clear spruce to be used for airplane construction. Finished lumber was shipped to Astoria on small oceangoing steam schooners that also carried supplies for north county residents.

Infrastructure

Early on, Taft's population and economic base—fishing, logging and retail—were quite small. There was no need for an elaborate infrastructure. Probably Taft's first municipal project was the construction of a boardwalk on Pacific Avenue

Perhaps one of the first government projects was the establishment of Taft's school in an abandoned store building across Schooner Creek in the defunct settlement of Longcoy. Initially, fifteen students attended classes there. Jess Stone, a resident of Longcoy, constructed a swinging bridge across Schooner Creek for the students.

The Automobile Age

The era of isolation and severely hobbled private and public development came to an end in the age of the automobile. On paper, it would seem the Oregon Coast entered the automobile age in 1912, when Governor Oswald West wrote a concise sixty-word bill declaring Oregon's seashore a public highway. The beach had served Lincoln County as a tide-dependent highway ever since the first horse-drawn wagon was introduced to the area. West later wrote that he proposed this bill knowing a real road would eventually replace the beach. West was confident that once the Highway Commission, which he created even though the state had no highways, had control of the beaches, it would never let the seashore back into the private sector. The bill was perceived by lawmakers as routine and it became law with practically no debate.

That same year, four men and a dog, including a photographer, set out in a new Studebaker to drive from Newport's Bayfront to Siletz Bay to generate awareness of the sad state of Lincoln County roads. The intrepid travelers called themselves "The Pathfinders" and were sponsored by the Newport Commercial Club, a forerunner of today's chambers of commerce. The trip took nearly 23 hours and required numerous tools and a lot of ingenuity.



The Pathfinders: first automobile trip from Newport to Siletz Bay and back, July, 1912

The road improvement efforts of 1912 were somewhat premature; few people owned cars, and the roads from the Willamette Valley to the coast were little more than dirt trails. Hope for better roads on the coast rose when, in 1919, Lincoln County's representative in the Oregon Legislature, Ben F. Jones, introduced a bill authorizing construction of the Roosevelt Coast Military Highway. It was to be routed along the coast from the Columbia River to the California line. The U.S. government was to pay for half of the construction costs; the other half would be funded by bonds issued by the states it traversed. That same year, Oregon became the first state in the nation to pass a gasoline tax.

With no opposition to Jones' bill in the Senate, a \$2.5 million bonding enactment for the highway proposal passed. It then went before Oregon voters, who gave it their approval by a wide margin. Someone once nicknamed it "Ben Jones' Wagon Road," but today we know it as Highway 101. While approval came quickly from Oregon lawmakers and voters, Federal funding was a little slower in coming.

By 1923, construction of the highway was at last underway from Newport north and in southern Tillamook County. The following year, the highway from Astoria to Taft was considered complete. Road building southward from Taft continued with the construction of a covered bridge across Schooner Creek. It was built by the Rice Brothers as part of their highway construction contract. A swing-bridge, designed by noted bridge engineer Conde McCullough, was completed over the Siletz River at Kernville in 1924. This was the last unbridged crossing between the Columbia River and Yaquina Bay.



Bridge over Schooner Creek, built 1927



Kernville Bridge over Siletz River,, built 1924



Looking South on Coast Highway, with Snug Harbor, first building on the right, 1930's

Perhaps North Lincoln County's full-fledged entry into the automobile age could be pinpointed to March 14, 1926. On this day, the ocean-going freighter Roamer called on Siletz Bay for the final time. The Roamer was the very last of many privately-owned freighters that regularly called on small Oregon Coast ports to pick up and deliver freight and passengers. When it tied up to the Taft dock, it took on canned salmon from Gerttula's Kernville cannery as well as Astoria-bound lumber. The departure of the Roamer for the final time marked the beginning of the end of the waterfront as Taft's primary business district.

With the construction of the Roosevelt Military Highway in the mid-1920s, North Lincoln County's isolation came to an end. The highway served as the main street of every town along the Oregon Coast in its path, including Taft. Like most coastal communities impacted by highway construction, Taft underwent a transformation. Rapidly, its core business district moved from the Siletz Bay waterfront to the new highway. Transporting goods and people was far cheaper and faster by auto and truck than by boat. In the automobile age, Highway 101 became the main street for Taft and all the other Oregon Coast communities on its route.

Small freighters such as the Roamer could not compete in the era of road building and affordable trucks and automobiles. Henry Ford's assembly line production drove the price of the automobile down to the point that nearly everyone could afford a car. The price of the Model T dipped to a low of \$295.

Business Development

Several developers were quick to recognize the impact of the automobile on the Oregon Coast. New resort communities developed to cater to the motoring public. Camp Roosevelt, Cutler City, DeLake, Depoe Bay, Gleneden Beach, Neotsu, Lincoln Beach, Nelscott, Oceanlake, Roads End and Wecoma were all rival developments within a few miles of Taft that sprang up shortly after the completion of the highway. North Lincoln County was promoted as a tourist destination accessible by automobile as well as a desirable place to establish a vacation home.

Fred C. Robison, Taft's postmaster and store proprietor since 1920, was the principal developer of Taft at the dawn of the automobile age. Robison had purchased Sissy and Jake Johnsons' Taft allotments in 1922. On August 4, 1926, he filed an official plat map for Taft with Lincoln County. According to a signed statement on this map, Robison and his wife, Effie, owned this land and dedicated its use to the public forever. On paper, Robison's Taft consisted of 141 lots. It was an L-shaped town bordered by Siletz Bay and the Pacific Ocean. Taft consisted of one main street, Pacific Avenue, that intersected at the west end with the Roosevelt Highway. From the highway, it ran west along the bay to the ocean where it turned ninety degrees north. Two short streets, Pine and Lincoln (now Ebb Avenue and 48th streets respectively), intersected Pacific Avenue. Only one street, Sunset (now Coast Avenue), paralleled Pacific Avenue. It was on the north-south section and was two blocks long.

Fourteen months after filing Taft's plat map, Robison filed for its first addition. This addition totaled seventy-eight lots, all on the east side of Roosevelt Highway, near the location of the high school, grade school and grange. Seven lots faced Roosevelt Highway just north of present-day 51st Street. Most of the lots were along Rhododendron Street (present-day Keel Avenue); shorter streets included Manzanita (present-day Jetty Avenue), Schooner Street (the easternmost section of present-day 50th Street), Spruce Street (present-day 47th Street), Laurel Street (present-day northern section of Keel Avenue), and Cedar Street, which apparently no longer exists or perhaps never did.

In October 1927, Robison filed a plat map for yet another addition to Taft. The fifty-three-lot "Sunset Addition" was on the west side of the Coast Highway. It was a northward extension of Sunset and Pacific avenues. These two streets paralleled each other due north and turned inland approximately forty-five degrees to intersect with the highway.



Robison store and post office at the corner of Coast Highway and 51st Street.

Taft's core business district migrated from the waterfront section of Pacific Avenue to the Coast Highway to take advantage of the tourism business that came with the construction of the highway. Robison led the way in this transition when he relocated his Siletz Bay Trading Post to front the new highway in 1925. Robison's store, the former Dodson's Store, also housed the post office. Robison constructed several other buildings on his highway property that were rented or sold.

By 1940, there were twenty-seven retail businesses along Highway 101 in Taft. On the former main street, Pacific Avenue, there were none. Once the automobile age began, only houses and lodging establishments were sited on the waterfront, which was once the area's hub of commerce and social activity.

Tourist and other business developments were not really feasible prior to 1927. Up until that time, North Lincoln County lacked the infrastructure necessary for commercial growth. Electricity was not available on a regular basis until June of that year. Mountain States Power Company established a small generating plant in DeLake that served 120 customers from Neotsu to Kernville. Two years later, improvements in the phone system followed. A phone line was installed connecting Newport with Taft. Prior to that time, phone calls from North Lincoln County were routed through Corvallis or Tillamook.



Tourism

Fred Watson came from Hebo in 1927 to build The Pines, a \$20,000, three-story, wood-frame hotel. Sited on the Coast Highway, The Pines became The Pines Restaurant, which burned down in the early 2000s. Complete with a ballroom and a restaurant, Taft's first destination resort hotel was designed and built in the pre-automobile age tradition. It would seem there was little other development in the immediate vicinity of The Pines. A newspaper reporter remarked at its opening, The Pines has a "wonderfully fine view of the Siletz Bay, mountains, and natural forest scenes." The view was not all that drew people to The Pines; with locals, at least, it was a popular place to play cards and gamble.



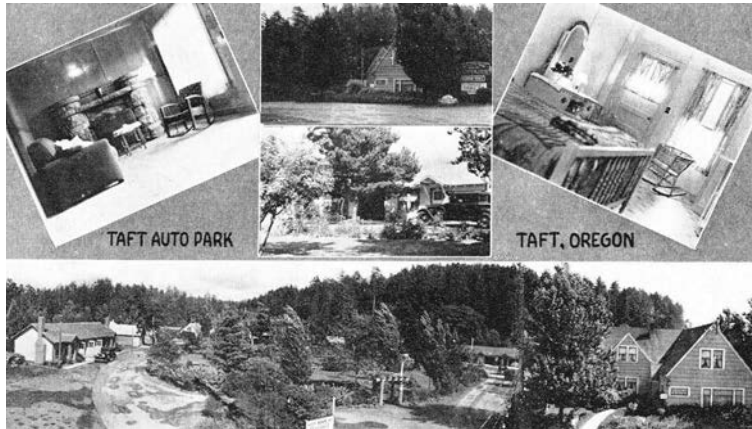
The Pines Hotel and restaurant and (above) interior of The Pines with Pop Watson, who built The Pines, and Gerry Vessey and Dr. O.B. Long

The opening of the highways to North Lincoln County came at a transitional time in the history of the hospitality industry. The business of tourism as we know it today was just beginning to take shape. Auto camping, a popular pastime with middle- and lower-class American motorists, was beginning to wane. This fad had been around, in localities with roads, since the mid-1910s. Commercial booster clubs in communities such as Ashland, Oregon, lured tourists and potential new residents to their communities by building and maintaining free auto camps. Similar camps were built all over the United States but were particularly prevalent in the West.

By the time of the construction of the Coast Highway, the days of the free auto camp were nearly over. Many communities had grown weary of hosting the “hoboes” and other undesirable people that were, like legitimate tourists, drawn to free accommodations. By the mid-1920s, many communities had closed their camps or turned their operation over to entrepreneurs who implemented a fee schedule.

When the operation of auto camps went to the private sector, the modern motel began to emerge. Camp owners found that primitive shacks were popular with travelers who had tired of pitching a tent each night. Shacks also acted as a hedge against harsh weather. Shrewd camp owners soon found that more elaborate, homelike accommodations, such as indoor plumbing, would attract more affluent travelers. In the 1920s, the hospitality industry enjoyed a nationwide boom. Cabin camps, cottage camps, cottage courts and motor courts, all predecessors to the post World War II motel, were constructed at an unprecedented rate.

Perhaps because of its isolation or the tremendous competition for the tourist dollar in North Lincoln County, Taft was a little slow to capitalize on this new industry. By the time of the construction of the first such lodging establishment in Taft, growth in the hospitality industry had slowed. The country was beginning to feel the effects of the economic depression that loomed on the horizon.



Taft Auto Park advertisement

Taft Auto Park, also known as the Fruiht Auto Park, was one of the area’s first establishments built with the motorist in mind. It was constructed on Schooner Creek on a low-lying floodplain that was built up with fill. Eight years later, proprietor Frank Fruiht added several “deluxe cabins.” Fruiht probably added the cabins in an attempt to keep up with his competition. In 1930, the Jax duplex cottages were built nearby on Drift Creek. Guests at the Jax enjoyed free use of boats, fishing tackle and crab net as well a log lookout tower.

Graham Auto Court was built in 1927 on the Taft waterfront. Located where the city parking lot is now, it consisted of sixteen attached units with garages in a single row. In 1930, its name was changed to Harmony Auto Court. A month prior, Craddock’s Cottages, a complex of eight duplex bungalows, was built next door by Mr. and Mrs. Robert Craddock. The local paper stated with confidence that Craddock’s cottages would “be a means assisting Taft very materially in entertaining visitors.” Amenities included a shared garage and hot and cold running water, complete with a shower bath. Subsequent additions boosted Craddock’s Cottages to twenty-two units with a capacity of 102 guests.

Up until the late 1930s, these were the only lots considered developable on the south side of Pacific Avenue. The beach came right up to and sometimes onto Pacific Avenue. This low-lying land was subject to frequent flooding and the buildup of driftwood carried in by ocean storms. It was considered no-man’s-land. This



Flooding on 51st Street in Taft

area was stabilized somewhat when a wooden bulkhead was constructed along the water's edge and the area was backfilled behind the bulkhead. It appears the Port of Newport began this process in 1929 when a 600-foot-long bulkhead was built after a new dock began to cause erosion. This made for a substantial addition to Taft's waterfront acreage and Fred Robison's holdings. Robison had several small cottages moved there from elsewhere in Taft. Some were sold, others used as rentals. In the years that followed, the wood in the bulkhead rotted and gave way. It has since been replaced with rock.

Hard Times

Like the rest of the nation, the Great Depression slowed Taft's economy considerably. However, a road and a festival took some of the edge off the economic downturn. Completion of the Salmon River Cut-Off, present-day Highway 18, made North Lincoln County more accessible to residents of Portland and Salem. In 1928, when it appeared the new road was to become a certainty, the local paper boasted, "Taft will soon be the center of a development rivaling any city along the coast and the whole state will know it as the most wide awake and progressive city of the time. . . . Taft should multiply ten-fold the coming summer." North Lincoln County residents rejoiced at the official Salmon River Cut-Off dedication ceremony in 1930 and looked to the future with great optimism.

The anticipated prosperity proved elusive. Taft was unable to escape the firm grip of the economic depression of the 1930s. Taft was one of several Oregon communities to respond to the Great Depression with a festival. Taft's "Red Head Roundup" was perhaps one of the most unusual Depression-era attempts to attract visitors. Fred Robison's brother, Manville, a redhead in his youth, is credited with the idea for Taft's annual celebration. At first, it was a one-day festival. Awards were given in various categories such as the plumpest woman, most freckle-faced boy, and cutest baby. Its location on the waterfront made contests such as boat races possible. By the late 1930s, Sam Slocum, a Portland promoter, had transformed the Redhead Roundup into a profitable venture.

A 1938 Lincoln County directory shows that tourists staying for the roundup could choose from seven lodging establishments. All were on or within a block of Taft's waterfront. The Redhead Roundup, like most of Oregon's Depression-era festivals, came to an end with the outbreak of World War II. In fact, tourism came to a virtual halt as the nation turned its attention to the war effort.



Crowds at the Redhead Roundup in Taft

Post-War Tourism

When Taft incorporated as a city in 1949, its waterfront area was probably at its peak as a destination for tourists seeking lodging. At this time, Taft's population was 498. The previous year, voters in Nelscott, Taft, DeLake and Cutler City had soundly defeated a measure to consolidate into one city. Incorporation may also have been, at least in part, an attempt to present a unified lobbying front in an effort to obtain Federal funds to dredge Siletz Bay. Despite the efforts of several of Taft's prominent businessmen and Senator Wayne Morse, this attempt to create a deep-water shipping port was not endorsed by the Corps of Engineers (then called the Board of Engineers) and not funded.

Even with the lack of shipping activity, Taft may have been the most prosperous of the four cities contemplating consolidation. There were about eleven lodging establishments operating in historic Taft. All told, 91 tourist cabins, The Pines Hotel and two trailer courts were on or very near the Taft waterfront. At this time, the cabins in historic Taft were beginning to fall from favor with tourists. The modern hotel was beginning to emerge. Hotels provided bedding and optional kitchens and, occasionally, garages. In the prosperous years that followed the war, the tourism industry experienced a boom. Convertible touring cars had long lost popularity in favor of the hardtop, and cottage owners concerned with profits were quick to discover that garages took up space that could instead be used more profitably for additional revenue-generating rooms. The demand for cottages with kitchenettes dropped in the prosperous postwar era. More travelers than ever before could afford to take a break from the chore of cooking and take their meals in restaurants.

Taft changed right along with the hospitality industry. Modern motels began springing up north of historic Taft in an area that became known as Taft Heights. The single largest motel was the Ester Lee. It started as a four-unit, single-story building. Each unit originally included a triple bay window to maximize its ocean view and a garage. In 1943, it was purchased by partners Carrie McClanathan, Bena Englund and Ada Clark. When two of the partners moved on, McClanathan found herself running the place on her own. Unlike Craddock's Cottages and other waterfront lodging establishments in this day, the Ester Lee provided guests with bedding and cooking utensils (including toasters), dinnerware and, perhaps most importantly, an unobstructed ocean view. Another advantage the lodging establishments had over the Taft waterfront cottages was visibility. The Ester Lee and several other lodging establishments were either on or easily seen from the Coast Highway.

McClanathan added a basement to house more units. Later she purchased two nearby lodging establishments, Carroll's



West end of Pacific Avenue, 1940s



Chaddocks Cottages



Ester Lee Apartments, looking west from Highway 101 circa 1943

Grand View and the Moore Apartments. In 1945, she built an addition to the Moore Apartments and had a third building constructed. The oceanfront garages were converted into apartments. In the twenty-eight years McClanathan ran the Ester Lee, she built it up to thirty-two units. It remains in operation as the Ester Lee to this day. Other early Taft Heights lodging establishments included Crescent Cottages, Hill's Modern Apartments, Sea Lark Cottages, Taft Auto Court, Taft Height Hotel and Auto Court.

In the post-World War II years, innovations in recreational vehicles and the expansion of the state park system shook up the auto camping industry. Camp trailers and motorhomes (usually home-built) were a rare sight until the post-war era. In the recreation boom that followed the war, auto campers could select from a wide variety of factory-made recreational vehicles. By this time, the state park system had expanded, particularly on the Oregon Coast. By 1940, there were 1.5 million acres of state park lands on the Oregon Coast. In the post-war years, this land was developed to accommodate the motoring campers.

The popularity of the state parks, combined with abandonment of the tourist cottages in favor of modern hotels, ultimately led to a decline in activity on the waterfront. While tourism played an instrumental role in shaping historic Taft, other industries certainly had an impact on the area's development.

Other Industries

Most of the agriculture, maritime and wood-products related activity in North Lincoln County was outside of the boundaries of Taft proper. Fishing, logging and a few other short-lived industries played secondary roles in the development of Taft. While logging and commercial fishing have at times been important industries in North Lincoln County, their activities primarily were located up the Siletz River from Taft.

Commercial fishing, North Lincoln County's first industry, did not endure into the post-war years. As a commercial venture, fishing on the Siletz began to wane in the 1920s. In 1927, the Gerttula Cannery, the predecessor of the Kern Brothers Cannery, closed. The Oregon Fish and Game Commission brought an end to drift-net fishing on the Siletz River in the early 1930s.

In its heyday, the wood products industry was much larger than the fishing industry in Lincoln County. Its growth was made possible by the outbreak of World War 1. To secure spruce lumber for the construction of airplanes, the Army built railroad lines from Newport north to Otter Rock and south almost to Yachats. Construction began on a large mill in Toledo. In North Lincoln County, the Army's Spruce Division assumed control of Noon's sawmill at Kernville (Millport). Following the war, this mill apparently went back to its owners.



Log raft going out to sea from Siletz Bay



Log parade in Taft

aggressively logged his Siletz timberlands. Johnson transported most of the logs from the Siletz River to Toledo by rail and later by log truck.

The Johnson operation made a pronounced impact on the economy and environment of the area. However, the operations of the much smaller Lincoln County Logging Company were much more visible to the residents of Taft. Lincoln County Logging started bringing logs out of the Siletz watershed in 1925. Unlike the Johnson operation, it relied exclusively on tug boats to move log rafts from the Siletz north to mills on the Columbia River and Washington and to the Johnson operation in Toledo. Active from 1925 to 1939, its two tugs, the Dodeca and Chahunta, towed 800 million board feet of logs over the Siletz Bar. They were often moored at the Siletz Bay dock on the Taft waterfront. One local who was around at this time recalled that it was practically a “holiday” in Taft when a tug went out with a raft in tow. Practically, “The whole town was up on the bluff there watching the operation until they got out in the ocean.”

The logging of the area’s timberlands was a concern for a group of North Lincoln County business leaders. They organized to protect land along the lower Siletz River from “the ravages of the lumber interests.” Their attempt to win national park status for 32,000 acres and create a tourist destination where motorists could “drive over its fine boulevards,” or ride “in the Venetian gondolas that may glide gracefully over its limpid waters,” was unsuccessful. In fact, CD. Johnson’s supply of old growth in Lincoln County lasted through the end of the 1940s. In 1948, about the time Johnson was beginning to run low on old-growth timber, a small sawmill providing employment for nine people was completed on Schooner Creek, just east of Taft.

In 1940, a much smaller forest-based industry established a Taft presence. The G.R. Kirk Company of Tacoma, Washington, built a two-story building on Highway 101 near the Schooner Creek Bridge. Aside from upstairs apartments, it housed cold storage lockers and a room for processing sword ferns that local pickers would harvest in the nearby forests.

The Kirk Company placed the ferns in cold storage until the product was shipped to wholesale florists. G.R. Kirk had a network of buying stations in the county and a second facility in Newport. They claimed to have paid out between \$75,000 and \$125,000 each year to local fern pickers. The old fern plant no longer exists. Exactly when the fern plant closed is not known, but it was still in operation into the 1950s.

In 1920, two years after the end of the war, CD. Johnson, head of the Pacific Spruce Corporation, purchased most of the government’s timber holdings in the county as well as its railroad lines and the Toledo mill. Around 1923, Johnson issued a million dollars in stock to acquire timberlands along the Siletz. According to one of Johnson’s logging foremen, the largest fir and spruce in the West were on the Siletz with “fir logs measuring commonly from seventy-two to eighty-two inches at the butt and Sitka Spruce even larger.” In the decades that followed, Johnson

Preserving History

Information on the region's history may have been lost had it not been for the long-standing tradition of interest in North Lincoln County's past. In 1947, a group of residents formed the North Lincoln Pioneer Association. Their mission was to "promote closer relationships between them and the later settlers; and to record and preserve interesting historical accounts . . ." In 1950, they published a fairly comprehensive history of the area. In 1986 and again in 2001, they published follow-up editions that primarily contain family histories and summaries of interviews conducted by Mildred Salazar.



North Lincoln County Pioneers ca 1949

In 1987, a group of seven or eight residents organized the North Lincoln County Pioneer Museum, dedicated to preserving and displaying artifacts and archival material pertaining to the region. Their first museum was in Taft; it then moved briefly to a storefront in the DeLake section of Lincoln City. The museum became a centerpiece of Taft in 1994 when it moved into the old Taft Nelscott DeLake Fire District/City Hall building. It has since been remodeled and a new addition added in 2004. The museum now boasts two floors of exhibits as well as a research library, making it not only a tourist attraction, but a resource for local history and historic preservation.



Taft fire house, built in 1941, is now the North Lincoln County Historical Museum with recent addition and update

These organizations both have been successful in documenting the families who pioneered the area and in generating awareness of the region's history. Only in very recent times has there been an interest in preserving the historic sites and buildings. The combination of the harsh coastal climate and times of less-than-favorable economic conditions continue to challenge members of the community interested in historic preservation.

Lincoln City has done an admirable job of maintaining Taft's scenic viewshed, perhaps because of the widely recognized value of an ocean view and the importance of tourism to the region's economy. Historic viewshed properties may contain property of little intrinsic historic merit but relate the historic character of the Taft waterfront. Preserving this view is protecting the historic integrity of Taft and its ability to convey its historic significance.

Perhaps the most popular is the vista of Siletz Bay. This is fitting, as much of the early development of Taft is a result of its location on Siletz Bay, near Schooner and Drift creeks and the mouth of the Siletz Bay; early on, it was largely a community based on water transportation. The view's historic significance is reinforced by the fact that Lincoln City has four public viewing areas with this vista in mind: one on each side of Schooner Creek, at the Siletz Bay dock, and at the turnaround area at the end of 51st Street. It is also reinforced by the numerous historic scenic photos of the bay.

Unfortunately, many of the area's historic resources are gone. Tourist cottages, cabins and motor courts were once commonplace in Taft and elsewhere along the Oregon Coast Highway. In 1949, when the auto-oriented tourist industry appears to have peaked in historic Taft, there was nearly one tourist cabin or other type of lodging unit for every five people living there. Most of these units were small tourist cabins. The occurrence of the small Craftsman-style cottage declined when the modern motel began springing up in the 1940s north of historic Taft on the Coast Highway.



Aerial view of Taft Shoreline, 1939

Over the years, the damp, windy coastal climate has taken its toll on historic Taft. High tides combined with stormy conditions have flooded the waterfront, depositing mass amounts of driftwood onto the street and damaging buildings on several occasions in the 1910s, in 1932, and in 1948. Since that time, rip-rap has been installed along the water's edge and to date has prevented a reoccurrence. Less than favorable economic conditions have also taken their toll on the historic section of Taft at times.

Prominent People

Alinger, Andre

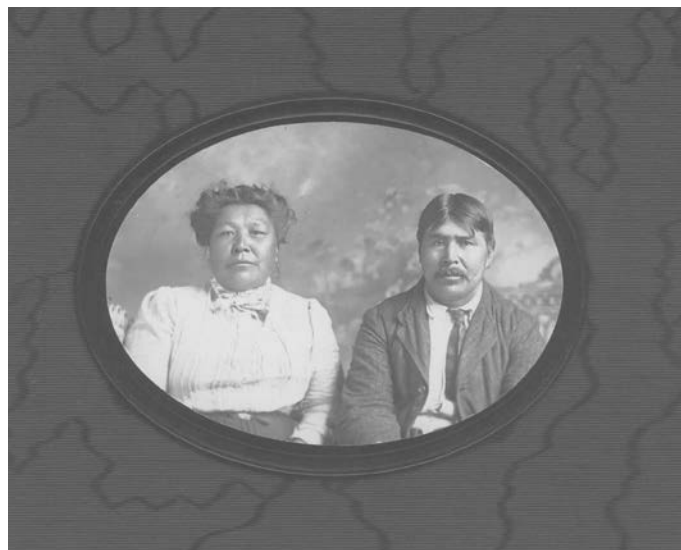
The son of Finnish immigrants Arvi and Amelia Alinger, Andre Alinger came to Taft when his family acquired homesteads on Schooner and Drift creeks around 1910. Andre worked at the Dodson store on the Taft waterfront. In 1912, he built a store near Dodson's. Alinger's Taft Co-Operative Store was also known as the Spring Store, as it was constructed around a spring that was used to cool milk and other perishables. In 1912, he became postmaster when the post office was moved to his establishment.

DeJardin, Joe Sr. and Mary

The DeJardins came from Gervais to Taft in 1927 when they purchased Fred Robison's store, the Siletz Mercantile. They ran the store (which included the post office) until selling out in 1936. Upon selling the store, Joe DeJardin built a fifty-by-fifty-foot building on the east side of Highway 101 in Taft.



Mary Healy DeJardin and Joseph DeJardin when they were courting



Sissy and Jakie Johnson

Getzelman, Alfred and Beatrice (1894 -1995), (-1979)

Alfred Getzelman, a native of Illinois, was the son of German immigrants. The Getzelmans moved to Taft in 1939 and ran Craddock's Cottages until selling out in 1951. Getzelman worked as director of Taft's water board and fire board for many years. Around 1945, he built what was then perhaps the largest retail building in Taft. Today it houses Ken-ny's IGA market.

Jacob Johnson Jr. & Sissy (1859 -1933), (1859-1931)

Jacob (usually referred to as "Jakie" or "Jackey") and Sissy Johnson probably were both born on the Siletz Reservation. Jacob's mother, Rosa, was a member of the Coquille Tribe. His father was from the Sixes band. Sissy's parents were from the Tutut-ni and Shasta Costa bands, who resided in Southern Oregon and Northern California. They are considered the first owners of what would later become the site of Taft. They received their land under the General Allotment Act. Jacob received a strip of land along the north end of Siletz Bay that bordered the open ocean. Sissy (sometimes spelled with an "ie") was allotted two parcels on the north bank of Schooner Creek. One bordered her husband's on the easternmost boundary. The Johnsons built a large two-story house and a good-sized barn on the Taft waterfront, where they pastured cattle. Jacob's mother lived next door in a traditional Native American dwelling. The Johnsons began selling off their Taft holdings when they moved to Siletz around 1904. By all accounts, the Johnsons were well-known and liked. Both are buried in Siletz. According to notes in Evelyn Parry's *At Rest in Lincoln County*, Jacob was a Shaker Church minister.

Kentta, John

A native of Finland, John Kentta came to the area on horseback from Butte, Montana, in the early 1900s. Kentta actively acquired and resold North Lincoln County Indian allotment lands. He later owned a store in Siletz that burned down. Eventually he left the area to find employment in the Portland shipyards.

McClanathan, Carrie (-1974)

In 1941, Carrie McClanathan came out from Chicago with her two sisters to purchase and assume operation of the Otis Cafe. After running the cafe for two years, they purchased Hill's Apartments and the Ester Lee Motel in Taft Heights. After her partners left, she ran the Ester Lee by herself. In the twenty-eight years McClanathan ran the Ester Lee, she built it up from four to thirty-two units. McClanathan served on the City Council and fought for a wastewater treatment.



Fred Robison Sr. and Manville Robison

Robison, Fred C. Sr. (- 1955)

Fred Robison was born the son of Swedish immigrants in Hobsonville, a mill town near Garibaldi that no longer exists. Family legend has it that the name was originally spelled R-o-b-s-o-n. He served in the United States Life Saving Service and later ran a store and post office in Barview, Oregon. Robinson came to Taft in 1920 and purchased Dodson's Store. In 1922, he purchased all the remaining properties owned by Jackie and Sissie Johnson. Robison then became Taft's most active developer until selling out sometime after 1944. He was elected county judge in 1928 and served until resigning in 1932.

Robison, Manville (1890-1976)

Brother of Taft developer Fred Robison, Manville Robison and his wife, Gladys, built an elaborate lighted miniature golf course complete with a food stand just north of The Pines Hotel in 1931. That same year, Manville was awarded a Carnegie Hero Fund Commission medal along with \$1,000 for saving the life of a woman drowning in the ocean at Taft. With the reward money, he and Ben Gerttula built a restaurant at the golf course

that was named The Green Anchor. The seafood sandwich as prepared by the Robisons earned this establishment regional fame. After eight years, the Robisons sold their restaurant. They went on to run several other businesses, including a hardware store, gift shop, fishing tackle store and a liquor store—all in Taft. Manville, who had red hair in his youth, is credited with coming up with the idea for Taft's annual redhead roundup celebration.

Mildred H. Salazar (1926-2008)

Perhaps no single person has accomplished more in the recording of the history of North Lincoln County than Mildred Salazar. At first, she volunteered to assist Earl Nelson, editor of "Pioneer History of North Lincoln County," with a second volume. After Nelson's death in 1986, she became editor of "Pioneer of North Lincoln County, Oregon" (1986) and, after that, "Pioneer History of North Lincoln County, Oregon, Volume III." These collections of pioneer recollections and family histories are invaluable to anyone wanting to know more about the history of the area.

Talbot, Major Theodore

Born in Kentucky, Theodore Talbot was attached to the second expedition of John C. Fremont in 1843-44. The Fremont expedition traveled from Saint Louis to the lower Columbia River. He returned east by sea in 1849 to serve with the unit that took over Fort Vancouver from the Hudson's Bay Company. From there, he led a small party in an exploration of the Central Oregon



Mildred Harmon Salazar

Coast. His 1849 journal documents their search for coal deposits and provides the first known written descriptions of what is now Lincoln County. Talbot rose to the rank of major and assistant adjutant general in 1861.

Winters, Helen (1893-1980)

Helen Winters moved to the area in 1928 and opened The Shop, a variety store in the building on the northwest corner of 51st Street and Highway 101 that previously housed Taft's first bakery. She ran her store at this location for nearly forty years. According to Winters, she and her husband, Bill, built the first home on Taft Heights in 1936. Her efforts at promoting the area won her the title of a "one-woman chamber of commerce." Winters was instrumental in the development of the Redhead Roundup, the Junior Women of North Lincoln County and the area's first Chamber of Commerce. She also taught drama at Taft High School. In 1961-62, she was designated Woman of the Year by the local paper, *The News Guard*.

Historically Significant Sites

BALLARD MOTOR COMPANY BUILDING, 4821 SW HWY. 101

Completed in 1946, this one-story brick building has a small addition on the north side near 48th Place. Ballard Motor Company opened in a different Taft location in 1936, according to Ron Cook, a long-time friend and employee of Robert Ballard, the builder and architect of this building. Construction began as World War II drew to a close. Because of the shortage of lumber, the building was constructed of shiplap (eight-by-one-inch notch-fitted planks) and brick. The 30,000 bricks needed for its construction were purchased in Willamina at four cents each. A friend of Ballard, Orly Taylor, did most of the masonry work. During this project, Ballard experienced some labor difficulties as he employed both union and non-union workers. This building originally housed a Dodge/Plymouth dealership. Since then it has been Tom Liftin Motors, Lincoln Auto Supply, and Jennifer Sears Glass Art Studio.



Ballard Building occupied by Jennifer Sears Glass Art Studio

CHRISTIAN SCIENCE READING ROOM, 5939 S.W. 50th STREET

Built about 1930, this unadorned, brick, one-story, rectangle building has a pyramidal hipped roof. Its existence in historic times can be confirmed by its appearance on a 1940 Sanborn Fire Insurance Map.

ESTER LEE MOTEL, 3803 S.W. HWY. 101

In 1926, R.H. Byng built a house on what would become the site of the Ester Lee. Mrs. Byng carried the stones for the fireplace up from the beach. The Byng house has been added to on all sides and is contained within the present office of the Ester Lee. The fireplace remains in use.

The Ester Lee was built in 1941 by Ester and Lee Inman. In 1943, it was purchased by partners Carrie McClanathan, Bena Englund and Ada Clark. McClanathan soon found herself running the place on her own when Clark took over the management of an apartment building and Englund married. Unlike Craddock's Cottages and other nearby lodging establishments in the 1940s, McClanathan's Ester Lee provided guests with bedding and cooking utensils (including toasters) and dinnerware. For the enrichment of her guests, McClanathan maintained a small reading library in each unit. Each of the original four units in the one-story building originally included a triple bay window to maximize the ocean view as well as a garage.



Ester Lee Motel owners: Carrie McClanathan, Edna and Arnold Englund, Ada Clark and Bena Englund



Getzelman Building

The Ester Lee has been significantly altered and expanded over the course of its sixty years of operation. Soon after she acquired the Ester Lee, McClanathan began expanding. First, she added a basement to house more units. Later, she purchased two nearby lodging establishments, Carroll's Grand View and the Moore Apartments. In 1945, she built an addition to the Moore Apartments and had a third building constructed. The oceanfront garages were converted into apartments.

In the twenty-eight years McClanathan ran the Ester Lee, she built it up from four to thirty-two units. She retired in 1971 and died in 1974. Subsequent owners added a new building in 1977, boosting the Ester Lee to fifty-four units.

GETZELMAN BUILDING, 4845 S.W. HWY. 101

Constructed in the 1940s by Alfred Getzelman (1894-1995), owner of Craddock Cottages, it was originally 8,000 square feet; additions since 1971 have made it a total of 18,000 square feet. Over the years, this building has had several tenants. The upstairs housed a doctor's office and apartments that were later converted into office space. Perhaps its first major ground-floor

tenant was Ocean Bay Furniture Company. It was occupied by Safeway grocery store for some time until it closed in 1971. Kenny Morgan Sr. purchased the old Safeway and reopened as an IGA Foodliner grocery store. Kenny Morgan Jr. took over the family business. The Morgan family has been in the grocery business in what is now Lincoln City since 1937.

HUTCHEN'S DRUG STORE, 5070 S.E. HWY. 101

Believed to have been built in 1927, this one-story, 2,500-square-foot building with flat roof and wood frame has been occupied by several businesses. In 1932, it housed Hutchens Drug Store, Stafford's Meat Market and Abrams' Cash Grocery. At that time, the building's foundation was replaced, and the building raised a foot to bring it up to the same level as the roadway. According to a news clipping from the time, several other buildings in Taft were raised to "present a front more harmonious with the surroundings than formerly." Presumably, the buildings were raised after the Hwy. 101 roadbed was built up. Hutchens Drug Store later became Mitchell's Drugs, which in turn became Wally's Apothecary in 1967. During the 1950s, this building also housed Bernie's Sporting Goods, a fishing tackle store, and an antique store. In 1998 the Taft Tea & Coffee House opened in the southernmost storefront location after completing an extensive remodel of the interior and exterior of the entire building. During this project, decorative wood shingle siding was added to its exterior.

LINCOLN COAST THEATER BUILDING, 4910 S.E. HWY 101

At its grand opening on May 27, 1932, Lincoln Coast Theater ran the movie “This is the Night,” starring Lily Damita, Charlie Ruggles, Roland Young and Cary Grant. By 1934, it apparently had been closed for some time. Newport theater man, William McKevitt, reopened the theater after negotiating a lease with the building’s owner, E.K. Willer. McKevitt upgraded the sound system and made other changes. According to at least one resident who spent his childhood in Taft in the 1940s, the Lincoln was the social center for children during the long coastal winters. Most recently it was the warehouse part of the Ace Hardware complex.



Looking south on Coast Highway in Taft. On the left: skating rink, Lincoln Theater, and Pines Hotel

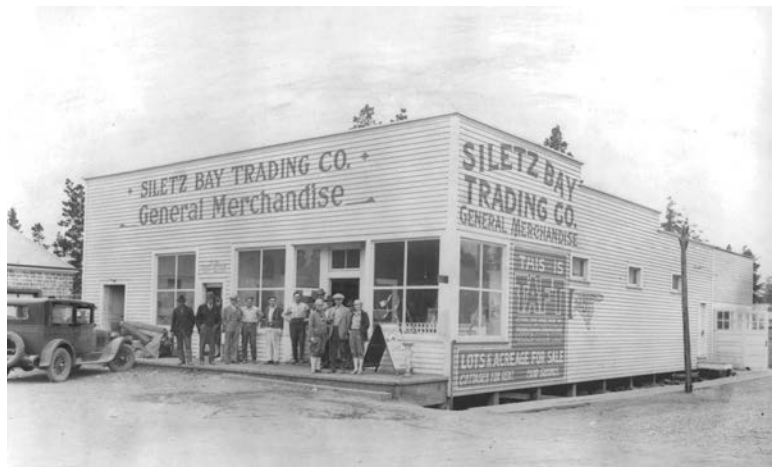
NORTH LINCOLN COUNTY PIONEER MUSEUM, 4907 S.W. HWY. 101

Construction began on what was originally Taft Nelscott DeLake Fire District firehouse with a “building bee” held on July 19, 1940. Bob Ballard was fire chief at the time. Shortly after the outbreak of World War II, this building was briefly occupied by about a dozen soldiers. Later it became Taft City Hall and a community hall. When Lincoln City began discussing a move from this location in 1975, a reporter asked then City Manager Jack Greene how much longer it could operate in this building. He replied, “It should have been torn down yesterday.” In 1986, North Lincoln County Pioneer and Historical Society announced its intention to open a museum, preferably in the Taft area of Lincoln City. The City Hall building was mentioned as a possibility.

On June 11, 1993, Lincoln City offices were moved from this building to their current location in Lincoln Square. Later that same year, the city turned the building over to North Lincoln County Historical Society for use as a museum. In 1994, the museum moved from a former retail space on Highway 101 into this building. In 2004 the building underwent major remodeling, including a 4,000 square foot, two-story building addition.

ROBISON BUILDING, 5111 S.W. HWY. 101

Fred Robison had this building constructed in 1925, when the Coast Highway was being built through Taft. It housed his Siletz Mercantile, which he relocated from the waterfront. In 1927, Robison sold his store to Joe DeJardin Sr. The DeJardins ran the store (which included the post office) until selling out in 1936 to Abraham Abrams, Jr. who ran a store in this location for



Original Robisons Store, which has housed many businesses over the years

many years. While the facade appears to retain a certain amount of its original appearance, it has been altered significantly and expanded.

THE SHOP, 5021 S.W. HWY. 101

This building was constructed by Fred Robison, most likely in 1928 when the highway came through Taft. It housed Taft's first bakery and cafe. Later it was a butcher shop. In 1930, Helen Winters opened a store in this location. Known as The Shop, it was a popular variety store that sold gifts, souvenirs and clothing. This building was torn down and a new building built in its footprint in 2015.



The Shop in Taft, owned by Helen Winters

INDIAN BURIAL GROUND SITE, NORTH SIDE OF 51st STREET NEAR CITY PARK

When Lieutenant Theodore Talbot explored the Central Oregon Coast in August and September 1849 in search of coal deposits, his party scouted the “Celeetz” Bay. Talbot noted in his journal on September 6, “It is the custom of the Indians in this country to deposit their dead in canoes, and there are a substantial number of them along the borders of the bay. They rest on platforms, each one surrounded by poles, from which are suspended all the personal effects of the deceased.” However, Alfred Acklom, who visited this site in 1880 and wrote an account of his stay there in 1935, made no mention of these grounds.

Many pioneer residents of the area have confirmed the existence of burial remains at a sand dune that stood near the west end of 51st Street, near the location of present-day Mo's. When the dunes were bulldozed to make way for development, human remains and funerary objects such as beads, bracelets, stone bowls and other metal objects were found. Supposedly, the artifacts and the human remains were reburied on the north side of 51st Street, but in reality many pioneer residents gained possession of these objects.

When a developer announced plans to build on the site of the then-abandoned Hershey's Place Restaurant, test holes were dug to check for possible archaeological remains. Nothing of significance was discovered.

SNUG HARBOR TAVERN, 5001 SW HWY. 101

Snug Harbor Tavern began operating in this location in the 1930s. In 1938, it is listed in a directory simply as “Snug Harbor,” a restaurant specializing in lunch. Previous owners include Tom and Tess Morgan and Peter and Ivah “Spook” G. Ludwig. This two-story, craftsman wood-frame structure has a side-gabled roof. The wide eave overhang on the main structure and decorative braces under its gables hint that it could have been originally constructed as a residence. Additions have been built on its east and south sides. Most of the original multi-pane, wood-frame windows have been replaced with aluminum-framed windows.

TALBOT WAYSIDE, HWY. 101 AT SCHOONER CREEK

A wooden sign commemorating Lieutenant Theodore Talbot's exploration of the Siletz Bay in 1849 was first placed here by the Lincoln County Historical Society in the 1960s. It has been replaced and updated periodically and is part of a countywide historic marker sign program the society has administered since the 1950s. This parking area offers a pleasant view of the Taft waterfront, Siletz Bay, and the rock formation known as the “Four Brothers.”

TAFT AUTO PARK, 4800 SE INLET AVENUE (EAST SIDE OF 51st STREET, NEAR BRIDG-

Believed to have been built in 1927, this was the site of one of the area's first auto camps. In 1935, Frank Fruiht constructed several "deluxe cabins" at his auto park. Each two-bedroom unit had a living room with a rock fireplace, dinette and kitchen. A couch and a folding bed boosted the sleeping capacity of each unit to eight. The walls and ceiling were paneled in plywood and varnished to "bring out the natural grain in the board." The kitchens were equipped with electric stoves and a hot plate. Hot and cold water were available. Each unit also featured a small trap door to make transporting firewood to the inside of the cottage easier. A door from the kitchen opened into the garage. A two-story, wood-frame house survives from its auto camp days. This home probably served as the proprietor's residence. An early picture postcard sold by the auto camp in the 1930s indicates the exterior of this house has changed very little. The home has a moderately steep cross-gabled roof. It appears to be a very early example of minimal traditional styling that became popular in the 1940s. Most recently it has been a manufactured housing park known as Taft Mobile Home Villa and Annex.

TAFT PIONEER CEMETERY, SE 39th AND HWY. 101

The first official burial was Neil Andersen in 1906. Andersen drowned when his boat overturned in Siletz Bay. The cemetery land was donated by Wesley Bones.



Taft Pioneer Cemetery

SKATING RINK/ACE HARDWARE, 4910 SW HWY. 101

This building was designed to accommodate 150 skaters at once. Organ music was provided by a phonograph. It remained in operation into the 1970s. The rink was converted by Roger Mills into a True Value Hardware in 1973. Today it houses the northernmost section of Mills Ace Hardware.

RUSS BAILEY PLAQUE AND FLAG POLE

A shipping dock was first built on the west end of the Taft waterfront sometime in the early 1920s. In 1928 or early 1929, the Port of Newport constructed a new dock at Taft. Apparently, the dock's presence altered the bay's current, causing a washout of Pacific Avenue. Citizens from Taft, led by then County Judge Fred Robison, successfully lobbied the port to construct a 600-foot-long wooden bulkhead to remedy the problem. In the 1930s, the Taft dock was a hub of activity. Lincoln County Logging Company's tugboats Chahunta and Dodeca (used to tow log rafts out of the Siletz Bay) were often docked there. Also, at this time, Bob and Al McMullen ran a boat rental operation at this dock.

A new dock was constructed by Russ Bailey at or very near this site of a previous dock in 1946. Originally, Bailey's dock had a small "fishing shack" that later expanded into a restaurant. A building was later added from which Bailey rented boats and crab pots and sold tackle and bait.

On Memorial Day 2000, Bailey was honored with a plaque for the twenty-eight rescues he performed near his dock at the mouth of the Siletz River. A pioneer resident who lived in Taft from 1918 to 1933 noted its importance as a landmark when he noted in a 1994 interview. "If they took the Taft dock away, I don't think I would recognize the place no more," he said.

The nearby land (including the site of Mo's) was owned by the Port of Newport until it was deeded over to Lincoln City in the 1970s or 1980s. Mo's has been operating near the dock since the early 1960s. The present-day Mo's restaurant at the dock was constructed in 1984-85.

SITE OF SCHOONER CREEK SHIPWRECK, SILETZ BAY, MOUTH OF SCHOONER CREEK

For decades, the ribs of a wrecked ship could be seen here at low tides, but they are now seldom, if ever, seen. Over the years, there has been much debate over the origin of the shipwreck remains. They could be the remains of the Blanco, a large brig built in North Bend that wrecked at the mouth of the Siletz Bay in 1860 or 1864. Ben Simpson, Siletz Indian agent, noted seeing the wreck of the Blanco at the mouth of the Siletz River in a report he penned in 1864.



Schooner ribs in Siletz Bay

The second written account of the presence of the shipwreck was written by Alfred Acklom, who visited the site of Taft in 1880. In the account of the trip, written in 1935, he described it as a small “wrecked schooner which had drifted into the bay waterlogged and abandoned.”

Others believed the remains were of a small, unidentified schooner that wrecked on the nearby beach in 1890. In 1909, a Native American woman believed to be 100 years old stated through a translator that the remains were from a ship that sailed into the bay long before European settlement. The ship grounded, and the crew was killed by the local Indians.

In 1951, Ben Gerttula, a Kernville boat builder, surveyed the wreck and determined that the remains were of a vessel more than 100 feet long and 30 feet in beam. He speculated that the wreck could have been the Blanco, Uncle John (Uncle Sam?), Sunbeam, or the Phoebe Fay. The Uncle John and the Phoebe Fay were believed to have met their end near Cape Foulweather.

TAFT HIGH SCHOOL/ELEMENTARY SCHOOL



Taft High School

In 1936, three similar school buildings were constructed by Lincoln County School District, each for around \$35,000. These buildings were designed by Portland architect Francis M. Stokes (1883-1975). More than 100 school buildings in Oregon and Washington have been attributed to Stokes. In addition to being prolific, Stokes

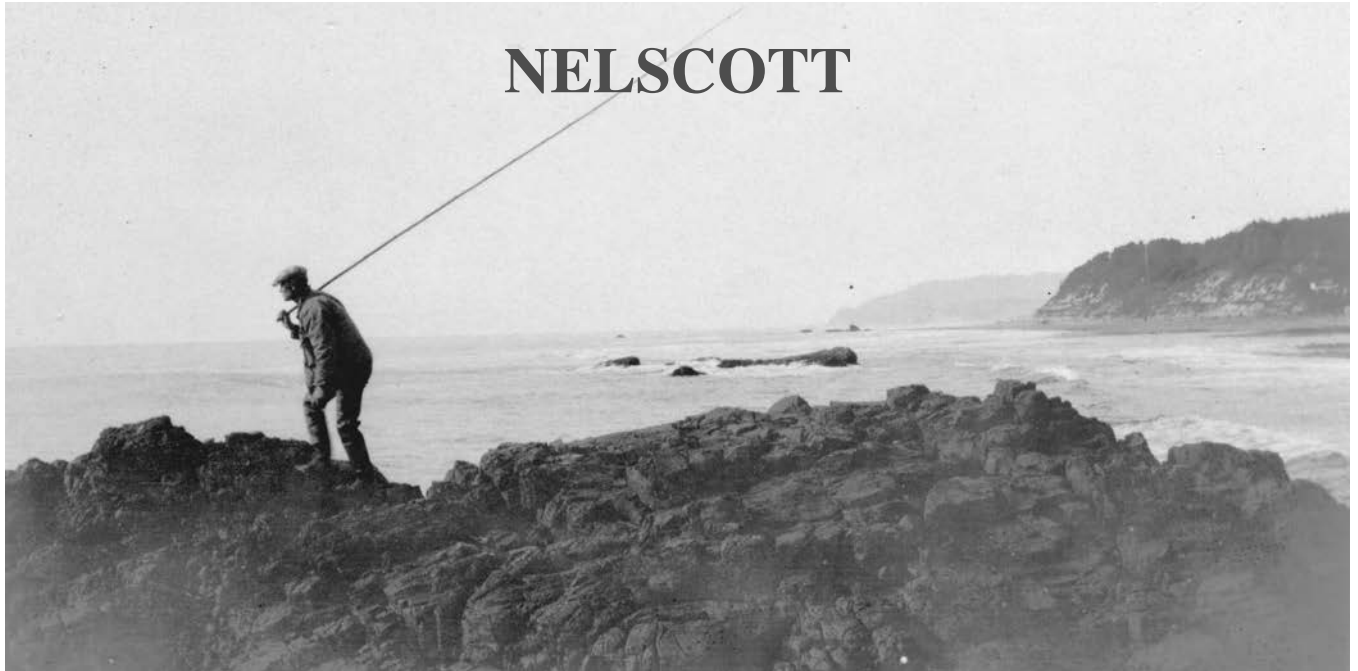
was very versatile, having used a wide variety of design styles. For at least the last two decades, incorrect information circulated that the buildings were designed by Frank Lloyd Wright.

The building is a simple wood frame structure with a steep side-gabled roof, which is typical of school buildings constructed in the 1930s. For the most part, it has the clean, unadorned lines of a minimal traditional structure. However, the main entrance incorporates subtle Colonial design elements. The pediment at the main entrance projects forward slightly. The door is flanked with a pair of pilasters on each side. A small round fan light stands out above the door.

TALBOT WAYSIDE, HWY. 101 AT SCHOONER CREEK

A wooden sign commemorating Lt. Theodore Talbot’s exploration of the Siletz Bay in 1849 was first placed here by the Lincoln County Historical Society in the 1960s. It has been replaced and updated periodically as part of a countywide historic marker sign program the society has administered since the 1950s. This parking area offers a beautiful view of the Taft waterfront, Siletz Bay, and the rock formation known as the “Four Brothers.”

NELSCOTT



Possibly August Wallace, Nelscott's first known settler, fishing off Nelscott rocks

Nelscott was one of the smallest areas in North Lincoln County. Most North Lincoln County settlers gravitated to the lands that held farming potential along the Salmon River. Historic Nelscott is largely sited in a small valley that was densely forested. To the west is ocean beach. To the north and south are pronounced sandstone bluffs. To the east is a gradually sloping hillside.

Earl Nelson, son of Nelscott's co-founder Charles P. Nelson, wrote in his history of his father's development, "Possibly because of Nelscott's dense forest of spruce and hemlock no settlers either Indian or whites, are known to have inhabited the future townsite until shortly before 1910 . . ." This seems plausible, as there are no creeks or other bodies of water to carry a large enough fish run that would merit the establishment of a Native American campsite on the land that would become Nelscott. The dense forest also makes it an unlikely site for a hunting encampment, as the Native Americans preferred open grassland areas and the Devil's Lake area.

Little is known about August Wallace, the man who first owned the land that would become Nelscott. He was a bachelor who lived a rather simple life style. Wallace lived in a one-room shack constructed of lumber salvaged from a shipwreck and hand-hewn shakes. He was known to vacation in Tillamook County where he searched for the treasure rumored to be buried on Neah-Kah-Nie Mountain.

He is perhaps remembered most for his skinny-dipping prowess. He relied upon fresh mussels as his primary food source. The best mussels were obtained from the farthest rocks out in the ocean off the beach. Every day, except during storms, Wallace would strip down before entering the frigid waters of the Pacific and swim to the nearby rocks wearing nothing more than a knife and a sack to carry the mussels.

In 1920 Wallace moved to California where he died a year later without leaving a will. According to Earl Nelson's history of Nelscott, the property then passed to his brother John Wallace and Joseph Hirtz, both of Illinois. A Lincoln County property ownership map in the collection in the Oregon Coast History Center Archives shows John and Roselia Wallace owned this parcel. At any rate, the Wallaces and/or Joseph Hirtz apparently never occupied the property and put it up for sale. On the surface it would seem this property was a desirable parcel strategically situated on the Oregon Coast Highway. However, at that time the highway existed on paper only. In reality there was no road.

Its developer, the Nelscott Land Company, subdivided the land into 87 small lots, suitable for small vacation cottages. Many of its early residents were friends and relatives of the developers. Nelscott never incorporated to become a city and did not really grow much. In part, this was because its developers lacked aspirations to become a sizable metropolis. It seems they were content to establish a small friendly summer resort town.

In 1919, seven years after Oswald West declared the beach a highway, Lincoln County's representative in the Oregon Legislature, Ben F. Jones, introduced a bill authorizing construction of the Roosevelt Military Highway. It was to be routed along the coast from the Columbia River to the California line. The U.S. government would pay for half the construction costs; bonds issued by the state would fund the other half. With no opposition to the Senate bill, a \$2.5 million bonding enactment for the highway proposal passed. It then went before Oregon voters, who gave it their approval by a wide margin. While approval came quickly from Oregon lawmakers and voters, federal funding was a little slower in coming. That year, Oregon became the first state in the nation to pass a gasoline tax.



Building the Coast Highway



First automobiles on Coast Highway, near the D River

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Construction work on the highway did not commence until 1923. It closed in on North Lincoln County from both directions. Simultaneous construction work was underway from Newport heading north and in southern Tillamook County heading south. Initially constructed of gravel and dirt, the highway was not generally considered drivable in the wet winter months.

Howard Holton, in North Lincoln County in the early 1900s, made it clear in a 1981 interview that while it was called a highway, it was far from it in 1926. Holton watched the construction slowly progress using horsepower (literally). The highway then ended north of Nelscott in DeLake at what is now South Third Street where a bowling alley was later constructed.

Travel any farther south was on an old county road usable strictly during the dry summer months. "Along the highway in the Twenties, only a few scattered buildings sat in the narrow clearing through

the forest and timber, brush, wild shrubs, and plants that sloped down to the beach and over the hills to the lake.” About the time North Lincoln County became accessible by road, the car became something nearly anyone could afford.

As the Coast Highway materialized and the car became commonplace, developments were platted along its route and marketed to Willamette Valley residents and others as vacation destinations or as places to build a vacation home. With the highway in place, parcels of relatively flat land with beach access such as the abandoned homestead of August Wallace were prime candidates for development.

Business partners Charles P. Nelson and Dr. W.G. Scott did not overlook the opportunities created by highway construction. Nelson, a merchant in the Oregon coast community of Cloverdale, first viewed this property around 1906. At that time, he and another business partner Charles Ray were running a store in Cloverdale. To supplement their business, they traveled on their boat Della, calling on outlying communities on the coast, taking orders and delivering general merchandise. The small Siletz Bay settlements of Kernville, Johnson, and Taft, all south of what would become Nelscott, were regular stops. On one trip he chose to explore the coastline by hiking the 32 miles back to Cloverdale. According to an account by his son, this is when he stumbled upon “a pleasant little valley sloping gradually down to the sea, with wooded hills on three sides, protecting the valley from prevailing winds, and a crystal-clear

stream peacefully traversing the land. The only inhabitant of the valley on that day was a bear.



The Della with sightseers from Cloverdale to Taft in 1904. Mrs. Charles Nelson is fifth from left on deck

Nineteen years later Nelson and his friend and business partner Dr. W.G. Scott were looking for investment property on the coast. The two had known each other since 1915. They began negotiating with Wallace or Hirtz of Illinois for the purchase of the 170-acre parcel formerly owned and occupied by August Wallace. On April 9, 1925, a deal was struck, and Scott and Nelson acquired the property for \$4,000, less an assumed mortgage of \$1,000. In October of that year Nelson and

Scott combined their names and formed a corporation known as the Nelscott Land Company, Inc. Dr. Scott was president, Charles’ wife, Nan, was vice-president, and Charles Nelson was secretary-treasurer. Dr. Scott’s wife, Elizabeth, was also made a member of the company. Five months after incorporation they had their 170-acre parcel surveyed. The partners hired Henry Herring, the Yamhill County Surveyor, to map out the town. The original survey, drawn on brown butcher paper, is in the collection of the North Lincoln County Historical Museum.

The partners divided their acreage into 87 small summer cottage lots. Most were just 50 ft. X 75 ft. The plat map for “Nelscott Beach” was then submitted for Lincoln County’s approval, which was granted March 5, 1926. The descriptive “Beach” when a post office was established three years later.

Once the county had approved their plans, horsepower (literally) was employed to build the development’s first streets. As one early resident noted, the streets were “roughed in” and not paved until years

later. To secure a supply of water, Nelson and Scott traded eighteen acres of land near and along the highway for a twenty-acre parcel in the hills east of the highway. There they built a small dam on Baldy Creek and ran pipe “about the size of a garden hose” to their new town. Instead of a sewer system or septic tanks, early Nelscott residents relied upon outhouses. A land sales office and general store was established on the waterfront on what was then known as Marview Avenue (present day Anchor Avenue). A family member recalled lots selling for approximately \$50 each, but undated printed letterhead stationary of the Nelscott Land Company states \$100 as the going rate.

The choicest lots were offered first to Nelson’s extended family. After Nelson and his wife selected a lot for their vacation home, he invited the siblings of his wife to do so. Brothers Hugh and Ray Maloney, sisters Lillie Scott and Louise Hoskins, and a cousin Henry Herring then selected lots and built cabins in Nelscott. Many Maloney descendants continue to retreat to their family’s cottages and cabins. A second, lesser-known group of Nelscott’s first residents, were patients of Dr. Scott.

The Nelscott Land Company also functioned as a property management agency handling rental arrangements for privately owned cottages. There is no data on how fast the lots sold. A 1951 Sanborn Map that shows the location of every structure in Nelscott shows that twenty-five years after sales began there were 15 lots yet to be developed. This amounts to seventeen percent of the lots originally platted in Nelscott. Many of those lots remain undeveloped to this day.

Developers Scott and Nelson placed a ten-year moratorium on the construction of any “public halls or taverns” in Nelscott. At least one other nearby development, the Catholic-based Raymond, which later became a part of OceanLake, had a similar restriction. Raymond had a clause forbidding the operation of “dance halls and gambling places” in their sales contracts.



Charles Nelson in front of the Nelscott Land Office

Early on, nightlife was probably of little concern to the few people living in Nelscott because electricity was unavailable. Lighting was strictly with coal oil lamps. In 1926 a diesel-powered generator was set up that shut down each night promptly at ten o’clock. Electricity was not available on a regular basis until June 1927 when Mountain States Power Company established a small generating plant in DeLake. All told they served 120 customers scattered from Neotsu to Kernville on the Siletz Bay.



Early Nelscott Avenue before development (l); Marview Avenue late 1920s (r)

One of the company's first employees, a builder named Ernest Burdick, and his family were the first to reside year-round in Nelscott. The Nelson family, charged with the day-to-day operations of the Nelscott Land Co., did not live in Nelscott at first. Instead, they commuted weekly from Portland. His partner Dr. Scott remained in Portland and never relocated to Nelscott. Nelscott appears to have grown at a rate much slower than many of these communities. In its first year, 1925, Nelscott had three year-round residents; by 1929 it had just twenty-five.

Initially developments such as Nelscott were summer resort communities primarily patronized by middle and upper-middle class residents of the Willamette Valley. None of the early North Lincoln County communities marketed themselves to permanent residents such as retirees. There were few year-round economic opportunities that could sustain a family on the coast at this time. Also stunting its growth was the economic depression of the 1930s followed by World War II in the first half of the 1940s. Growth on the Oregon coast came to a virtual standstill during these periods of uncertainty. Early North Lincoln County towns led a seasonal existence of vacationers, practically closing during the winter months.

Official population statistics are unavailable, but the phone directories may be an indicator of population trends. A 1938 directory that includes non-phone owners of North Lincoln County lists 60 residential entries for Nelscott. In 1939 there were seventy-one, and by 1950 there were 180. In that time period the population of Nelscott may have grayed considerably. In the 1938 directory there were three heads of household entries (or .5 percent) who listed their occupation as retired. The following year there were eight retirees (11% of the entries). In 1950 there 41 "retired" entries, 23% of the total.

Anecdotal evidence seems to indicate that in the 1920s most of the people purchasing lots in Nelscott were middle class people enjoying the prosperity made possible by the overheated economy of that era. The purchasing power of the masses diminished tremendously with the onset of the economic depression of the 1930s. The increase in the percentage of the retirees living in Nelscott appears to coincide with creation of the social security system. The first payments, made in lump sums, were issued to eligible workers, their survivors or their estates in 1937. Monthly old-age benefit checks were mailed out for the first time in January 1940. A stable retirement income enabled many retirees to move away from family members or other possible economic resources that they may have otherwise been dependent upon. Many chose to retire to their favorite vacation destination of their working years, the Oregon coast.



Picnic area in Nelscott

The heart of Nelscott in the early years was Nelscott Auto Park, a campground sited on property bordering the Coast Highway and Nelscott. At its peak this facility had accommodations for 100 tent campers. The creation of this and many other auto camps in North Lincoln County came during a transitional time in the hospitality industry. Beginning in the 1910s community commercial clubs (today's chamber of commerce) in less isolated communities offered free auto camps to lure tourists and potential new residents to their community. Auto camps were built all over the United States and were particularly prevalent in the West.

By the mid-1920s communities had grown weary of hosting the “hobos” and other undesirable people that were, like legitimate tourists, drawn to free accommodations. Many communities closed their camps or turned their operation over to entrepreneurs who implemented a fee schedule.

In the early 1920s, the hospitality industry enjoyed a nationwide boom. Privately owned and operated cabin camps, cottage camps, cottage courts and motor courts (all predecessors to the post-World War II motel) were constructed at an unprecedented rate for the area.

It was from these privately-run auto camps like the Nelscott Auto Park that the modern motel began to emerge. The transition from camp to motel began when camp owners began constructing primitive shacks and cottages to rent to travelers weary of pitching a tent each night.

George and Anna Cushing established the Nelscott Auto Park on a 6¾ acre parcel purchased from the Nelscott Land Company. Earl Nelson recalled that George Cushing was convinced the dust generated by passing cars on the newly completed gravel highway would kill the trees that graced the auto camp. So, he decided to hurry the process by cutting down and burning the old growth spruce and hemlock. The vast majority of this facility appears to have been geared toward tent campers. Initially, camping spaces were offered for fifty cents a day.

The nearest sizable auto camp to Nelscott’s was in Devil’s Lake Park (later known as OceanLake). It got its start in 1925 and claimed to have a capacity of 300 people. The Nelscott Auto Camp may have been a little smaller and lacked the forest ambiance that the Devil’s lake Park was known for, but it offered more amenities than perhaps any other auto camp in Lincoln County. Conveniences offered to travelers by the Cushings included cottages, tent houses, a service station, hot showers, a community kitchen, and a nearby store. Its service station opened August 1, 1926, the first commercial business in Nelscott to be sited along the highway.

Guests at the Nelscott Auto Park were offered a variety of amusements. One local, Roy Stafford, Jr., recalled that when he was a boy of ten in the 1930s he made spending money by selling pony rides for, “ten cents, or a penny, or two pennies” to children staying at the auto camp. In fact, the Nelscott Auto Park was the social center and the community-gathering place for all of Nelscott. A weekly “Community Sing” later known as “Friday Night Entertainments” was held, as were church services.

In 1935 George Cushing combined nautical form with business function when he constructed a unique



Nelscott Auto Park

boat-like structure at the entrance of his auto camp. Designed to resemble “an old river steamer,” this three-story structure stood at the northwest corner of the highway and Washington Drive (present day SW 32nd Street). The ground floor of this structure housed three apartments. A service station, office, living quarters, and public restrooms comprised the second story. The third story was a small “pilot house,” an observation room. Visible from the highway, this structure, complete with decks, boat railings, and a smokestack, must have gone a



The Nelscott Cash store on the left; later known as the Mercantile Building

long way towards capturing the attention of passing motorists and drawing them into the auto camp

With the completion of the highway and the popularity of the auto camp, the Nelscott partners concluded that the heart of their town's economic activity was not the beach. In the spring of 1927 they hired builder Frank Hallock to construct a new building fronting the highway across the street from the auto camp entrance. This building was modeled after a store in Neskowin. The first floor housed the "Nelscott Cash Store" which consisted of a small general store, sales/rental office for the Nelscott Land Co., a bus depot, and a restaurant. In the busy summer months as many as six clerks staffed the store. The proprietress of the auto camp, Mrs. Cushing, also ran the restaurant. Upstairs were several hotel rooms and living quarters for the Cushings. This marked the beginning of what became known as the "Nelscott Strip," a row of retail buildings fronting the highway.

The same year as the new store opened (1927) the Nelscott Land Company purchased the land to the north (known as the Koski homestead) bordering their development. This parcel was the homestead of Finland natives Mr. and Mrs. Koskela (later shortened to Koski). They had cleared from 10 to 12 acres and built a two-story house, blacksmith shop and a Finnish bathhouse on their property.

The Nelscott Land Company sold the southern part of the Koski homestead to Emily K. Bard of Portland who constructed streets and surveyed 36 residential lots. Bard went bankrupt during the bank failures of the early 1930s and the land reverted to the Nelscott Land Company. They did not develop this land. When Dr. Scott died in 1938 this parcel was willed to his widow who in turn sold it to a DeLake realtor. The Koski house and outbuildings were torn down around 1940 in preparation for development of the property. When DeLake incorporated in 1949 all that was the Koski homestead fell within its boundary.

Soon after the Nelscott Land Company acquired the Koski place in 1927, they filed a plat map for the "First Addition to Nelscott." It increased the size of the original townsite on all sides except along the ocean beach. Fifty-four lots in the First Addition were to the south on a bluff above the original Nelscott.

This area is variously known as Byng Crest, Nelscott Heights, and El Capitan Heights. A total of ninety-eight new lots were added to the north and seventeen to the east.

In 1929 The Nelscott Land Company platted the “Second Addition to Nelscott Beach.” It seems little if any development took place on this 31-lot addition along present Anchor Avenue, just north of the Anchor Court intersection, during the time period of this study. Two other additions to Nelscott that have no building or sites that were included in this study were “Nelscott Gardens No. 1 and 2.” These two small adjoining developments platted in 1945 and 1946 on the east side of Highway 101 were not owned by the Nelscott Land Company.

In the late 1920s, perhaps just after the platting of the first addition to Nelscott, the Nelscott Land Company published a small, undated, promotional brochure. The only known copy is in the collection of the North Lincoln County Historical Pioneer Museum. It boasted that Nelscott has an up-to-date general store, restaurant and filling station; the finest campground on the coast equipped with a kitchen; hot and cold showers; cabins and tent houses; camping spaces for 50 cents a day; private homes for rent at \$1.50 to \$3.50 per day or \$10 to \$25 per week; modern and completely furnished except bedding, linen, and silverware.

The brochure cited above briefly mentions the “soon to be completed” Salmon River Cut-Off. Perhaps the publication of this brochure was in anticipation of the new public highway that would make North Lincoln County even more accessible to vacationing motorists from Portland and other Willamette Valley cities. Construction began soon after 1928. This was good news for Charles Nelson and family; they had lobbied long and hard for this new route. When completed, this route would connect Lincoln County to the Willamette Valley by following part of the approximate route traveled by the Reverend Jason Lee party back in 1837. The new road followed its namesake river from Grand Ronde to just north of present-day Lincoln City. Residents throughout North Lincoln County celebrated the highway’s official opening with a dedication ceremony in 1930. In Nelscott bonfires were lit on the beach and free hot dogs distributed. North Lincoln County promoters looked to a future filled with motoring tourists.

Despite the influx of tourists, the highway might bring, Nelscott didn’t outgrow the vision its founders had for a small close-knit community. Florence Hooker, who visited Nelscott many times as a child beginning in 1929 and moved to North Lincoln County in the 1930s, had many fond memories of swimming on the beach at Nelscott. She recalled that the “Nelscott area was just a big family, it was a great group—a great place to live, you know.”

Sandwiched between the beach and Marview Avenue the three -story Nelscott apartments building dwarfed the nearby cottages. Built by Karl Nippolt, it was completed in 1935. (Nippolt also built Nel-



Nelscott beach (l); Nelscott apartments (r)

scott's second restaurant in 1933.) The residential looking apartment building was a mix of a modern and minimal Craftsman design. Built on pilings, this front-gabled structure featured a hipped roof with a pair of hipped dormers on each side. A four-car garage was attached to the building's front sometime after its completion.

Nippolt sold out to Edna and Earl Noble in 1944. The Nobles lived downstairs and rented out the top floor. Occasionally the occupants were surprised when ocean waves struck the building and in one instance reportedly went over the top of the building. In the 1950s the pilings washed out from under the hotel, and it began to list towards the ocean. Sometime after, the building was damaged by fire and then torn down.

Tourism got a boost in the 1930s when an unexpected guest showed up on the Nelscott beach. During the last week of March 1936, a battle-scarred male sea lion was discovered on the beach by Dave Dewey. He lassoed him and brought him up the ramp and into town. A fenced-in area was built for him, but every night he would escape and by morning enter the first open door, perhaps seeking a cave, much to the alarm of the residents. Home owners weren't upset or angry at him because he didn't knock over flower pots and other objects and actually seemed to avoid them.

Joe made the front pages of the *Oregonian* every day of the week he was found. About 5,000 people came to visit Joe. Traffic was so intense that the streets had to be re-graveled. A group of people in a neighboring town, having become envious of Nelscott's publicity, complained to the game warden, who



Joe the Sea Lion

came in a truck, loaded him into it, ignominiously dumped him into the ocean and forced him to swim away from Nelscott's shore. Joe complained every foot of the way for during his residence ashore he had become fond of his captors and loved being bathed with a hose and having his back rubbed with a broom. Years later the body of a dead sea lion, found in the Sea Lion Caves, was said to be Joe because he bore the same deep battle scar in his neck and shoulder and was blind in one eye.



Nelscott Auto Park with the Georgiana (Pilot House) in front

By the time the Nelscott Apartments building was completed in 1935, the glory days of the auto camp had passed as motels and auto courts found favor with motorists. Nelscott's ten-year moratorium on public halls and taverns had expired, and the community kitchen was put to use as a dance hall. By this time the Cushings had retired and sold the auto camp to George Hanson and Fred Hindle. By 1950 it was known as Reed's Auto Park and Grocery and the Galley Apartments. In 1951, long after the

peak years of the auto camp, there were about 14 rental structures on this property. Located on the east side of Coast Avenue just north of SW 32nd Street, many of the Nelscott Auto Camp cabins are in use today as privately-owned vacation cottages and fulltime residences. The community kitchen has been remodeled many times and still stands as, most recently, the Eagles Lodge. The old riverboat structure was stripped of its smokestack, and other nautical ornamentation was moved across Highway 101 to become part of the Pilot House Restaurant.

Like many other communities before a church was built, services were held in a resident's home. In Nelscott, they were held in the home of Charles Nelson or, weather permitting, at a spruce grove in the auto camp. Nelscott's first church, Chapel by the Sea, was completed on June 13, 1937. Chapel by the Sea, Cushing's River boat, and the Nelscott apartment building were the largest structures built in Nelscott. Chapel-by-the-Sea was built on 13 acres of land donated to the Oregon Council of Churches by Charles Nelson. Later this land was under the ownership of the Oregon Presbytery, a conglomeration of Presbyterian Churches. In 1940 a dormitory building was completed nearby, and by 1951 a major addition to the original church neared completion.

Nearly three years after the church was completed, the sounds of hammers and saws were heard again throughout Nelscott when carpenters began work on a two-story addition on the north end of the Nelscott post office building on the Nelscott strip, facing the highway. During construction its purpose

remained a mystery. Speculation about the new construction ended on June 16, 1940, when Earl Nelson, son of Nelscott co-founder Charles Nelson, painted a sign on the front of his new building that read, "Lincoln Book Shop, Rental Library." (This was long before the north Lincoln County communities merged to become Lincoln City.)



Auto Park outdoor church services (above); Chapel by the Sea, 1947 (below)



Nelson had been on a mission to convert the entire community into avid readers since 1937 when he established a mini-lending library at the water district office in his father's post office building. He reinvested much of his rental fee income in purchasing additional books. By 1951 his bookshelf lending library had grown to over 20,000 rental titles, 10,000 offered for sale and 1,000 first edition and autographed collector books.



Earl Nelson inside his bookshop (l); his book shop, 1937 (r)

In 1946 two more rooms were added upstairs to accommodate his growing collection. In time he also acquired films, pictures and artwork, all of which he shared with the public. Nelson's bookstore had a reading room upstairs that doubled as a venue for film showings and a meeting room for discussion groups and classrooms. Tom Edwards, who periodically worked for Nelson, recalled that shortly after World War II Nelson attempted to "elevate the level of local culture by showing foreign films on his second floor. The film showings posed no threat to the commercial theaters."

Nelscott developed a reputation as a literary haven. Nelson's bookstore was not its sole source. Beginning in the late 1920s into the 1950s Nelscott was a summertime haven for some well-known writers. Ben Hur Lampman, author, Oregon's Poet Laureate, respected newspaperman and an avid fisherman, owned a cottage on what is now SW 32nd Street known as the "Gray Hackle." Lampman wrote many of his editorials and short stories while staying there.

In 1951 Earl Nelson wrote with pride, "Since 1937 more than two hundred authors, some of them nationally known, have visited our town." There seems little doubt that Nelson's bookstore/library went a long way to establish Nelscott as a haven for writers. Less often remembered was his wider audience—readers. Tom Edwards, who grew up on the coast, recalled vacations on the beach in the 1940s were much different from what they are now. "People came to a coastal town—often by bus—and stayed for about two weeks. Dozens of them rented books from Earl and read them on the beach or in auto cabins. It seems to me that was the real way to vacation instead of watching television and driving mad-dash from place to place in a hurry-up vacation."

Nelson owned and operated his bookstore until taking on a partner, Lyle Taylor, in 1961. A year later he sold his remaining interest in the bookstore to Taylor. He told a reporter for the local newspaper he was departing for Portland to attend college. Before leaving Nelscott, Nelson rented out the remaining family properties. His mother, Nannie Nelson, and an aunt, Lillie Maloney Scott, remained in Nelscott.

When the United States entered World War II, life in Nelscott quickened to what Earl Nelson described as that of "a cosmopolitan city." After the attack on Pearl Harbor, the West Coast was deemed a logical place for enemy invasion and sabotage. The Signal Corps and Infantry (soon after replaced by the Coast Guard) stationed soldiers there to patrol the coastline for a possible enemy invasion. The headquarters for the Coast Guard's Nelscott station was set up at the community kitchen of the Nelscott Auto Camp. Coast Guardsmen and their families moving to Nelscott resulted in an influx of people. The post office's rating was elevated from a fourth to a third-class facility. As the war progressed, the likelihood of an attack on the West Coast diminished, and the activities of the Coast Guard tapered off.

Although war activities increased, in many ways life on the Oregon coast slowed. Peggy Lutz, who moved to Nelscott with her family in 1936, recalled civilian life during the war years. “At that time conditions of life on the Oregon Coast in what is now known as Lincoln City, were restricted by blackouts after sundown, rationing of all that kept family cars going, and most of the pleasures of home baking. History was formed on the home front during those years.” Many people left the coast for employment at the Portland shipyards and other war related home front jobs. The urgency of the war combined with rationing of gas and tires brought the tourism industry to a virtual standstill for the duration. New construction also came to a virtual standstill.



Blimp over Nelscott during WW II

The tourism industry resumed in a big way after victory was declared over Japan. Gas restrictions were immediately lifted, and an impromptu holiday declared. Many Willamette Valley residents got in their cars and headed to the coast. Cottages and motels were booked solid, and grocery stores were forced to close, their stock exhausted. In the years that followed, much of the Oregon coast experienced unprecedented growth.

In the post-World War II years, road improvements made the Oregon coast easily accessible for the masses wanting to cut loose and have some fun after the

war. Tourism, particularly auto camping, began to change radically with innovations in the recreational vehicle industry and the expansion of the state park system. Camp trailers and motor homes (usually home-built) were a rare sight until the post-war era. In the recreation boom that followed the war, auto campers could select from a wide variety of factory-made recreational vehicles. By 1940, the state park system had expanded to 1.5 million acres of state park lands on the Oregon coast. In the post-war years, this land was developed to accommodate motoring campers.

The popularity of the new state parks and camping, combined with the rise of modern motels, led to the abandonment of tourist cottages, traditional hotels and auto camps such as Nelscott’s. There were no large “modern” motels constructed in Nelscott at that time. Large developments were impeded in part by the small lot size laid out by Nelson and Scott in 1925.

In 1964, 1,338 voters in the North Lincoln County towns of Oceanlake, DeLake, Cutler City, Taft and Nelscott voted by a margin of 190 to merge into a single city, Lincoln City. The new city became official March 3, 1965, and the town of Nelscott was no more.



Nelscott Strip in the early 1950s: Lundins Sea Foods, Ott Tavern, Nelscott Tavern, Shell gas station, cottages

Nelscott was a cohesive close-knit family-oriented community, and it seems to have held on to this tradition. There were several active civic clubs in Nelscott such as the Nelscott Improvement Club. This organization was reincarnated in 1991 and is now known as the Nelscott Neighborhood Association.

Prominent People

Ernest E. Burdick

The Burdick family—Ernest, his wife, and their two sons, Neal and Lloyd—relocated to Nelscott March 1927. Burdick had previously lived in Portland where he had been a builder for 25 years. Several accounts have it that no one else built more of Nelscott's summer cottages than Burdick. His son Neal worked with his father in Nelscott. Ernest Burdick left Nelscott sometime between 1939 and 1950.

George & Anna Cushing

George, a native of Florida, and Anna, originally from Spokane, Washington, were among the first residents of Nelscott. They came to North Lincoln County in 1926 from Sedro-Woolly, Washington, where George had been working for J.C. Penney. Upon his arrival, he found employment working on the construction of the Siletz River Bridge, on the Oregon Coast Highway. Cushing then went to work with the Nelscott Land Company putting in streets and grading the site for their second store. The couple then ran the restaurant in the newly completed store for three years. The Cushings then opened the Nelscott Auto Park. For the auto park George Cushing built at least two structures that survive—the community kitchen (most recently the Eagles Lodge), and a unique two-story riverboat-like structure adjacent to the highway. It has since been moved across Highway 101 and, altered beyond recognition, most recently housed a Chinese restaurant.

Elie J. Joyal (- 1933)

Elie J. Joyal, "Shorty" as he was known, was of French-Canadian descent. He left Eugene for Nelscott in 1929. With him came his wife and two carpenters, Charles H. Skinner and Andy Richardson. A building contractor by trade, Joyal built three log houses in Nelscott and the Jax Cottages in Taft. He was remembered for his feats of strength including single handedly carrying logs up a ladder and setting them in place.

Henry Koski (- 1939)

This Finnish immigrant's surname, Koskela, was changed to Koski upon obtaining U.S. citizenship. In 1908 Koski, his wife, and their many children



Burdick family: Neil, Ernest, Mary and Lloyd



George and Anna Cushing

settled on land just north of what would later become Nelscott. They cleared about ten acres and built a house, barn, blacksmith shop and Finnish bathhouse. In 1918 or 1919 the Koski family moved up the Siletz River. The Nelscott Land Company purchased some or perhaps all of the Koski Homestead.

Ben Hur Lampman (1886- 1954)

Born in Barron, Wisconsin, Lampman moved with his family to North Dakota when he was four years old. At age 18 he and a friend started a newspaper in a town known as Michigan in North Dakota. There he married school teacher Lena Sheldon. In 1912 the Lampmans moved to Gold Hill, Oregon, near Medford, where he published the *Gold Hill News*. In 1916 he went to work for the *Oregonian* as a police reporter and by 1922 had moved up to associate editor. He rose to acclaim as one of the nation's foremost essayists and was published in numerous national journals, several anthologies, awarded honorary



Jap Luse & Ben Hur Lampman

degrees, and received the Freedom Foundation's certificate of merit. Perhaps first and foremost Lampman was an avid fisherman and a poet who glorified the great outdoors. In 1951 he was honored as Oregon's poet laureate. Lampman owned a cottage in Nelscott known as the "Gray Hackle." He, along with Earl Nelson, was responsible for establishing Nelscott's reputation as a literary destination.

Charles P. (c.1874-1946) & Nannie Maloney (c. 1889-1969) Nelson

Charles was born in McMinnville, his wife, Nannie, in Sheridan. This couple is sometimes credited with establishing the small Tillamook County town of Cloverdale in 1902 when they opened a general merchandise store. According to Oregon Geographic Names by Lewis A. McArthur, Cloverdale existed for nearly two decades prior to their 1902 arrival. Nelson became familiar with Lincoln County after establishing a trading post on the Siletz Bay. Goods were regularly picked up and delivered between Cloverdale and the Siletz with his boat Della. He later sold his Cloverdale interests and relocated to Portland where he met Dr. W.G. Scott, who became his business partner in several ventures, most notably developing Nelscott. Nelson was the hands-on/on-site manager and

promoter of the Nelscott development. He was also the locality's fire insurance agent and postmaster. Upon his death Ben Hur Lampman wrote of Nelson, "Nelscott, a charming and friendly town, was essentially Charley Nelson's very own town—almost as literally as though he had fitted each timber and driven each nail . . . the shaping of Nelscott became his daily life." Nelson died in 1946 in his Nelscott home.



Charles P. Nelson, Nannie Nelson, Earl Nelson 1946

Earl Maloney Nelson (1905-1986)

Born in McMinnville, Earl Maloney Nelson, the son of Charles P. and Nannie Nelson, was stricken with diphtheria at age ten. His

heart damaged, he was advised by doctors not to engage in strenuous activity. Nelson then developed a lifelong passion for books and reading. He graduated from high school in Portland and moved with his family to the Nelscott development in 1926. Nelson worked in his father's general store, bus depot, and post office. His hobby became a way to make a living when he started the Lincoln Bookshop and Rental Library in 1937. Publisher Grossett C. Dunlap proclaimed that he had "one of the three finest privately-owned libraries in the United States for selection and collection." It was also the cultural center of North Lincoln County. During World War II he taught at Taft High School and after the war he taught adult education classes. Nelson was the driving force and editor of *Pioneer History of North Lincoln County Oregon*. Published in 1951, this was the first written history of North Lincoln County. It remains in print. Despite his physical ailments he enjoyed a measure of fitness. He was an avid surf bather and, because he did not own a car, walked everywhere. In 1962 he sold his bookstore and enrolled in Portland State University where he earned a Bachelor of Arts in languages. He then taught drama at a seminary high school in Mount Angel, Oregon. Nelson was a lifelong bachelor.

Karl Nippolt (- 1953)

By the time Nippolt and his wife left Portland for Nelscott in 1933, Karl had finished twenty years of employment with the Southern Pacific Railroad. Upon his arrival in Nelscott he went to work building Nelscott's second restaurant. In May of 1935 he completed construction on the "Nelscott Apartments" on Marview Avenue. When this three-story structure was completed, it was Nelscott's largest structure. The Nippolts ran this establishment before selling it to Edna and Earl Noble in 1944. In the 1950s, after suffering damage by both ocean storm and a fire, it was demolished. Nippolt left Nelscott sometime after selling out. When he passed away he was residing in Multnomah County.

Mildred H. Salazar

Perhaps no single person has accomplished more in the recording of the history of North Lincoln County than Mildred Salazar. At first, she volunteered to assist Earl Nelson, editor of *Pioneer History of North Lincoln County, Oregon*, with a second volume. After Nelson's death in 1986, she became editor of

Pioneer History of North Lincoln County, Oregon, Volume II (1986), *Pioneer History of North Lincoln County, Oregon, Volume III* (2001) and *Pioneer History of North Lincoln County, Oregon, Volume III, part two* (2002). These collections of pioneer recollections and family histories are invaluable to anyone wanting to know more about the history of the area.

Dr. William G. (1882 -1938) & Elizabeth" Ella" Scott

Dr. W.G. Scott was born in Pittsburgh, Kansas, the son of Oliver and Matilda (nee Aikmen) Scott. He graduated with a Doctor of Medicine Degree from St. Louis University in 1911. Scott completed his internship in a St. Louis hospital and three months of graduate work in France. In 1912 he relocated to Portland to practice medicine. There he married Elizabeth Morey. He served in World War I, where he saw active duty in the field hospitals of France. After the war Scott enlisted in the Oregon National Guard and remained active for the remainder of his life. Scott met Charles Nelson in his capacity as Nelson's family physician. Sometime prior to 1925 the two invested in mineral baths (and perhaps other business ventures) in Portland. They sold the baths to purchase the land that would become Nelscott. Scott never resided in Nelscott on a permanent basis. After he died in 1938 at his Portland home, his wife, Elizabeth, received the original Koski homestead land, which she then sold. Elizabeth Scott later married Gordon Weygandt.



Mildred Harmon Salazar

August Wallace (- 1921)

Little is known of August Wallace, the first Euro-American known to reside on the land that would become Nelscott. He was a bachelor who lived a rather simple life style. He is perhaps most remembered as a skinny dipper who relied upon fresh mussels on the farthest rocks out in the ocean off the beach at Nelscott as his primary food source. Every day, except during storms, Wallace would strip down before entering the frigid waters of the Pacific and swim to the rocks wearing nothing more than a knife and a sack to carry the mussels. Wallace lived in a one-room shack he built on the west side of present-day Anchor Avenue of lumber salvaged from a shipwreck and hand-hewn shakes. He was known to vacation in Tillamook County where he searched for the buried treasure rumored to be on Neah-kah-nie Mountain. By 1920 Wallace had moved to California, where he died a year later without leaving a will. His property was then sold to the Nelscott Land Company. Charles Nelson named Wallace Creek and Wallace Drive after him.

Historic Buidings

Over the years the cottages and hotels along the beach have, by virtue of their location, born the greatest brunt of the ocean's fury. Ocean storms have severely damaged and in some cases destroyed these structures in dramatic fashion. Fortunately, much of the historic integrity of Nelscott remains in place; the majority of the original structures survive. This sets it apart from the nearby communities comprising Lincoln City who have, over time, lost most of their historic buildings. Some of the most historically important are listed below.

Nelscott Community Kitchen (Currently Eagles Lodge), 737 SW 32nd, Folk Structure

This is a front-gabled single-story utilitarian structure with a moderately steep pitch roof. It appears to have a lean-to addition on its front and a second, larger lean-to addition on the east. In early photos this building appears to be of log construction, but this is no longer visible on the exterior. This structure was built in the heart of Nelscott Auto Park by proprietor George Cushing around 1930 and was originally known as the community kitchen. Auto campers opting not to cook over an open fire could use the kitchen facilities housed in this building. Ocean bathers changed clothes there. During World War II the Nelscott branch of the Coast Guard Beach Patrol established its headquarters in this building.



Community Kitchen building interior

Chapel by the Sea, 2781 SW Coast Avenue, Minimal Traditional Structure

Chapell by the Sea was a large cross-gabled Minimal Traditional structure had a modest bell tower and a walled-in front porch with



Chapel by the Sea

a front-gabled roof entry area on the southeast corner. The front-gable wall had arched windows, as did the front entry. This structure was built on 13 acres of land donated by Charles Nelson to the Council of Oregon Churches. It was assigned to the Presbyterian Church, which built here and dedicated their church on June 13, 1937. In 1940 a dormitory building was completed nearby. In 1951 a major addition to the original church neared completion. This was probably an extension of the front-gabled section and the addition of the cross-gabled section. The cross-gabled section was topped with a modest bell tower. This building was torn down in 2007.

Nelscott Store, 3203 SW Coast Highway, Strip Development/Highway Architecture

Best described as an asymmetrical, eclectic, Craftsman style, the old Nelscott Store has a cross-gabled, hipped roof with a cross gable at the southern end of this structure. At the north end is a small shed-style dormer. The building is modern with a nearly flat roof across the front. The two-story has a walk-in basement made possible by its hillside construction. There is a shed style addition at the back of the building. In the spring of 1927 the Nelscott



Nelscott store

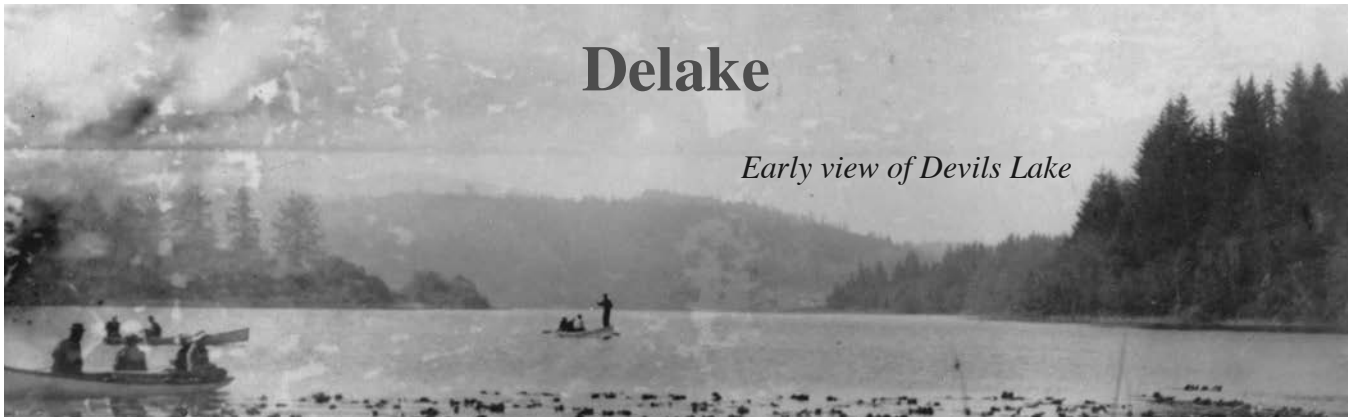
Land Company hired builder Frank Hallock to construct this building. It was modeled after a store in Neskowin. The first floor housed the “Nelscott Cash Store” which consisted of a small general store, sales/rental office for the Nelscott Land Co., bus depot, and restaurant. Upstairs were several lodging rooms and living quarters for the Cushings. Construction of this building marked the beginning of what became known as the Nelscott Strip, a row of retail buildings fronting the highway. This building has had a variety of retail uses and has, at times, sat vacant and neglected. In the past this building has had structural issues. Often referred to as the Mercantile Building, this is perhaps the oldest and most intact example of “Strip Development/Highway Architecture” anywhere in Lincoln City.

Lincoln Bookshop /Post Office Building, 3237 SW Coast Highway, Strip Development/Highway

The south section of this building is single-story, side-gabled with oversized cross-gabled dormers. The northern most dormer extends beyond the eave wall and serves as a porch roof. The north end of this retail structure is the original section, a two-story front gabled building. This utilitarian building lacks the architectural ornamentation typical in minimal traditional style. The original side-gabled section of this building housed the Nelscott Post Office. It was constructed in 1932 and soon after a side-gabled addition was built to accommodate Mountain States Power Co. In 1940 a two-story, front-gabled addition was attached to its north end to house Earl Nelson’s Lincoln Book Shop, Rental Library. In 1946 two more rooms were added upstairs to accommodate his growing book collection. This might have been when the large dormers were added. From 1932 to about 1942 the weekly newspaper, *Coast Guard* (a predecessor of the Lincoln City newspaper the *News-Guard*) was headquartered in the basement of this building. After the paper moved, the basement was used as a meeting room for clubs such as the Nelscott Friendship Club and the North Lincoln Agate Society.

Nelscott Garage, 3110 SE Coast Highway, Strip Development/Highway Architecture

This building is a single-story utilitarian with a roof that is hipped on all four sides with a flat top. At the center of the front is a small cross gable without sidewalls. This structure was built in 1933 by mechanic, blacksmith, and businessman F.B. Abel. A newspaper article from the time claims this structure to be “fireproof.” Abel sold gas, oil, and tires and probably did auto repair work at this location. A 1943 photograph documents that this was in operation as a garage/gas station called Nelscott Garage at that time. A 1950 directory also lists a Nelscott Garage. The exterior of this structure has not changed significantly.



Delake

Early view of Devils Lake

The earliest settlers and homesteaders began arriving in the Delake area around 1901. Ideally situated between Devils Lake and the ocean, with the D River at its center, the location made travel by water and along the beach easier than through the dense vegetation on land. Homesteaders built homes around the lake and the upper parts of the D River for the most part. Only a few craved the ocean view and its accompanying wind and dangerous waves.

According to Mrs. W. F. Perry, life was rugged at Devils Lake in 1903 and for many years after: “Things have changed a lot now. When I walk into a supermarket and see all the fine display of groceries on the shelves, and stuff wrapped in cellophane, I can’t help but think how we got our supplies once a year on the boat, and everything came in sacks (gunny sacks) even coffee and sugar came in big sacks. There were no canned goods then, but all fruits were dried and shipped in bulk. And the transportation—now we glide over our paved roads; then we had to walk through the mud, a horse was a luxury, and many was the time I walked out to Willamina in one day and sometimes as far as Sheridan.

“But one thing that we had then and don’t have now was the game and fish (and I miss it). People won’t believe me when I tell them that I have seen the lake black with ducks in the fall, and the smell from the dead Salmon in the rivers, which had come up to spawn the year before, so strong that one couldn’t stand the stench. But it’s not incredible, when you stop to think that those ducks had been coming in unmolested for centuries, and the salmon had been running in those same rivers for thousands of years.”

Alvin Thorpe came to the Delake area in 1901 to homestead a large property from East Devils Lake Road north. In the mid-twenties he built and ran a sawmill on the property where he also built his cabin. His brother, Charles R. Thorpe, came to the area about 1925 to help Harry finish building his sawmill and get the mill operating.



Thorpe homestead cabin with Grandma Thorpe, mother of Alvin and Harry, on right

Alvin Thorpe platted his original homestead land in 1924, calling it “Camp Roosevelt.” He derived the name from the Roosevelt Coast Military Highway being built through the town. Later he developed the area between Sixth Street and Second Street. Along with his brother Alvin, Harry Thorpe was considered one of the founders of Delake. Harry first took up his homestead in 1901. The homestead ran south along the beach to Nelscott. In the 1920s and 1930s he platted his land and sold lots, calling the development “Roosevelt by the Sea.” The tract was west of the highway from Sixth to Tenth Street, and was bounded by Coast Highway, Canyon Drive

and Ninth Street. Harry Thorpe lived in Delake from 1901 to 1934.

Other early settlers included Clara and Henry Hostetler. The Hostetlers bought Indian allotment land on both sides of the lake outlet as early as 1910. With the completion of the Roosevelt highway as far as Delake, the Hostetlers moved there permanently in 1924. They built a first home at the southwest corner of the former Delake Grammar School property, now the Lincoln City Cultural Center. Later they built a new home on the ocean ridge across the highway from their first house where the Odysseus Hotel is today. They sold the first house, and it was moved to a new location in back of the Art Center building on Sixth Street and Coast Highway.



Homesteading in Delake

Hostetler made a campground among trees close to the ocean on some of his homestead property near the D River. Many early visitors to the area, some of whom became residents, stayed at the campground. Merilynn Merritt Webb, who lived in the Lincoln City area for more than fifty years, recalled her first visits to the area: “Our destination was a camping spot owned by Henry Hostetler, who charged 50 cents a night. It was nestled between a hill of shore pine and salal and a high sand dune near what is now the D River, but at that time was just called ‘the outlet’ of Devils Lake. With many under-the-breath, oath-like mutterings, Daddy would get the tent erected. Mother would build the fire and prepare a meal . . . Later, with eyes and noses running from the unaccustomed salt air and campfire smoke, my sister and I would struggle over what seemed an enormous sand dune—covered with kinnikinic and sand verbena, a leathery, yellow flowered vine—on to the expanse of sandy beach. With our little sand pails and shovels we could play for hours. That salty, fishy, kelpy, wood-smoke-filled air is an indelible memory.”

Before the graveled Roosevelt highway was laid, section-by-section, early automobiles found it all but impossible to negotiate the muddy roads during the rainy season, which, of course, was most of the year. Mr. Hostetler recognized the area needed good roads for development so when engineers of the United States Bureau of Public Roads, the Forest Service, and the State Highway Commission made a reconnaissance for a forest road in 1925, Mr. Hostetler became one of the original members of the District Highway Commission along with Mr. Boyer, who operated the toll road on the Salmon River Road,

and Mr. M.B. Wilson of Grand Ronde. Their first conference of citizens to discuss plans for a new highway was held in Taft on January 1926. It was attended by 200 people at a time when there were scarcely 200 people living in the area. Years later, Henry Hostetler and G.C. Ruff drove the first car on Salmon River Cutoff (HWY 18) in May of 1928.



Henry Hostetler driving the first car on the Salmon River Highway

Much of the rapid progress of the Delake town site is attributed to Henry Hostetler and his wife, Clara. Through their hard work in promoting available tracts of land, Delake began a steady growth. When the business people of Delake objected to losing their post office in 1927, Henry Hostetler succeeded in getting it moved back to Delake.

In 1934 Hostetler was selected as one of five commissioners of the Taft, Delake and Nelscott Water District. In April 1937, Hostetler made plans to build the Devils Lake Rod and Gun Club and Beach Casino on his 200-acre site south of Devils

Lake. Unfortunately, those plans were never realized, and he eventually sold the property to Robin Reed, who pursued the plan.

Henry and Clara Hostetler gave generously to the community. They offered the state a parcel of land near the D River to be used for a community park several times, but the offer was not accepted until 1954, when Hostetler offered the land on the north and south side of the D River and east of the bridge, to the City of Delake. They accepted, naming it Hostetler Park. The Hostetlers also donated the original land for Delake School, and later donated an additional five acres for improvements and an athletic field.

Both Hostetlers were well loved by the community and were often referred to as “grandpa and grandma Hostetler.” After Clara Hostetler died, Henry married again. Henry Hostetler died February 6, 1955.

Lynn Baird Yoffee remembered going to their house on south Third Street when she was a very young child. “They had a dog named Trixie that I used to play with. Mrs. Hostetler’s house was filled with very delicate candy dishes and all sorts of beautiful things . . . all sorts of tatting work that she probably made, all sorts of things that little kids weren’t supposed to touch. My brother and I would go over periodically for tea and cookies. We would walk down their back yard and feed the swans, which were sometimes going along the channel.”



Henry Hostetler lands the first plane on Delake beach

Arthur C. Deuel built the first store in Delake in 1924 where the D Sands Motel is today. On January 24, 1924, Delake’s first post office with Deuel as postmaster was established in the same building. Deuel’s home was constructed just southwest of the store. He was Delake’s first business owner and was very active in community affairs.

Nels (1870-1918) and Serafina Kultahti Nelson (1865-1938) came to Delake in 1905 from Finland. Nels Nelson was a member of the Masonic Lodge of Cloverdale and the Veterans of World War I.

According to his son Elmer Nelson: “My father and John Johnson came here in 1903, cut the trees, and built our log house on Delake Heights and his on East Devils Lake Road. You know, the old pioneers built their homes away from the lake! You never seen a house closer than a hundred feet from the lake. So, there wasn’t much pollution.

“Our log house was all-in-one downstairs—bedroom, kitchen, and front room. Upstairs was divided into two bedrooms. My parents got 160 acres and they thought they had the world by the neck! We worked and worked to make a farm out of it . . . those big trees! Our homestead was in pretty wild country; there was nothing but timber, and an Indian shack over about where the Elks Hall is, and Jakie Johnson down in Taft.

“They built a road from our place down to the beach. It just about follows South Fourteenth Street, now, except down at the end, it turns into Canyon Drive. We got our mail on the beach there. Anybody who went down would bring all the mail. If we went down, we’d bring it as far as our place and others would get it there.”

Matt Kangas remembered visiting the Nelson home. “The Nels Nelson family lived toward the ocean from our place, and after going through Reiman’s place and Resch’s place, we would go through Nelson’s place, and we’d usually stop there going both ways and visit. They always had coffee for us, a very welcome thing after walking all that way. Oh, we drank coffee as children, but it didn’t stunt my growth! The Nelson place was just behind the Mobil station in Delake, Garrison’s, just south of the Grange Hall. That road is the original road that used to be a wagon road there and went right down to Canyon Drive. Down below, where the old Canyon Drive Apartments were, was a huge jawbone. Everybody got some of the fat-blubber off that whale and made oil for the shoes. It was great stuff for the shoes, for all that mud.



Homestead on Devils Lake in winter

“You know, there are a lot of people who think the lake doesn’t freeze—doesn’t get cold enough—but it does! In our lifetime, it’s done it three or four times. I think in 1930 it froze. It was cold in January and February in 1918 when my dad died.

“Then it froze before that too because I remember we weren’t very big when it froze, and it would have some soft spots. Daytime it’d thaw out and the ducks would get in the open water; then in the nighttime it’d freeze over, and they couldn’t get out. So, a couple of us kids—we didn’t dare to walk out there—we’d take a boat and pull it along the ice and go out there and catch ducks! We ate fish and ducks. Very few deer were in this coun-

try and you know, no game laws. You could fish anytime you wanted or could hunt ducks anytime you wanted.”

Henry Koski and his wife, Marie, moved to North Lincoln County in 1903 and homesteaded in the area that is now Delake. At that time the area was wild and overgrown with brush, and there were only five or six houses on the lake. Henry and Marie Koski’s homestead house was erected in 1904 or 1905. The Koski’s were well known and well liked in the early Delake community and contributed greatly to its development.



Victor Hill homestead on Devils Lake

Victor Hill was a native of Finland. Born December 10, 1874, he came to this country at the age of 21. In 1899 he married Imanda Huorvinen and in 1906 he migrated to Oregon. Hill might have been the first white man to walk the ground just northeast of where the Regatta Grounds are today. Hill liked it so well that he took up a homestead in the hilly area on the east side of Devils Lake. The land was tangled with trees, vines, and bushes but with stubborn perseverance, and his

strong arms wielding an axe, he cleared the land and built a sturdy log cabin overlooking the lake. Victor later replaced his original, small cabin with a two-story clapboard house and a barn, milk house, and woodshed. Until the late 1950s, two large apple trees remained near the lake's edge that he had planted.

Frank Murray came to homestead the Delake area in 1907. He took up a homestead east of Devils Lake, and in 1912 he married Anna Rescke. They lived on the Salmon River for a brief time, and then moved behind the lake where they lived until 1939. Frank was on the election board as well as the school board from 1912 to 1954. He was also statistical recorder, road supervisor, constable and Deputy Sheriff for a number of terms and served on the first cemetery board. It was said of him "he truly lived to serve going far beyond the call of duty to help his fellow men." He also loved to play ball and was said to be "very good at the bat."

John Louis Holton was born March 28, 1888 at Kalama, Washington and came to the Delake area in 1906, making his home on Devils Lake. His mother, Marie, and her husband, Matt Koski, brought their family to this wild and sparsely settled country and took up a homestead of 115 acres on the southeast side of Devils Lake where the state park is now located. There they built a homestead cabin, and for a time lived off the abundant fish and game the lake provided.

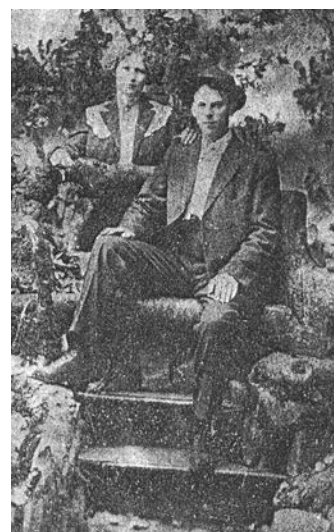
Holton married Hilda Erickson May 29, 1911. The couple started a spruce-logging operation shortly after, located about fifteen miles up the Siletz River. The logs went down the river to Millport, and then were taken to the mill in Toledo to produce spruce lumber for airplanes. Louis ran the logging operation and Hilda cooked for the camp until 1922. The budding logging industry employed many early pioneers.

By 1923, the couple was able to purchase half of the Erickson's farm. At that time the land was covered with trees and brush. A lot of hard work went into clearing the land and developing it into a grassy pasture for forty cows, but the Holtons succeeded. The cows provided milk for a cheese factory and a dairy route that included delivery of glass-bottled milk. John Louis Holton remained a dairy farmer until his retirement in 1965. He died at the age of 82 in Lincoln City.

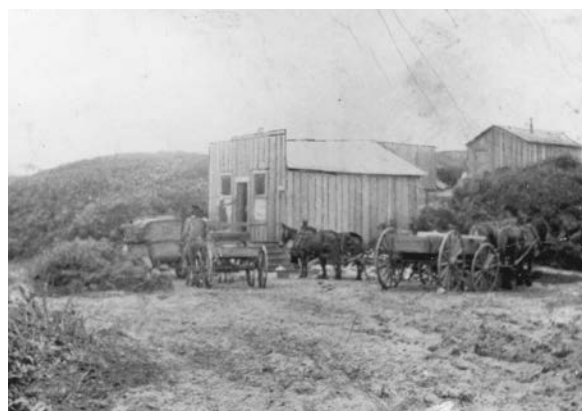
Arthur C. Deuel, Delake's first postmaster, said that he and Judge Frank K. Mann named the town of Delake on December 1, 1923. They chose it because it was the way many of the earliest Finnish homesteaders pronounced the general term used in referring to land around the lake. When asked where they were going, they would answer, "I'm going to de lake."

However, there are some who believe Deuel's account is not accurate and maintain that the letters "de" are a French word meaning of, from or by, and, therefore, the meaning of the name is "by the lake."

The first building in Delake was A.C. Deuel's store and post office located on the north end of the D River Wayside. At that time, approximately 1907, there was only one other building in the whole area, Mrs. White's home in Oceanlake on N. 15th Street near the oceanfront. She later built White's Cottages, with boarding rooms for fishermen and tourists. Alvin



Louis and Hilda Holton



A.C. Deuel's home and store

Thorpe and his mother built a home near Hwy. 101 at S. Second soon after, but for a time, Deuel's was the only other house in the Delake area.

On May 5, 1926, the Delake townsite, consisting of ten blocks, was approved by the County Court. Originally the owner was shown as Everette G. Baker and friends, then, later, Delake Investment. However, it is Henry Hostetler who is given credit for founding the town when he got the County Court to approve his First Addition to Delake in November 1926.

At that time, there were no paved roads. People traveled on horseback in summertime and on foot in winter. Everyone had horse teams which they drove down the beach to the store at Taft. They hauled their provisions, hundred-pound sacks of flour and sugar, and coffee beans in big tin buckets; but most of their food came from their garden patches, their cows, and the streams and woods.

Howard Holton remembers seeing horse teams putting in the Roosevelt Military Highway along the coast in 1926, which ended at south Third. From there the old county road was passable only in the summer months by wagon or car. Along the highway in the twenties, only a few, scattered buildings sat in the narrow clearing through the forest of timber, brush, wild shrubs and plants that covered the land.

Local people also helped out when they could. By clearing the roads to their homes, they provided access to others, as is the case with the building of East Devils Lake Road according to this account by Niel Hill, "Walt Wolfersberger was running cat for the county, and he's the one that built East Devils Lake Road. The old road up by Nelson's, by the old school and come out by where Howard Holton lives, and right down over the hill, and then dropped down below, down to the bottom, and then there was a bridge. I don't know [but] somebody said it was 500 feet long. It wound down around; it was kind of crooked, you know. That bridge was a long bridge. It was maybe six-feet high. Kind of a trestle. Then



Road building crew

it dropped down to a plank road. Holtons had a plank road going to their house. The . . . sled road used to go back to the Saari place.”

The completion of the roads, not only in town but also from the Willamette Valley and all points east, brought many more people to the area. Until then, children attended school in small, one-room school-houses. The most well-known was the Daisy Dell School in Delake, located where the outlet stores are today. According to one account, “The schoolhouse was furnished very simple. There were benches. The first seats were made so three or four could sit together, but then in the later years, students sat individually in regular school desks. The small ones had their little seats in front, and the bigger seats were in the back. The school buildings had a great big heating stove, a bench with a bucket of water, a dipper, and soap and washbasin. If I’m not mistaken, everybody brought their own towels to dry their hands.”

Construction of Delake School began in 1927 and is now the Lincoln City Cultural Center. Henry Hostetler, who understood a larger school was necessary to accommodate a rapidly growing population, donated the land. The building was “completed” in 1929, but by September 1930 it still had only two finished rooms. It had no restrooms, just two wooden “privies” out back. The two schoolrooms housed four grades each.

In July of 1931, work on the second unit of the Delake School was begun, improving the building considerably and adding classrooms. Children came from all of the surrounding towns to attend the school, even as far as Rose Lodge and Boyer.

In 1927 the first electrical service in the area became available. Mountain States Power Company installed a small 80kw diesel generating plant and furnished service to 120 customers.

The area’s first newspaper, the *Beach Resort News* also opened for business in 1927. Their one and only ad in January 1928 was for the Delake Mercantile. The Delake Mercantile was located on SE Third Street and Coast Highway. The *Lincoln Coast News* with Robert E. Collins as editor was published in Delake in August of 1929, competing with the *Beach Resort News* for a brief time.

By February of 1928 plans were underway for construction of a Delake Chamber of Commerce building. The cost of the new stucco building was \$5,000, a great deal of money for the time. The building was known as the Delake Com-



Daisy Dell School



Delake School with students and Principal Bill Mann



Beach Resort News building

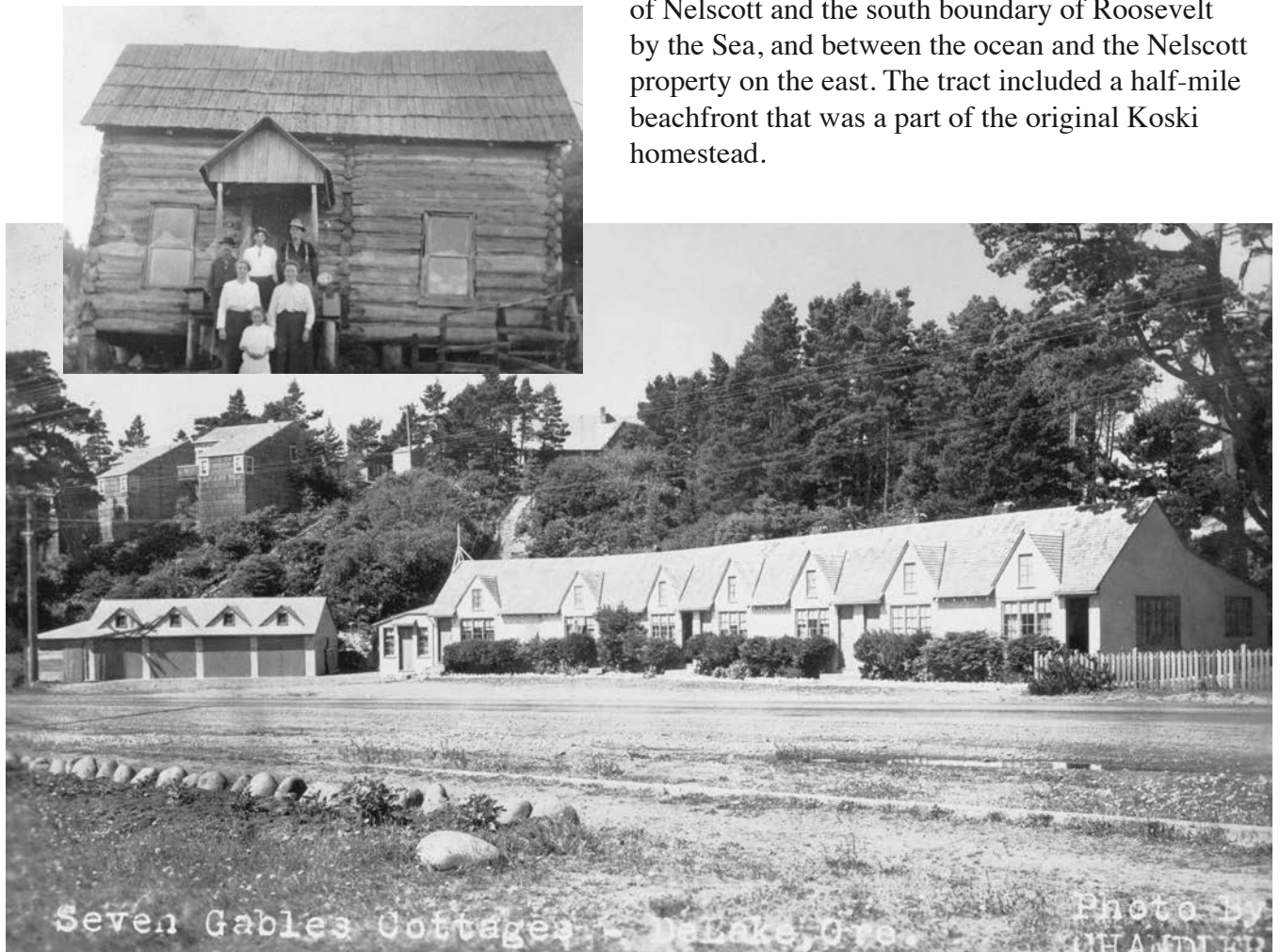
munity House and it became the headquarters of the Delake Commercial Club. The Delake Chamber of Commerce held its meetings there and residents gathered for celebrations and meetings of all kinds.

The Seven Gables Cottages were built around 1928 by Harry Mercier. Originally known as the Seven Gables and Old Indian Trail Cottages, they were sold in 1936 to Captain Phillip Cramer and renamed the L'even Gables Cottages. This name did not stick, however, presumably because additional cottages were never added, and the name seems to have evolved over time. In 1946 the cottages were listed in the phone directory as the Seven Gables Deluxe Apartments, and in 1951 as the Seven Gables Motel. In 1969, the cottages were converted to retail shops.

In March 1930, Lewis Toms purchased the Roosevelt Water System. It was followed by another utility, the Cloverdale Telephone Company, which built a new office in Delake in 1930 at the SE corner of North Tenth and Highway 101.

According to Ray Murray: "Early on the farmers all had their magneto lines. They'd all have their lines strung from the ranch. In fact, we had a line that went over the hill to Schooner Creek. Everybody was tied to the same line. When the phone rang they knew it. Actually, everybody listened. We called it the rubberneck line."

Emily K. Baard of Portland and John Werner of the Werner Realty Company purchased a large tract of seventy-two acres in 1930 from the Nelscott Land Company. The land involved was previously known as the Koski place, situated between the north border of Nelscott and the south boundary of Roosevelt by the Sea, and between the ocean and the Nelscott property on the east. The tract included a half-mile beachfront that was a part of the original Koski homestead.



Seven Gables Cottages (below); Koski homestead on the east side of Devils Lake (inset)

An ad for the Taft Meat Market indicates how rustic and wild the area still was in August 1930. The ad announced that several bears had been killed near Taft and Delake, and the market was promoting bear meat at a bargain price. The Delake Cheese factory was in operation in 1931. It was one of several small dairy businesses that flourished in Lincoln County during the 1920s and 1930s

In August 1931 Delake Hotel opened where the D River Wayside is now located. One thousand people are said to have attended the opening reception. Visitors reported great fireplaces in the lobby and the lounging room that illuminated the rich furnishings of the hotel. The guests were surprised to learn such a splendid building with its strictly modern and elegantly furnished interior had been erected at Delake. Built at a cost of \$30,000 it was considered to be the best small hotel in the Pacific Northwest. Hostetler was commended for having established a fine hotel on North Lincoln's beaches. Mr. and Mrs. Marston operated the hotel after its completion.

On January 31, 1933, less than a year after it was built, the Hotel was destroyed by fire. The hotel had successfully withstood the pounding of the high surf for a week due to high tides and winds, only to burn down later. Fire was discovered in the wall behind the fireplace in the lobby, and in a very short time, the hotel was destroyed. Oceanlake fire department responded to the alarm, but the fire, fanned by a strong west wind and inadequate water supply, soon spread to the entire structure. Chief Jack Fennell directed his crew to salvage what furnishings they could, and men from all the nearby towns assisted them saving many personal belongings. The loss was estimated at \$35,000.

One of the worst storms ever to hit the area came in November of 1931. While there was not much infrastructure to damage, this storm and ones like it called upon all the resources of local residents. At that time courage and support of each other were the best resources they had.

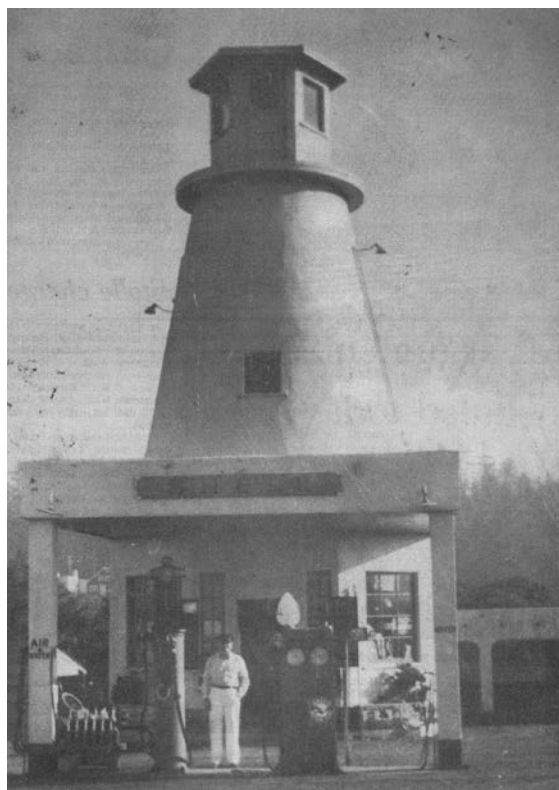
Daniel Barnes, a truck line operator, built a truck terminal and garage in Delake in January 1932, bringing some much needed transportation commerce to the area. The Lincoln County Utilities Company also formed in 1932. In April, initial plans included building a water system at Slick Rock Creek.

One of the area's most distinctive businesses, Lighthouse Service Station, opened in June 1932. The station, which sold Mobile gas, was located on the east side of the highway across from where the D River Wayside is today. Mr. and Mrs. Jack Broch ran the operation.

George M. Bobst was appointed Constable for Taft, Delake, Nelscott and Oceanlake in July 1932. By September that same year the last section of the highway, from Delake to Kernville was oiled.



Delake Hotel



Lighthouse Service Station

The first official Devils Lake Regatta took place July 28-30, 1933. The event was sponsored by the Devils Lake Chamber of Commerce but was conceived, developed and promoted by Edgar Lindley Merritt, one of the early movers and shakers in the Oceanlake area. Boating teams and swimmers came from all over the state to compete. Devils Lake is ideal for speed racing because it is at sea level, which makes the boats exceptionally fast. For decades the lake held many of the world speedboat racing records. In addition to boat races, activities included log rolling competitions, an illuminated boat parade, foot races, picnics, parties, wienie roasts, band concerts, a golf tournament, carnivals and dancing spectators along the lake.

Parking and seating for the first Regatta was on the hillside property that borders the lake on NE Sixth Drive. Attendance at the first Regatta was estimated at 15,000 people with 5,000 cars. In fact, the first Regatta was so successful that for the following year, 1934, a larger piece of property had to be found to accommodate spectators and their automobiles. Devils Lake Regatta Grounds was selected on West Devils Lake Road. During the 1934 Regatta, hundreds of cars parked on the hill overlooking the lake. The property had a view of the ocean as well as the lake. Trees and houses block any view of the ocean now and a children's playground, built by the community, has replaced the parking area.

An annual Regatta was held at Devils Lake for eight consecutive years, from 1933 to 1940. The event was discontinued in 1941 due to war restrictions. In 1947 it was tried again, but without the success it had in the 1930s.



Regatta site in 1934

The paving of the highway from Kernville to Neskowin, some 23 miles, was completed in September of 1933. At just about that time, the area experienced a growth spurt despite the Great Depression. Although many residents had to seek work near Salem picking hops in the summertime, many people found they could live cheaply and simply at the coast.

Plans were undertaken to incorporate the town of Delake in March 1934. The communities took this action as a step toward progress and to “affect various improvements for the common good.” The plan included a large territory within the boundaries of the new city, including a mile of ocean and beach frontage and a mile of the lake shoreline.

The plan appeared to have widespread support. Most residents signed the petitions for incorporation that had circulated in Camp Roosevelt, Roosevelt by the Sea and Delake. However, when all the votes had been counted there were 69 votes in favor and 35 against. They were two votes shy of the two-thirds majority needed for the proposal to pass.

In May 1934, residents of Delake began clearing and building at the mouth of the lake with plans for a natural swimming pool and picnic grounds. The planned recreation grounds were to be equipped with swings, teeter totters and slides for children. Natural pools of various depths to accommodate children of all sizes were constructed and diving boards for more experienced swimmers were included. A picnic ground, adjacent to the playground, and a new dock were also added on the south side of the outlet and steps were constructed at the south end of the bridge to the grounds and walks. Mrs. G.E. Baker, an excellent swimmer, was appointed recreational superintendent. All facilities were free to the public.

In September 1934 the Tri-County Telephone Company opened offices in Delake at the corner of Tenth and Coast Highway, in a building that had housed telephone companies since it was constructed in 1930.

The rapid growth that Delake, Taft and Nelscott experienced in the 1930s brought an urgent demand for a more adequate water supply. Taft-Nelscott-Delake Water District was formed in 1934 and approved by a vote of 124 to 29. In October 1935, the new district obtained a federal loan of \$41,815 to build a gravity flow water system. The source of the water was

initially to be the North Fork of Schooner Creek. However, the new wood stave supply line, constructed in 1936, brought water from Erickson Creek, located 5 miles east on Schooner Creek Road. A reservoir was constructed in Taft, on the hill east of Taft High School. Distribution lines were constructed to link the existing community systems, which completed the water system in August of 1936.

North Lincoln Hospital, established by Mrs. Erma Delanoy, opened September of 1935. The hospital had two wards, containing two and three beds respectively, as well as two private rooms. The hospital was in Frank Hallock's house in Delake.

In 1938 Mr. Bateman purchased a lot, bounded by Thorpe Avenue and the Coast Highway, from Frank Hallock. The property, which included a residence, was purchased for the purpose of building a mortuary chapel with a seating capacity for 150 people. Mr. Bateman had the distinction of being Lincoln County's pioneer mortician, and at the time had been in business in the county for 22 years. Mr. Bateman, well known for his fair dealings, was welcomed to north Lincoln County, along with his investment of several thousand dollars. For years it operated as Pacific View Mortuary. After that it was turned into a small meeting center called The Eventuary.



Swimming at D River, 1950s



Bateman Mortuary under construction

One of Delake's most unusual and innovative businesses opened its doors in June of 1936 when the Siberrian Shop started serving customers the novel and delicious confection known as Siberrian ice cream. Soft serve ice cream was unknown at the time. It was an invention of Si Berry, who had opened a similar business in Portland. According to his daughter: "In 1932, February, he opened his first store



K. L. Benefiel serving ice cream at his Siberrian Café

on Tenth and Washington Streets in Portland. It was an eleven-stool, fast food, sandwich shop. Eventually, people got the idea they would like one, and he branched out. . . . They were owned individually, but we franchised them. And I say that Dad was the originator of franchising. . . . He designed the name. The name is from his OWN Si Berry with two r's, and many people confuse it, thinking it's misspelled . . . He designed the dishes. He designed everything that had to do with the stores and the product . . . We had a black and white checker pattern on all the dishes, the cups, the saucers, and the Siberrian logo. The little black-footed ice cream dishes were manufactured especially for Dad."



Chandler's Service Station

Mr. and Mrs. K.L. Benefiel owned the franchise shop in Delake. The Siberrian Cafe served lunches, sandwiches, hot and cold drinks and other confections. One resident remembers it fondly: "That was about the only recreational place where everybody, after a ball game, used to go for a piece of pie and ice cream. It had a big counter with stools up to it."

In May of 1936 Everett Chandler constructed an addition to the service station he had built some time around 1930 at the corner of South Twelfth Street and Coast Highway. The 15 x 20 addition housed the grocery store. In a rear room Chandler installed his photo developing and printing equipment. An accomplished amateur photographer, Chandler took many photograph postcards of this area in the 1930s and 1940s that we still see today.

In May of 1936 Everett Chandler constructed an addition to the service station he had built some time around 1930 at the corner of South Twelfth Street and Coast Highway. The 15 x 20 addition housed

In 1937 the residents of Delake decided it was time to install a lifeline on the beach. Several drownings pointed to the need for this equipment. Through the efforts of Attorney Carter and Mr. and Mrs. E.N. Tibbetts a lifeline was procured for the use of those wanting to rescue people in danger from the surf. Captain George Kistemaker of the Yaquina Coast Guard station donated the line to the community. A suitable box to house the lifeline and a life vest was built by Fred Wagner with McCreedy Lumber Company of Oceanlake providing the materials.

About this time, Mr. Hostetler and some associates embarked on a major development plan financed by Marion Finance and Credit Corporation. The plan would use 187 acres for the creation of what was termed "the most complete and modern vacation development in the entire Pacific Northwest."

The property was situated at the southwestern end and on both sides of Devils Lake, a very valuable strip lying between the Oregon Coast Highway and the beach at the outlet of the lake. A surveying crew established property lines and did preliminary work for platting. Some two thousand lots were planned for the property. The project called for the construction of a grand clubhouse on the point of land that

juts out into the lake. The building sites directly in back of the clubhouse were to be used exclusively by members of the club, which numbered more than 100 in 1937, including a number of Oregon's most influential citizens.

Hostetler and his associates were unable to meet the financial demands that the project required, and Robin and Vivian Reed, avidly interested in hunting and fishing, took on the project redefining it as the Devils Lake Rod and Gun Club in 1936. In 1937 they began pouring the foundation for the hunting and fishing lodge.

Memberships, which cost \$250, bought members a lot where they could build their own cabin, house or retreat and gave them access to the resort. Only the best grade lumber went into building the lodge. Enormous fireplaces, wiring, roof, doors and windows were in place by 1940. The Reeds' plans were to incorporate their Eagle Point subdivision and begin another subdivision to be called the Eaglet Addition, and then to incorporate these subdivisions as a town.

Hostetler's big dream, being completed by the Reeds, looked about to be realized when World War II stopped the project by taking away workers and materials for the war effort. The years that followed saw the lodge vandalized, looted, abandoned and never finished. Eventually the remaining top-grade lumber in this enormous lodge was dismantled and sold for salvage.

Mrs. Alice Merritt, in talking about Delake in the early years, summed it up in this way: "Henry Hostetler, who lived in a white stucco house on the ridge above D River, was one of the first ones to start

that building across the lake—the Rod and Gun Club. The whole community and people on the outside were involved with that, but he was never able to give deeds to it, so he finally lost it. Robin and Vivian Reed bought it and worked hard to make it develop, but the Depression and the war put a stop to it. What they had intended was to parcel that land out. It was similar to what they'd call a condominium now, or a time share sort of a thing, because people were to buy these small lots, and that would give them the privilege of utilizing this Rod and Gun Club. Certain



*Rod and Gun Club on Devils Lake, bottom;
defaced fireplace in unfinished club, inset*



Canyon Drive Apartments

lots had lake access. That's where Eagle Point addition is. It was just a lovely idea before its time. It was after we moved here in 1930 on a permanent basis."

Some time in 1937 Canyon Drive Apartments were constructed. These ocean-front apartments were luxurious for the time and included modern conveniences as well as traditional fireplaces. Built at the end of Canyon Drive, one of the area's oldest roads, the apartments were located

next to one of the only places to access the beach directly. Canyon Drive Apartments remained a Delake landmark until late in the 1990s, when they were replaced with new residences.



Delake Bowling Alley location circa 1938, next to the Signal Service Station

One of Delake's longest lasting businesses, Delake Bowl, opened its doors on Saturday afternoon, April 30, 1938 at 1 p.m. Owners Mike and Ethel Parsyck invited area residents, who had long anticipated its completion, to join them in initiating the new alleys. The new building, measuring 50 by 90 feet, included four alleys reported to be "the very best obtainable." Room for an additional three alleys, to be installed later, made it possible to host major Pacific coast bowling league championship tournaments, as six alleys were the minimum required for tournaments. The new bowling alley represented a substantial investment of \$18,000, an indication of the unbounded faith that the Parsycks had in the future of Delake.

One of the first business developments in Delake began taking shape in January 1939. The new block of buildings was built between Delake Community House on Sixth Street and Coast Highway and the Tri-County telephone exchange on Tenth and Coast Highway.

In May 1939 the Taft-Delake-Nelscott Water District extended its lines north by adding a new, 200-foot waterline. The new line extended north from Chandler's Service Station, which was located on Coast Highway and SW Twelfth Street. A year later, in June of 1940, a larger water main was laid from the south end of the D River Bridge to the north end of town.

In the fall of 1939, the Tri-County Telephone Company in north Lincoln County installed a new dial telephone system. The completely automatic system was housed in Delake. Under the new operation, patrons enjoyed 24-hour automatic service at no extra cost. The decision of the company to give the area

a phone system as up-to-date as any in the county was thought to be a mark of distinction.



Delake in the 1940s

The 1940s began with hope for a growing community being fueled by new development. In February 1940 the Rand Truck line erected a new freight terminal in Delake, north of Chandler Service Station. In March, Harold Mitchell

leased the McKechnie Garage, followed in July by G.A. Berry who purchased the Newton Market, and in September Lane Morley purchased the Point of View Tavern.

East Devils Lake Road was completed in 1940. In May E. G. Calkins announced that the road all around Devils Lake had been completed, opening up a large tract of lake-front property for development.

At one time the property at the outlet of the D River could have been procured by the state from Mr. and Mrs. H.A. Hostetler at a very low figure. Mr. Hostetler had urged the state to preserve the area for the public as a state park, offering to donate his share of the land. This offer had been repeatedly turned down, finally resulting in the sale of the property to Mr. Robin Reed.

In September of 1940 the Delake Chamber of Commerce urged the state to purchase the land for a park. According to Chamber of Commerce President Arnold H. Earnshaw, State Superintendent of Parks Sam Boardman was in favor of the state purchasing the property. Mr. Boardman said that construction of a sea wall at an estimated cost of 10 or 12 thousand dollars would be undertaken when the state acquired the property. A fill would be made, an adequate aqueduct for the outlet provided, which would create a fine public park as well as access to the beach and parking space for automobiles. The idea was welcomed by residents who observed that every weekend the area was jammed with tourists, who spent from a few minutes to hours viewing the ocean from this vantage point. The state decided the price was too high so the plan did not proceed.



Looking north over Delake

Another devastating fire hit Delake in February of 1941, very near the location of the fire that destroyed the Delake Hotel. The early morning fire of undetermined origin broke out in the northeast room on the second floor of the Point of View Tavern, completely destroying the upper floor. If not for the valiant efforts of the Oceanlake and Taft volunteer fire departments, the fire would have razed the structure to the ground. Fanned by a light breeze from the northeast, the flames enveloped the entire upper story. Shortly after the alarm sounded the Oceanlake fire truck, manned by a group of volunteers, arrived and pumped water from the lake outlet (D River) directly onto the fire. A few minutes later the Taft fire truck and firemen arrived to assist, taking their water from a hydrant at the corner.

Sometime in 1940, the Delake Chamber of Commerce decided that the river that flowed from Devils Lake to the sea should have a proper name. Prior to that time, it was known as Devils Lake Creek. Devils Creek, Delake Creek, Lake Creek or simply the outlet or mouth of the lake. A contest to name the river was suggested by Delake Chamber of Commerce President Arnold H. Earnshaw at a meeting held in June 1940. The contest garnered nationwide interest; some replies came from as far as Australia. Mrs. Johanna Beard of Albany submitted the winning name "D," the shortest name for the shortest river. The river measured 440 feet at low tide and 2 feet at high tide. Although some have disputed that claim, the U.S. Geographic Board of Names has officially recognized the name. The river had been the focus of Delake tourism in the 1930s, and that continued in the 1940s.



Debris from 1941 storm, top; D River Bridge washed out in 1941 storm, bottom

Heavy storms were another danger to the area. With its highway bridge over the D River, Delake often bore the brunt of these storms. In October 1941, the Central Oregon Coast was hammered by waves that rolled over sea walls and completely washed out the 185-foot D River Bridge, causing thousands of dollars of damage along the Oregon coastline. Highway crews worked night and day to construct a temporary bridge, built of wood and resting on pilings about fifty feet east of the old span. A new, sturdier bridge of timber was later built at the same site.

The D River disappeared completely when the extraordinarily high surf deposited a huge barrier of sand in the channel that leads to Devils Lake. The river gradually reappeared as the level of the lake rose, flowing over the sands and re-cutting its former channel. The storm left the streets littered with debris, but there was no lasting damage.

When war was declared in 1941, north Lincoln County, located on the Pacific edge, responded quickly, with volunteers patrolling the beaches, spotting for planes, and working locally for the war effort. Soldiers from nearly every state in the Union soon replaced coastal beach patrols. The first year of the war the Army Signal Corps quartered at the former Nelscott Auto Park. The Coast Guard replaced these troops the following year, and they stayed for the duration of the war.

This storm mirrored the global storm to

come. With the influx of soldiers at the beginning of World War II, the population soared in north Lincoln County. But while many service men and women came to the area, others left to serve in the war. Gas rationing and other wartime restrictions meant an end to tourism promotions for a time. Local residents focused on matters close to home while working to support their country and maintaining a vigil for those who served. By 1943 annual events like the Redhead Roundup and Devils Lake Regatta were discontinued. People stayed at home rather than going to the beach for a weekend or vacation stay. Black-

out restrictions meant there was little in the way of nightlife available.



Delake Community House

On April 5, 1942 the Delake Community House became the home of the newly established Lincoln County Art Center and Gallery by the Sea at NE Sixth and Coast Highway. Maude Wanker and Ruth Grover, two nationally known local artists, began the idea for an art center with the goal of “promoting art appreciation in all its various forms.” Ms. Wanker acquired the former Delake Community House, which she remodeled with help from “energetic citizens in sympathy with

the project” and donations from local businesses. Wanker remarked that, “it was not long until the North Lincoln County Chamber of Commerce, the Oceanlake Progressive Civic Club and the North Lincoln Lions club all became sold on the project and gave their backing. Contributions began to come in from well-wishers throughout the county, and these funds were carefully stretched to provide the most necessary materials.”

With the help of other local artists, Maude Wanker and Ruth Grover made the Center one of the most important art galleries on the Pacific Coast. The motto of the Lincoln County Art Center was, “To perpetuate peace, faith and good fellowship” throughout the community. The Lincoln County Art Center later became the Lincoln City Artists’ Studio Association. Ms. Grover and Ms. Wanker gave art lessons to children and other aspiring artists at the Center and also presented art shows by prominent artists and students. In January 1943 a library was added to the Art Center.



Lincoln County Art Center in Delake

The winter of 1943 was particularly harsh. In January a cold wave hit the area with temperatures of 12 above in Delake and 6 above in Taft. Up to 15 inches of snow fell and stayed on the ground several weeks. While this weather was hard to deal with for some, others took advantage of the rare occurrence and made it a holiday, sledding down the center of the streets, building snowmen and blasting neighbors with snowballs.

However, the war did not stop Delake from development during the first half of the 1940s. The Cobb building, which was located just north of Delake Bowl, became the new home of the weekly *News-Guard* in May 1944, replacing the Delake Antique Shop owned by Fred S. Houck.

By July 1944, just as World War II was drawing to a close, new curb were installed along Coast Highway in Delake, as well as Oceanlake, Nelscott and Taft. Local residents took this as a hopeful sign that the area was looking forward to a promising future with so many military people returning home.

Returning soldiers would need homes. Consequently, in May of 1945, the Kangas brothers, George and Edward, bought a 30-acre tract in Delake from Harry Thorpe with an eye to development. The property was situated east of the highway and between Lake Drive (NE Sixth) and East Devils Lake Drive. The tract had some frontage on all three of the roads, and a portion had a view of both the ocean and lake. “We intend leaving some of the standing timber as parks.” George Kangas told a *News-Guard* reporter at the time. “If we logged it off, we might spoil some of the best building sites. By developing carefully, watching the contour of the land as it is uncovered, we are less likely to make mistakes. Nature was a long time shaping that tract of ground, and she did a pretty good job of it.”



Myrtlewood Products Plant

A street had to be cut through from Lake Drive to East Devils

Lake Road, the tract platted, and arrangements made for public utility service. Finally, the tract of 30 acres was subdivided and made into the Lakewood town site. Although the town never realized an independent status from Delake, the tract itself sold well.

In August 1945 the Myrtlewood Products Plant was completed at a cost of over \$15,000 for the building alone. It was heralded as one of the first large-scale industrial developments in North Lincoln County. With machinery installed and with a working reserve of the costly myrtle wood, the total investment in the project was estimated at \$35,000. The site was an eight-acre tract lying east of the Coast highway between DeLake and Nelscott, just south of the Kangas Brothers Lakewood tract. Once the plant was fully operational, it employed ten men.

When the new school year started in 1945, Delake Elementary School was not ready. The school had been somewhat neglected during the war years, and there was no heat in the building. An announcement was made that all of the schools in the county would open on September 10 except Delake School, which would not open until a new heating plant had been installed. Work on the building included construction of a 45'x57' addition to the school, costing \$34,942.

In September of 1946, Harry Hostetler gave the Delake School an additional five acres of land adjacent to the original tract of land he had donated for the Delake School. The intent of his donation was to

expand the existing school grounds and provide playground facilities. The five-acre tract was located directly behind the school building and extended eastward toward the lake. The inclusion of this land guaranteed the school adequate ground for expansion in later years, as well as solving the problem of additional playground space.



Bice horseback riding group



Calkins Boat Works

In 1945 Elmer Bice started a horseback riding business in Delake where the Sea Gypsy and Cozy Cove Motel were located later. The business included stables, a barn and the Bice family home. Visitors to the area loved to ride the horses along the ocean shore, led by members of the Bice family. In 1958 a strong ocean surge destroyed the Bice office, stables and barn. The family never rebuilt the business on the original site. Instead, they teamed with Surftides Motel to offer horseback riding on the beach as one of the motel's unique features. Elmer Bice and his family led riders on the beach from 1945 until 1963.

The fall of 1946 brought a new industry to the already extensive list of commercial enterprises that had been

established in the area. George Calkins, who formerly built boats at Three Rox, constructed a building on the south side of the D- River for the manufacture of several types of small boats, calling his new business Calkins Boat Works. Using assembly line production methods, Calkins had from 10 to 15 hulls in the process of construction at all times. Special emphasis on the building of inboard and outboard runabouts, small cabin cruisers and plywood skiffs made the business successful. Calkins himself constructed the building, measuring 30x80 feet. The business employed between four and five experienced craftsmen and included water bike rentals, canoes and sailboat rentals and a Shell marine service station at the boathouse, which served all Devils Lake craft.

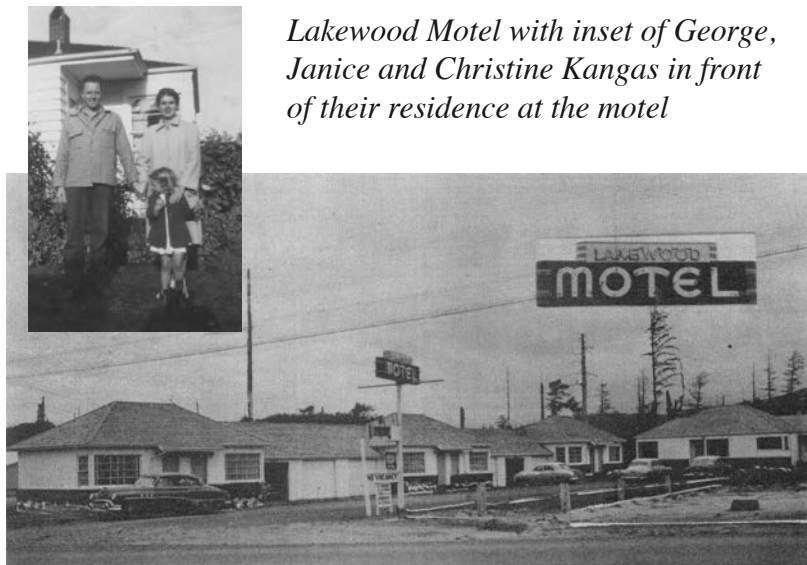
Also, in September of 1946, Delake Heights housing tract was opened. This was a 35-acre tract in South Delake. Some of the lots had both an ocean and a lake view. The 100 foot by 100 foot lots were accessible by gravel roads. The tract was part of the original Nels Nelson homestead.

Early in 1947, when Oceanlake considered the installation of a new sanitation system, A. A. Mayne, consulting engineer of the U. Ernest Nelson Company of Portland, voiced approval of a plan to contract with Delake and Oceanlake for disposal of sewage. This, he stated, would be much cheaper for Delake than if Delake were to build its own plant. Discussion about establishing a sanitation system was prompted by the state's request for Oceanlake to make a report on progress made in providing adequate sewage disposal for its incorporated area.

Mr. Mayne argued that a sewage disposal plant located on the D-River would be "ideally situated" to serve the two towns of Delake and Oceanlake and that most of Delake could be served by gravity flow with the exception of the Canyon Drive area.

Several weeks later, the Delake Chamber of Commerce took a public opinion poll to investigate the possibility of establishing a sanitation district for the Delake area and presented the results at a public meeting. Discussion from the floor hinged around whether or not Delake should form a sanitary district, lay out a pipe system and then contract to use the facilities of the Oceanlake disposal plant or build its own plant, possibly in cooperation with Nelscott and Taft. Apparently, no decision was reached.

Cliff's Drive-In opened in the spring of 1946 and became one of the area's most popular eating spots during the summer months. To obtain car service, a car pulled in and parked with its lights left on. Cliff's served light fare including sandwiches, cold drinks, coffee, and ice cream. Mr. and Mrs. Clifford Fagaly remodeled and enlarged Cliff's Drive-In and re-opened it on Friday, March 28, 1947.



Lakewood Motel with inset of George, Janice and Christine Kangas in front of their residence at the motel

In April 1947 George and Edward Kangas opened the Lakewood Motel on part of their 30-acre tract in south Delake. The motel had a 104-foot frontage on the Coast Highway and was considered one of the finest motels in the area, receiving an honored spot as Motor Court Magazine's Court of the Month. Mr. and Mrs. George Kangas operated the new motel and lived in a residential unit next to the main structure with their children. It continued on in later years as the Dolphin Motel.

The outside walls were constructed of 10-inch tongue and groove siding, painted white with brick up to the windows and on the front walls of the porches. Each of the six units contained a large living room, bed alcove and bathroom, originally paneled in natural birch and floored with hemlock. Features of the ultra-modern apartments included custom built beds and occasional furniture, over-stuffed divans and club chairs, fluorescent lighting and showers enclosed in glass block compartments. Garages next to each unit were equipped with easy-lift doors.

Paul J. Groth and his son Bruce opened their sheet metal shop on Saturday, May 3, 1947. The shop was located south of the Myrtlewood factory in south Delake. Paul Groth had been in the sheet metal business in Dundee, Oregon for the previous 30 years. He moved to the coast in March and began work on the structure of the shop and apartment where the family would live.

In August of 1947, after a summer with many beach and ocean related accidents, a warning sign and tide flags were installed at Oceanlake and Delake. This was ten years after a lifeline was installed at the D River Wayside. Residents of Delake felt responsible for visitors to north county beaches who didn't understand the danger of ocean waves, even on a sunny summer day.

The Devils Lake Yacht Club was organized in 1947 to serve the interests of boat owners, stimulate a greater interest in boating in the area, and promote safety for all types of boating on Devils Lake. The originating group consisted of seven men, including George Calkins. According to Margaret Kerr the Yacht Club became the Union 50 Club in 1965. The Union 50 Club later purchased the clubhouse and property. The clubhouse had one large room, 32 x 60 for multiple uses including dances and dinners, and a large kitchen. A later addition to the north side of the building included a raised stage plus a storeroom.



Admirals from the Devils Lake Yacht Club Escort Regatta court

One business that opened in March of 1948 had a tragically short life. The Colonial Theater 18, located on Highway 101 in South Delake, and owned by Charles Sleaney of Portland. The theater was designed to be a show place, boasting the newest RCA sound equipment, air conditioning and all new seats. The main floor of the theater had a seating capacity of 350 and included a soundproof crying room for the use of mothers with infants. Unfortunately, the building that housed the theater burned down about a year after the December 1949 opening.



Fire destroys Colonial Theater

Delake beaches continued to be hazardous for residents and tourists alike. In April, within 48 hours after the tragic drowning of Eugene Welch, Delake business owners and homeowners took up a contribution for the purchase of a modern inhalator for use in the district. In just a few days \$250 was collected in Delake alone.

Bob Ballard, fire chief for the Taft-Nelscott-Delake fire district, built local support of the campaign when he stated that the fire department had funds on hand that could be used to help buy an inhalator. In response to Ballard's plea for funds, one contribution was received from a business out of the area, Iredale's Café at Lincoln Beach.



Original TND Board with Bob Ballard far right

In April 1949 the Delake Chamber of Commerce again polled Delake and Nelscott residents to determine whether they thought the current sewage disposal system was adequate or whether a new sanitation system should be developed. A 20 percent return was received in answer to queries sent to 250 box holders listed by the Delake Post Office, while nearly 30 percent of the Nelscott box-holders answered. In both communities the majority opinion expressed was that the sewage disposal system should be obtained through formation of a district composed of Delake, Nelscott and such areas to the south as desired to participate. .

When the vote for a new sanitation system was taken, only seven voters favored the required incorporation of Delake. However, by October, residents seemed to have had a change of heart. On Oct 13, 1949 residents of Delake voted to become the third incorporated city in North Lincoln County. The final but unofficial tally was 109 votes in favor and 77 against, a 32-vote margin sanctioning incorporation. The special election, which saw some spirited campaigning conducted shortly before balloting day, drew an extremely sizable percentage of the eligible voters to the polls. Of the approximately 200 people eligible to vote on the incorporation measure, 186 cast their ballots.

The Delake incorporation vote assured the division of the Taft-Nelscott-Delake water district, with Nelscott remaining as the district, while Delake and Taft took over the service within their boundaries. Neither city had the source of supply within its confines. December 1949 the Delake City Council was formed. Paul Groth, John H. Renner and Charles M. Trimble were elected to the Council, with Leslie V. Wolf acting as mayor.



Delake circa 1949

All seemed to proceed well until March 30, 1950, when a petition for disincorporation of the city of Delake was placed before the city council. Presented by Robin Reed, the petition stated in part that “the undersigned electors of the city of Delake do hereby petition and demand that the common council . . . submit to the electors of said corporation . . . the question of whether or not said corporation shall be disincorporated.”

The council took no action on the petition. It was referred to the next meeting, on April 11. Reed asked the council to place the petition on the ballot at the next general election since the city incorporated in a special election. In presenting the petition, Reed charged that the recent incorporation was not by a representative vote, that it was manipulated, and the petition to incorporate was filed and an election held before those opposing the action could register to vote. He stated that many false rumors as to the benefits of incorporation were circulated and that the incorporation was premature and unnecessary.

People attending the council meeting denied all charges made by Reed. The City Attorney Wood, was asked the question of whether a city in debt could disincorporate. He said he interpreted the law to mean a city could not disincorporate if it had outstanding debts. This seemed to indicate that if the city could show any indebtedness the petition could not be put up for a vote.

A court-ordered special election was held June 26, 1950, concluding several months of heated debate over the status of the eight-month-old city. Voters upheld incorporation of Delake with a vote of 153 to 111. Advocates of maintaining city status fought their successful battle on the basis that incorporation would bring the area greater progress with no appreciable increase in costs. They noted that the community could not sustain many public services available through city government with any other status.

About this time, circa 1949, the Delake Aquarium was built where the D River Wayside is today. Aquariums of this kind dotted the coast during the 1930s, 40s and 50s. Exhibits included seals and sea lions, otters, and octopi as well as many other varieties of fish and tide pool life. Apparently, the Aquarium did not stay in business long. It was only advertised in the phone directories for two years, 1949 and 1950.



Delake Aquarium

However, the Aquarium building, with its colorful marine life murals and distinctive design, remained in its original location for many years.

The 1950 US Census showed a big population gain in Lincoln County. A total of 21,180 people were living in the county at that time, representing a 46 percent increase from 1940. The population of Oceanlake was 686, Delake 635, and Taft 447.

Kathryn Kangas recalled memories

of growing up in Delake during the 1950s. “At the D-River and the lake [there] was a swimming hole where kids went every day to swim and take lessons or rent water bikes and watch boat races. Delake grade school was in its good days. The post office was where the kite shop is now. Down the street was the bowling alley.

“On Devil’s Lake Road, where the police station and post office are now, was a huge roadside dump that was interesting for kids to go through and see what people were throwing away. Of course, where the outlet stores are was the drive-in theater [with a 60-foot screen] where we used to sit on the hill and watch movies free with someone sneaking under the gate to turn on a few speakers loud so we could hear. There was a grocery store just across the street that sold everything for a quick meal. I went there to get some slices of bologna or a pound of flounder or halibut for dinner. Down the way was the myrtle wood factory where we went to look at all the neat things that could be made, especially initial pins.

“There was a movie theater directly across the street from the motel, and I could go to the Saturday afternoon show for 10 cents with a coupon from the *News Guard* paper. Next to that was a huge appliance store where mom and dad bought our washer, dryer and dishwasher. Down the street was Franco’s Service Station. On the street behind the motel there was a church, which is now a health foods store. North of the store was a huge warehouse with few things in it. One summer day a tornado crossed the side of our motel and landed on that warehouse lifting it up in the air and completely destroying just that one building. I think I was about 10 years old. [She was born on August 12, 1939, which would date this occurrence about 1949.]

“In the early 1950’s kids went everywhere walking or on bikes so we explored the forests, rivers, streets etc. There was a big field for years next to the motel where kids gathered every evening to play baseball.”

In January the Delake City Council approved a tentative agreement with the Taft-Nelscott-Delake rural fire protection district for division of the district as required by law following incorporation. However, no actual division of assets was attempted or anticipated.

In essence the agreement provided for a seven-year contract between the district and the city without any actual dismemberment of the district. The city agreed to contribute its share of the operating costs of the district, based upon its proportionate share of the assessed valuation within the district.

Also, in January, the Delake City Council proposed an occupational tax levy. Some forty interested people attended. The session saw many people on their feet with questions concerning the proposal and several rather sharp verbal exchanges made. Councilmen answered questions from the floor before the city attorney was instructed to draw up an ordinance. The proposed tax schedule varied for some types of business, but in general was said to be \$10 per year.

At a meeting the following week the Delake City Council passed the occupational tax ordinance. As passed, the ordinance was in the main similar to proposals discussed at prior council sessions, with the exception of a provision



Delake in the 1950s

excepting businesses incidental to the main operation from a separate tax. In other words, a food store that handled a small selection of drugs would not be subject to a separate license for the latter enterprise.



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Swan Drive-In Theater screen (l) and ad (r)

July of 1950 was the opening of a new movie theater, the Swan Drive-In. Virgil Wells, owner and operator, said that final construction and installation of the 400-car theater had been rushed so that the opening would be in time to help entertain the throngs of visitors expected for the revived Regatta celebration. The first showing at the outdoor theater was Friday, July 14, 1950.

The drive-in, located where the outlet stores are today, had a 60-foot screen and featured the latest projection equipment. One night a week the drive-in offered a special price of 50 cents a car. Families and teens took advantage of this economical offer. Kids crammed into cars. The weather was not always cooperative: when the fog rolled in or the rains came down, the windshield wipers had to be used, and in the winter, the heater as well.

An estimated 20,000 people, unparalleled in Delake's history, jammed its streets in March of 1950 to view an unidentified "sea monster." The sea monster was said to weigh from 1,500 to 2,000 pounds, but the massive marine animal was worth more than its weight in gold in terms of publicity for the town. Every major news outlet in the nation reported news of the strange creature, and visitors flocked to Delake to see it for themselves.



Sea monster at D River Wayside

Irate citizens of Delake discounted all reports that the monster was nothing but whale blubber. They pointed out that even the experts gave no definite conclusions as to what it might be and that speculation as to the monster's identity ranged from sea lion to jelly fish. The tubby, toothless mass first made an appearance one day when it was washed in by the 8-foot 6-inch tide. It floated out to sea again the following week and beached in Oceanlake. From there it was loaded on a truck, with the aid of a wrecker from Nelscott, and returned to the Delake beach near the aquarium.

First reports said the monster had legs ranging from 18 feet in length to three feet. A tape measure proved it to be egg-shaped, with one appendage measuring 16 feet. Other appendages were from three to six feet. The “head” and “body” measured 14 feet in circumference, with an opening that looked like an incision that was reputed to be its mouth, 10 to 12 inches. There was hardly any doubt that the “thing” had feathers. Both feathers and the quills from feathers were plucked from the beast. Some said these genuine feathers could have come from sea gulls and other sea birds, either eaten by the animal or picked up as it rolled and tossed on the beach.

Four months after washing up in Delake, the monster remained unidentified. Some marine biologists hazarded a guess that it might be whale blubber, but Delake residents remained unconvinced. They felt that the scientists were, as one of them said, “out on a limb” and using whale blubber to cover up. One resident said you couldn’t grow feathers on a whale. Another, W.A. Osborne of Rose Lodge, said, “these feathers were not stuck on the structure but embedded in its skin.” “If the thing was decaying whale blubber, why didn’t it fall apart when it was picked up by the wrecker?” asked Mrs. Andy Allum.

Many months later, the unidentified remains of the creature were still being discussed. Suggestions about what the “thing” might be came from many points in the country. Surmises and postulations included whale ambergris, a spongy deposit which forms in the whale’s stomach and is occasionally regurgitated, a giant squid of the south seas, and even a prehistoric, seafaring beast of huge proportions, which swam the earth’s seas millenniums ago. The president of the Dickinson, Texas Chamber of Commerce sent a cable postcard depicting a cowboy riding a wildly bucking jackrabbit and expressed concern that Delake was next in line for the “Tall Tale Championship of the World.” The sea monster apparently disintegrated on the beach or was buried in the sand there, as there was no further mention of the creature in local newspapers.

Delake businesses continued opening and changing hands in the early 1950s. In February Kenny Morgan purchased the Highway Market; in May the Delake Shingle Company opened at a location four blocks East of the Swan Drive-In on East Devils Lake Road; in April Mr. and Mrs. Jack Hughes purchased the Breakers Tavern and the NewsGuard moved to a new location in Delake between Kenny’s Market and the Western Auto Store; in May Mr. and Mrs. Arnea Pompel bought the Camellia Court Motel; in September Phillip C. Rinehart opened a real estate office in central Delake; and in October Gilbert Kangiser opened a welding shop.

There was some discussion late in the year by the Oceanlake Chamber of Commerce regarding consolidation with the Delake Chamber of Commerce. It was decided that the organizations be maintained separately but work cooperatively and hold some joint meetings. The year 1951 closed with quite a punch, when in December a terrible storm hit the area. The barometer read 28.55, the lowest ever recorded on the Oregon coast.

In February, Delake Bowl got ready to host its first All-Coast Handicap Bowling Tournament. The tournament would take place from March 9 through May 27, 1951, but the town needed time to plan and prepare. This was one of the greatest promotion and tourist events to be undertaken in the area. The fact that the tournament would attract



The Gravel Gerties, Oceanlake’s women’s bowling team

approximately 5,000 people to the north Lincoln County region, bringing thousands of dollars to local businesses, was a reason to celebrate.

The tournament was made possible through the efforts of one man, Toye Lindblad, owner of Delake Bowl. Mr. Lindblad garnered wide publicity throughout the western United States in numerous bowling publications, making the city of Delake known across the country. The tournament was held for twelve successive weekends and was a tremendous success. Bowlers, many of them with their families and some with a gallery of admirers, stayed in the area for one, two or three days, patronizing motels, restaurants, grocery stores, taverns, gas stations and every type of business.

Also, in February of 1951, the mayors of Taft, Delake and Oceanlake agreed upon a “mutual aid pact ordinance” for the purpose of establishing a three-city coordinated program in the event of an emergency. C.A. Westran was hired as the North Lincoln Civil Defense Director, but the police departments of the three cities still operated under three chiefs. Delake was also slated to hire eight reserve policemen.

Cooperation and harmony were also reached when city officials from Delake and Taft and representatives of the Water District met to solve numerous problems confronting the Taft-Nelscott-Delake water board. Much of the credit for the mutual and harmonious approach to the water problems was assigned to Frank S. Sever, noted Portland attorney, by John R. Annala, president of the board. At the time, neither Taft nor Delake, both incorporated cities, had their own water supply systems. They depended entirely on the water district, functioning and controlled at Nelscott, for water supplies. When Taft and Delake incorporated in 1949, city officials assumed the obligation of supplying water to their respective residents, but they chose to remain in their current water district.



Coast Highway in Delake 1950s

The next week the Delake City Council voted to take over the streets in the Graham tract in south Delake. Graham had dedicated streets in the new tract to the city in January. City councilmen did not accept them in the city's jurisdiction until this meeting when they stipulated that Delake would not be responsible for the water pipes on the deeded streets. They also unanimously went on record in opposition to the highway parking bill introduced in the state senate at Salem. Delake

councilmen acted similarly to neighboring coastal cities in opposing Senate Bill No. 181, which would prohibit parking on any state highway or its right-of-way. The bill would stifle business in many coastal communities through which state highways ran, one councilman declared.

By the spring of 1952, Delake residents looked forward to an improved highway that was to be constructed later in the year. Sixty-four feet of pavement, with curbs on both sides, covered the four-lane highway from the Delake Bridge to Camellia Court. The highway was designed to be the same width as Oceanlake's main street, but without the traffic separator in the center, according to F.D. Eason of the state highway engineering staff. The remainder of the 80-foot wide right-of-way was used for sidewalks, parking strips, utility poles and the like.

Dynamiting of a culvert in Eagle Point by Robin Reed awakened Delake area residents at 6 a.m. on April 7, 1952 the result of a “misunderstanding” and a 60 percent dynamite charge, Robin Reed told the Delake City Council. The early morning blast was set off to destroy an old culvert on the extension of the street that led to Eagle Point and Reed’s property. Mr. Reed’s intent was to effectively close the “private” road for a period to comply with legal means to prevent the road from becoming a public thoroughfare by continued use. Dynamite was the cheapest way to remove the old, too-small culvert and make way for the installation of a new, larger capacity culvert, Reed said. Reed expressed his amazement at the amount of noise the blast caused and the extent of the affected area. Councilmen and others present who were familiar with the characteristics of various kinds of powder were not surprised. The powder that was used was ordinarily used only in underground blasting of solid rock.

Reed’s offer to aid the city in opening Division Street, a block south, to serve the point area as a public road, was not received with any show of enthusiasm by the council. Turning water mains on and off also came in for discussion, with the users insisting that on one recent occasion the water in Robin Reed’s system was off from 7 a.m. to noon, with Reed insisting that he turned the water back on at 7:30 a.m. He blamed any longer period of shut-off as the work of someone maliciously trying to make trouble for him and went on to further blame his trouble over the water on the on-going controversy between himself and the T-N-D Water District. His disagreement stemmed from the difference between what he considered a fair price at which the district could buy into the system, which served about 28 families in the Eagle Point area. The District had offered \$250 while Reed asked \$900 for the pipelines and equipment.

The donation of a building lot by Phil Rinehart at First (now SW Fourth) and Main (now SW Ebb) in Delake was accepted by Delake City Council for a new city hall building and fire station in 1952. The council affirmed its previous stand as favoring the Rinehart Realty Company’s donated lot at First and Main streets as a site for a city hall and fire station in the face of arguments of those favoring the purchase of the \$1,500 Thayer tract. Councilmen Groth and Kingsbury, who favored the Thayer property, offered to pay \$100 each toward the price. It was pointed out that if each of the 126 persons who had signed a petition favoring the purchase of the Thayer tract donated \$10, the result would be early acquisition of the tract for presentation to the city for use as a park and civic center.

Objections to the “deal” with Rinehart were based on the imposition by Rinehart of restrictions on the use of the lot. When it was found that the “restrictions” were a provision for “construction or start” of building within a reasonable time with the word “reasonable” to be interpreted by the council, the previous acceptance of the lot was confirmed.

The need for sewers and the cost of systems continued to be a big issue for Delake government in 1952. In June petitions protesting the Delake City Council action in attempting to establish a “water user fee” to finance a long-range sewer plan for the city were presented at the July 1 meeting. The only alternative, according to official sources, was to invoke police powers to force cleanup of septic tank overflows running into open gutters, storm sewers, and onto the beach. According to Mr.



Delake Heights

Maxwell, the local representative of the State Sanitary Authority, the rapid settlement of the Delake area caused an increase in ground pollution to the extent that it became a serious health issue.

In July 1952, Circuit Judge Fred McHenry heard the case brought by Reeds, Inc. against the cities of Delake and Taft to remove certain lands owned by the plaintiff from the city's jurisdiction. It was the contention of Reeds, Inc. that the land in question would not benefit from city services. The cities defense hinged on a claim that the property received the city services of water, power, telephone, garbage and other benefits. The city of Delake also argued that since the city was in the water district and the district has issued bonds, the area was covered and could not be withdrawn while the bonds were unpaid, and that to permit the withdrawal would leave the city with a jagged and irregular boundary.

Later in the year, Delake's lack of a sanitation system was brought back into question when the state sanitary authority issued a report on pollution in Devils Lake. The report concluded, "... the channel is known to be receiving sewage from Delake and is heavily polluted. This is in marked contrast to the north end of the lake where many of the samples indicated the water was pure enough to drink" The report further stated that the sampling showed Devils Lake to be in very good sanitary condition with the exception of the channel, known to be receiving sewage from Delake residents, that comes from the south and empties east of Calkins Boat Works into a swimming area.

In January 1953, the Delake Community Club was formed by combining Delake Women's Civic Club and Delake Chamber of Commerce. The new Delake Community Club approved new by-laws with only minor changes. Under the terms of the new rules, membership in what was the Delake Women's Civic



Art class taught by Maude Wanker

Club was open to men as well as women, with voting on at least major projects and expenditures limited to Delake residents. Programs, projects, and the entire scope of the club was widened. Members also agreed to include many social activities and projects formerly considered too great for the limited group. Standing committees included a social committee, project committee, a publicity committee, a hospitality committee, a legislation committee and others.

Issues concerning taxes, sanitation and the long- term goals of the city continued to create tension in the Delake City Council. After a very heated Delake City Council meeting in February 1954, Mayor L.V. Wolf and Councilmen Frank Mead and Mike Laurence resigned their office. (The resignation of Arnold Earnshaw as Delake City Recorder had been accepted earlier in the meeting.) The two remaining members of the council, A. D. Reed and Mr. Earl Williams, filled the vacancies after consulting with the city attorney. Three new members—Clifford Fagaly, Aarne Pompel and Kenneth Steele—were appointed to the Delake City Council at a special meeting on February 8, 1954. This appointment was later contested in the county court when the resigning members called for a special election to fill their seats. The appointments were upheld by the judge who scolded the litigants for wasting too much of the court's time with their disagreements.

In 1954 residents were asked to vote on a restructuring of the Taft-Nelscott-Delake Fire District. In 1937 when the Taft-Nelscott-Delake Fire District was organized, the district began with no firefighting equipment. In 1940 the first fire truck was purchased. In 1941 the fire hall at Taft was built using some fire district funds, lots of volunteers to do the construction work, and residents' goodwill and help.

Late in 1946 a second 500-gallon pumper and a fire alarm system were added. These additions were made possible by a bond issue voted on by the people of Taft, Nelscott and Delake. This bond was not completely paid off by 1954 although all three cities remained responsible for the payment of the bond. In 1952, a third fire truck had been added with a high-pressure pump designed to fight inside fires with a minimum of water damage.

Over a period of years, TND built an organization capable and equipped to handle the fire problems of the community. In the meantime, however, the cities of Taft and Delake had individually incorporated. This presented a problem because at that time the law indicated that the proper procedure under that circumstance was to divide the assets of the district proportionately between the cities of Taft, Delake, Nelscott and Cutler City. This division would have meant completely dismantling the TND Fire District, leaving the cities without fire protection. Consultation with the Fire Marshall's office and the Insurance Rating Bureau brought to light an alternative, which was to divide the assets on paper only, and to have the cities of Taft and Delake contract with the District for fire protection. The cities adopted this plan; all property owners paid the same tax rate for their fire protection.

Over the next few years a state bill passed making it possible for a city to vote to go back into the fire district. Elections were held in Taft and Delake and it was decided to rejoin the fire district since under the contract operation the incorporated cities were not allowed to have representation on the fireboard. The election in July 1954, to restore the original fire district, was passed by a vote of 68 to 1.

Street improvement continued to be a civic need. In August, over two miles of Delake streets received oil surface treatment as part of the 1954 street program. The program included 1.65 miles of "2 lift" oiling and .47 miles of single lift treatment. Cost of the work was estimated at less than \$3,500.

In November of 1954 Henry Hostetler offered to donate a parcel of land on the north and south side of the D-River outlet east of the bridge to be used for a picnic ground and ball field or to build a treatment plant for sewage disposal. In recognition of the public spirit shown by this offer, the Council voted unanimously to call the area Hostetler Park.

Also in November, two projects to develop Devils Lake as a recreation area were added to the Fish Improvement Project of the Devils Lake Chamber of Commerce. The intent was to give a shot in the arm to development of the area and to encourage tourism. Delake Mayor Karl Williams simultaneously announced plans to develop the 12-acre area across the river from the island, which Henry Hostetler had deeded to the city for a park. The first project included development of the area near the highway as a parking lot to supplement parking available near the seawall. Another project called for the sand regularly washed into D River to be dredged and pumped to the lake edge of the property to establish a wading beach such as had been made on a small scale at Sand Point on East Devils Lake road.



Island on Devils Lake

In January 1955 Mr. and Mrs. P.C. Rinehart of Rinehart Real Estate in Delake announced the purchase from Henry Hostetler of the nine-acre “island” behind Calkins Boat Works. The couple hoped to develop the land “as an amusement park including an indoor swimming natatorium and other sports.” Apparently, their plans never materialized; the proposed amusement park was never built.

The city was still trying to sort out its sewer problems in 1954. In April a proposal for a sewer installation in Delake was considered. The proposal called for a bond issue of \$100,000 to build a “complete treatment” disposal plant costing \$75,000, two trunk sewers to serve the sections in dire need of sewers costing \$6,000 and a pumping station for \$15,000.

In February 1956 plans were underway for construction of the “world’s largest Oceanarium.” Henry Freedman announced that he had leased land from Robin Reed behind the seawall at the mouth of D River. He revealed a plan to build two buildings, one with a 4,000 square foot area for an aquarium and a 6,000 square foot building with exhibit space donated to the Oregon Coast Ad Club for promoting the area. The request was rejected by all of the city councils.

The size and cost of the proposed facility may have been its undoing. Estimated cost for completion of the project was a half-million dollars. Freedman reported that \$25,000 had been spent the first year in obtaining whale exhibits. The giant blue whale alone would require a building 40 feet by 100 feet and 20 feet high, with a similar attached structure for the other whales and whaling exhibits. By June, Mr. Freedman had adjusted and scaled down his plan, at least for a while. His revised plan was to open the Oceanarium in temporary quarters in the old Delake Aquarium building.

The Oregon Coast Ad Club was in full swing in April 1956. A campaign to advertise the area as the Twenty Miracle Miles brought a lot of attention to the area and increased tourism meant an increase in business revenues for the community. By November 1958 there were 163 Delake members in “good standing” within the Oregon Coast Ad Club.

In January 1958, Kenneth Steele of Delake was elected chairman of the Police Commission of Taft, Oceanlake and Delake. Ben Bienert of Oceanlake and Russ Balley of Taft were also elected to the commission. A single police department was proposed for the three towns, giving rise, once again, to the idea that the three cities combine into one.

The first mention of a Groth Gates partnership occurs in 1958 when Cliff Gates joined the Groth Sheet Metal Shop. Mr. Gates had twenty years’ experience in mechanical and sheet metal work when he came to the business. He took the place of Paul Groth who had retired.

The Calkins Boat Works at Delake was sold to John A. Whitney of McMinnville in May of 1959. George Calkins founded the business at its location on the D River following World War II. Whitney made no plans to change the line of boats or policies, he said, except for expansion of the business and the marketing of the “Calkins-Craft” line at sales outlets outside the area. Calkins Boat Works employed five boat builders regularly and was rated as the area’s largest industrial manufacturing enterprise at that time.

In 1956, the name of the Tri-County Telephone Co. was changed to the Lincoln-Tillamook Telephone Co. The name change coincided with plans to completely rebuild the telephone system. The changes were made necessary by the rapid growth of the area and consequent accelerated demand for service. On October 18, 1958, Lincoln County gained a new telephone system when the telephone company completed necessary changes to the system. The new system affected subscribers directly since it meant that each subscriber would have his or her own ring. The old phone system had several types of party lines

and each time anyone made a phone call, everyone on the line's phone would ring. The switchover meant that each subscriber heard only the ring for his or her own phone, regardless of whether the listing was on a private, two-party, four-party, or ten-party line.

Also in October 1958, the Taft-Nelscott-Delake Fire District began work on a new fire station in Delake. The new station was meant to cut equipment running time to Delake fires by several minutes and thereby lower insurance rates. The new fire station included a 10-inch water main pipe laid from Taft to Delake. The new station, completed and dedicated in January 1959, was located at the corner of First and Main streets, which is the corner of SW Fourth Street and SW Ebb Street today.



Telephone Company building

In January 1959 the old Point of View Tavern building on the west side of the D River was torn down. This building had been a Delake landmark since the 1930s. But while the old town fell away, a new one emerged. Fred Jensen opened “Wonderland” in April 1959 on the east side of the D River, where a small outdoor shopping mall is today. The recreation area included kiddy rides, concessions, games, a picnic area, and dancing. It was open weekdays from 4 p.m. to midnight and on weekends noon to midnight. Hostetler Park, on the northeast side of the river, was formally conveyed to the State Parks Department in September 1959. State officials met with the Delake City Council in a special session and agreed to transfer the property for use as an overnight campground.

Cliff's Drive-In, a popular Delake eatery since 1947, was reopened at a new location in January 1960 with a new owner, Cliff Fagaly. The new restaurant building was located where the Hilltop restaurant was for many years.

The new fire station in Delake was put to the test in February 1960 when a “three alarm” fire brought TND firemen and equipment to Wolf's Myrtlewood Factory. Although the blaze was fought for over two hours, the building was completely destroyed causing over \$65,000 in damages. The blaze was discovered in an overhead gift box storage area at about 2:30 p.m. by owner Les Wolf and his son, Art. Before he could turn in the alarm and organize a fight, Wolf said, the fire had spread rapidly through the upper part of the building. He blamed defective wiring or spontaneous combustion for causing the fire, and also stated that he would not rebuild the factory.

Devils Lake Island is mentioned several times over the decades before the towns united to form Lincoln City, but the island is not visible today. Plans to build lots and recreation areas are mentioned but never materialize. According to Merilyn Merritt Webb, the island was mostly swamp land; she learned this by jumping from a row boat onto what she thought was land and sinking up to her waist. In the early 1960s, the owner of the island, Marvin C. Lewis, planned to dredge out a lagoon in the center, using the dirt to build up the lots around the perimeter and give every lot a lake front access. Since the 35 waterfront lots never materialized, it is assumed that this attempt to rebuild the island was as unsuccessful as those that came before.

The Swan Drive-In movie screen gave a final performance in January 1961. Huge windstorms made the screen waver and eventually topple completely, bringing it to a dramatic finish. The only thing missing was an audience, since the drive-in had been unused for several years prior.

In February 1961 the Delake City Council set aside \$1,000 for development of a park at the foot of Canyon Drive. Mayor Fagaly and Councilwoman Marie Marshall announced they would re-activate the city planning commission and, with their aid, spend the \$1,000 budgeted for parks on development of the city and county land at the foot of Canyon Drive. The park plans included improvement of the beach access there.

Police protection in the cities of Delake, Taft and Oceanlake took center stage in May 1961 when the Oceanlake City Council met to discuss the shared needs of the cities. Mutual understanding of each other's needs and attitudes toward police protection was increased at the tri-city meeting. Under the standing agreement, Oceanlake provided police service for Taft and Delake. With only one council member not attending, frank discussion of ability to pay, concessions sought, and general type of action wanted cleared the air for continuation of the agreement to share police protection. Mayor Kimball pointed to Taft's need for "every penny" to keep millage low referring to that city's sewer construction program as the reason for an "absolute top" of \$250 per month. Mayor Cliff Fagaly of Delake expressed his council's belief that the arrangement had been in the best interests of all three cities and hoped for its continuance. He said there was a possibility that Delake might be able to increase its payment above the \$225 per month offered Oceanlake in order to keep the tri-city agreement in force.

At the Council's meeting the following week, a letter from former Police Chief Al Barzee was presented stating his readiness to conform to new policies set by the council and city charter. Mayor Bienert, who urged consideration of Al Barzee for re-appointment, pointed out that besides a petition with 306 signatures and many letters written by residents in favor of the reinstatement of Barzee, all of the councilmen of Taft and Delake and two of the Oceanlake councilmen favored Barzee. The motion to rehire Barzee was carried.

Problems related to streets and parking were next in line for discussion by Delake's City Council. Sale of the city's highway front property near D River for a modern super-service station and business building was authorized on October 4, 1961. T. L. Thompson purchased 250 ft. of the city's highway frontage for \$20 a front foot with a clause that the remainder of the stretch, approximately 120 feet, be purchased if and when the city could deliver clear title.



Police Chief Al Barzee

At that time, all of the businesses on the D River favored a 3-mile an hour boat speed limit to a point east of the mouth of the channel around the island. A motion was passed to request the state land board to move to establish the limit. Also, a complaint of cars parking over the 5-minute limit at the post office brought a promise that police would be asked to watch the spot and issue tickets to violators.

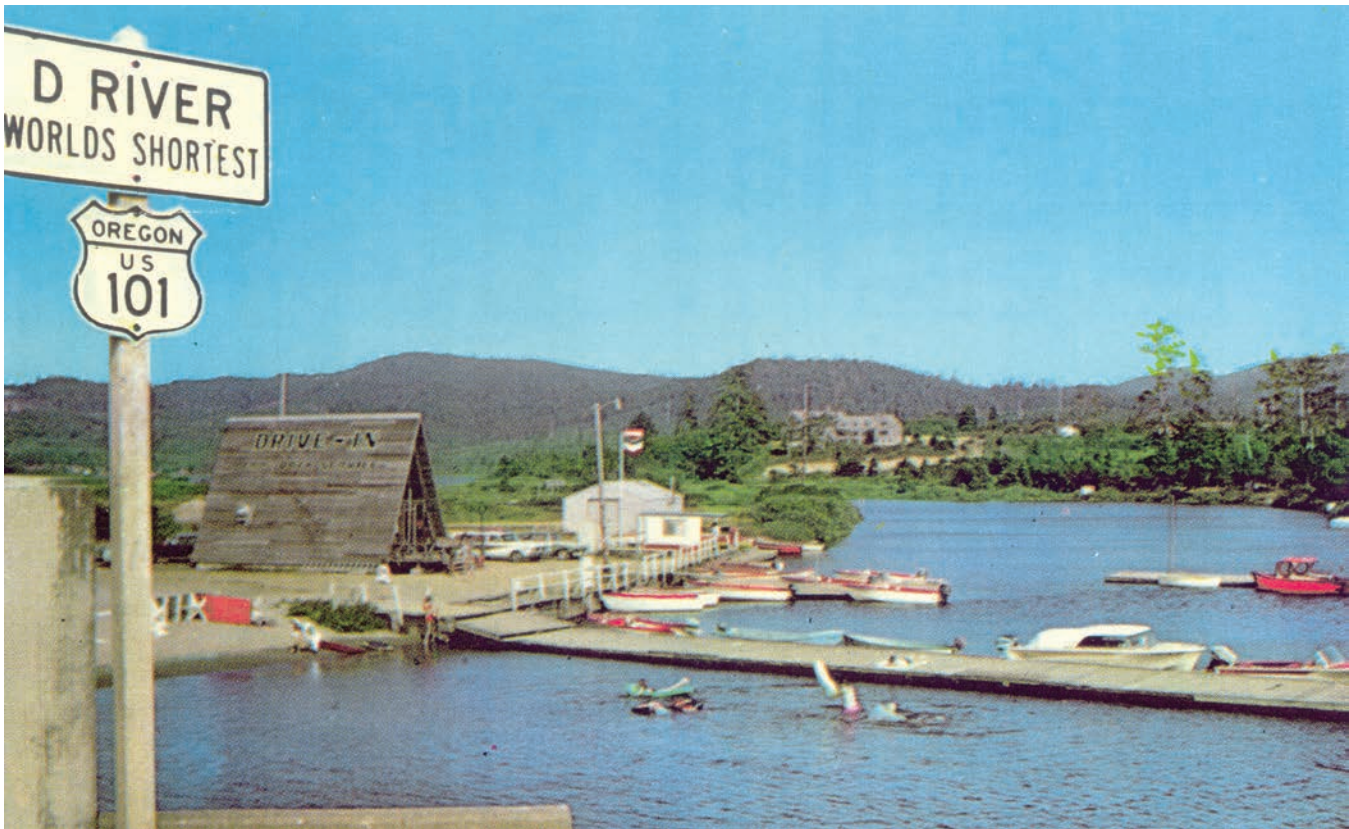
At least 10 miles of Delake's 12 miles of streets were graded, oiled and graveled in 1961 resulting in a substantial reduction in maintenance costs. Complete cost of the streets improvement project averaged about 12 cents per running foot, according to Mayor Fagaly. The cost of gravel used in street oiling and a few other street areas was \$1,200, while the oil cost was \$1,419.

In 1962 Bert and Mary Koning opened the Anchorage, a drive-in restaurant for boats, in an A-Frame building adjacent to the D River. One sign on the roof read "Drift In", while the smaller sign at street level read "Mary's Hut." The Konings loved teenagers and furnished the restaurant with casual tables,

benches and a jukebox filled with popular music. Mary cooked “space burgers” for the kids, made with a special meat mixture stuffed inside grilled bread or corn tortillas shaped like a space ship.

Their “fleet” of rental boats included three water-ski boats, twelve boats, with or without motors, three non-convertible rowboats and four canoes. Gas for the motors, tackle and bait were all available with the rental of the boats.

The Anchorage was the kind of business that typified the area’s impression of Delake as its playground; since the combination of direct access to the lake, river and ocean provided so many recreation and leisure opportunities. Unfortunately, its location on the D River proved to be its undoing. In March of 1964 an earthquake off the coast of Alaska caused a tsunami to hit the Pacific coast, killing four people in Newport, Oregon alone. The huge wave brought logs through the narrow channel of the D River, clogging the river’s mouth and destroying the little beach that swimmers and boaters so much enjoyed. The Anchorage closed soon after and was eventually put on a barge and taken to a new location on Devils Lake where it became a residence.



The Anchorage

In 1962 Delake’s sanitation problems came to a head when County Sanitary Commissioner G.H. Heryford stopped plans to build a motel. Heryford had ruled that septic tank and drain field disposal was not suitable for such large developments in that area “as evidenced by sewage coming to the surface from private dwellings in the area.” Heryford explained that a large part of Delake is under-laid by impervious sandstone, which forces the contaminated septic tank effluent to the surface. The infamous sewage spill, facetiously named the “South Fork of D River,” which flowed down Main Street and spread over the highway was given as an example.

By the end of 1962 an aerial survey of Delake showed that the city had 593 separate buildings. The city

was growing both in terms of population and development, but city administration couldn't quite keep up. By August 1962, a committee was formed to get the city charter ready for a merger of Delake and Oceanlake that would be confirmed in a November vote. The three mayors of the towns—Jerry Parks of Oceanlake, Roselie Pompel of Delake and Manville Robison of Taft—met and agreed they would jointly head a committee to study the problems and advantages of consolidation. No action was taken.

Natural Resources

DEVILS LAKE

Devils Lake was formed in the mid-coast basin of Oregon when sand dunes and beach deposits of the late Pleistocene Epoch blocked the lower end of the valley drained by the D River. Since the lake surface elevation is substantially above sea level, twenty feet on the USGS topographic map, a freshwater lake now exists, rather than a brackish water estuary. The single outflow from the lake, the D River, drops to sea level and empties into the Pacific Ocean. The largest inflows from the forested drainage basin are two streams: Rock Creek and Thompson Creek. Rock Creek, the principal source of surface inflow, drains about 60 percent of the basin. It drains an area of predominately undeveloped, forested, steep



Aerial view of Devils Lake



Evening bass fishing on Devils Lake

sloped, mountainous terrain. The lower portion has been developed for residences and vacation homes.

In addition to the surface inflow, underwater springs feed the lake and maintain its maximum depth of about 25 feet. Since it is fairly shallow, the water stays warm through summer for water skiers and swimmers. When it chills in the fall, lunger rainbow are abundant. The lake contains about 680 surface acres of water and is about two miles long. The northern edge touches the imaginary line of the 45th parallel, putting it midway between the North Pole and the Equator.

Native Americans lived around Devils Lake for centuries prior to white settlement. Said to be a favorite spot for native people to gather for yearly celebrations, the lake was a place where tribes from the surrounding areas gathered at the water's edge held their powwows in the Moon of Abundance. These gatherings were a time for gaming, storytelling, feasting and dancing. Elders reminisced about their daring deeds, while young braves tried to establish new records of prowess to impress the girls.

One legend tells how Chief Fleetfoot, thwarted in his attempt to attract the maiden of his choice in open rivalry, decided to use cunning and his power as chief to steal the maiden. Rounding up his most trusted braves he paddled with them across the moonlit lake, but before they could reach their destination, there was a great turmoil in the still water. Gigantic tentacles came up from the water and wrapped themselves around the canoe. While onlookers watched from the shore, the canoe and all the warriors were dragged screaming below the surface of the water to their death. No one knows what devil or monster reached up to take vengeance on the chief, but legend has it that from then on, the lake was called "Devils Lake." Thereafter, during the Moon of Abundance feast, a special rite was held to appease the devil monster. The legend concludes with the warning that he who crosses the moon path in the center of the lake will feel a chill of fear in his heart. Despite the legend, no monsters have since emerged to devour the water skiers and fishermen who, today, find the seaside lake heavenly.

Early homesteaders built their cabins around the lake for a variety of both practical and aesthetic reasons. The most important reasons were that the lake provided a ready source of water and food, including fish and waterfowl. It was also a means of transportation to other areas around the lake that were not

yet accessible by roads. The lake was a source of beauty and peace, just far enough away from coastal winds and waves for settlers to feel safe and settled.

At one time the lake had a cherished colony of swans. It is believed lakeside residents brought the original pair to the lake in the 1930s. These graceful white birds, which mate for life, were prolific. Soon many swans graced the lake, delighting everyone who witnessed their regal glide along the lakeshore. People watched their groups closely, celebrating the birth of hatchlings and mourning each death. Nat-

ural predators and thoughtless hunters diminished their numbers over the years and by the end of the 1960s they were gone.



Swans on Devils Lake

Camping facilities are available at the lake. Devils Lake State Park provides wooded campsites and modern accommodations, making it both picturesque and popular. Private trailer parks offer overnight accommodations and commercial complexes offer boat rentals and water toys.

The best way to enjoy Devils Lake is from the lake itself. Sailboats and canoes have taken the place of swans, gliding serenely across the breeze blown water, while speedboats and jet skis zigzag energetically across the lake.

Sandy beaches at Sand Point Park on East Devils Lake Road and Regatta Park on West Devils Lake Road provide lake access for swimmers. Beaches can also be used for picknicking and launching small boats. Regatta Park also offers hiking trails and a playground for families to enjoy. Holmes Road Park, located on Holmes Road and West Devils Lake Road, provides a boat ramp, restrooms and fishing dock.

The lake is an ideal place to live in Lincoln City. It is close enough to town to be convenient, yet far enough away from the ocean to be sunny when the beach is overcast or foggy. A variety of architectural styles are represented in the houses ringing Devils Lake. Elaborate modern houses are there as are modest, older cottages. Most householders are proud of the way their lakefront property appears and take pains to keep landscaping neat. Docks and decks spot the shores of Devils Lake and most houses have some sort of provision for boats.

The rich history of the lake and its surrounding area make it a historic resource for the community. Additional features—including environmental, recreational, residential and commercial—make Devils Lake a cultural resource for Lincoln City.

D RIVER

The D River is situated at the west side of Devils Lake at the point where it empties into the Pacific Ocean. Its location is at the center of Lincoln City, marking the city's north/south boundary. According to the Guinness Book of World Records, the D River is 120 feet long, plus or minus five feet, making it the shortest river in the world. However, long before achieving this fame, the D River was known by various names, including "the Outlet", "the Channel to Devils Lake," "Devil's Creek" and "Delake Creek".



D River

Before the coming of the Euro-Americans, young Native American men from the nearby Yaquina Indian tribe speared fish from the little river as an important part of their winter food supply. However, they were not the only tribe to recognize the river's importance as a food source. Around 1853, members of the Rogue River Tribe and the Yaquina Tribe fought over fishing rights to the river.

A story of one such confrontation relates that foraging braves from a southern Oregon Rogue River tribe happened upon the D River during the spawning run. The Rogues waded in the shallow water of the river, clubbing salmon and throwing them on shore. Hearing the commotion, the Yaquinas rushed to the river, and seeing the southern tribe in one of their favorite fishing streams, attacked. A battle raged all night and many men of both tribes were killed. Some Yaquinas survived to stagger into the forest, while the Rogues stood their ground and won the right to share the D River's salmon. Descendants of these Rogue warriors were living in North Lincoln County when the first settlers began arriving in 1895. In the early 1930's, when excavation was started for the building of the Point of View Tavern, many skeletons and souvenirs of the battle were uncovered, corroborating the story.

The D River continued to be one of the area's traditional salmon runs and remained a very popular fishing spot. Each fall centuries-old instinct leads schools of salmon from the sea to a migratory run up the D River toward their spawning areas in tributaries of Devils Lake. A 1938 newspaper account described "scores of spectators" lining the lake outlet to see the spectacular sight of literally thousands of salmon, steelhead and sea-run trout as they made their way up the river to spawn. The fish would "pour into" the river in great numbers, so many they could be scooped up with a pitchfork. Fishermen, young and old waited for this occurrence. A gaff-hook mounted on a short pole and a lantern to see the fish fins sticking out of the water provided all the equipment they necessary to land from fifty to one hundred fish a night.

A contest to give the river an official name was held in 1940. The idea originated with the Delake Chamber of Commerce. Then president, Arnold H. Earnshaw, suggested that a contest be held to find a short

name for the river, since it measured only 440 feet at low tide and 2 feet at high tide. (The stated length of the river varies greatly according to when, where and by whom it was measured.) The contest gained worldwide publicity with suggestions coming from as far away as Australia. Mrs. Johanna Beard of Albany submitted the winning name, “D,” which has been officially recognized by the U.S. Geographic Board of Names.

The short river fostered other battles, both verbal and physical as well as against nature’s forces. Factions disputing the “world’s shortest” claim waged war verbally and in writing. The Klamath County Chamber of Commerce quickly challenged the world’s shortest river claim, relegating the D to the status of a mere babbling brook, rather than a river, and claiming the Lunk River, which flows 8,000 feet between Klamath Lake and Lake Ewauna, as the world’s shortest. A short time later the Oregon State Highway Department announced official recognition of the D River claim and installed signs at each end of the river spanning the U.S. 101 bridge with the wording: “D River. World’s Shortest”.

As Delake developed through the years, the D River became a natural recreational hub. It provided a freshwater swimming pool very near the ocean, complete with a beach just above the high-tide line where families could enjoy the water without fear of “sneaker” waves. Canoes and speedboats could be rented at Calkins Boat Works to enjoy on the river and lake. Businesses that specialized in amusements and recreation like the aquarium and Wonderland gravitated to the D River area, as did tourists.

The Delake Chamber of Commerce made improvements to the area where the river met the beach in 1940. Included in the improvements was a chalkboard installed at the nearby Point of View Tavern where daily tide tables were posted “for the convenience of the traveling public.” That same year construction began on a 175-foot retaining seawall of timbers.



D River, 1941

The river is not without its dangers. In addition to the battles people waged with each other, a perennial battle against the elements plagued property owners along the river. Drift logs and other debris, borne on high tides and heavy seas jammed the D River’s outflow channel from Devils Lake to the ocean, threatening damage to the U.S. 101 Bridge and causing flooding on roads and property adjacent to the lake.

In September of 1953 the State of Oregon built nine-by-seven pile dolphins across the mouth of the D-River to prevent driftwood, sand, gravel and debris from entering and blocking its flow and raising the water level in Devils Lake. The dolphins were also meant to break up the force of storm waves, which had damaged the bridge and other structures in years past.

According to Robin Reed, a long-time Delake resident, the north shore of the D River was once about 250 feet north of its present location. Reed said that a shift occurred in 1940 when an architect purchased the lots lying north of River Street and possibly reinforced his property along the river. Other residents disagree with the reason for the shift. They say the river shifted regularly, both north and south, due to changes in weather that caused the river to dam up and overflow into new areas. The shifting of the river

apparently ceased when river channels were constructed.

The D River's rich history, distinction as the shortest river, and residential, commercial and recreational assets make it an important natural resource for the city of Lincoln City.

D-RIVER WAYSIDE

D River Wayside, located on Highway 101 where the D River empties into the Pacific Ocean, was the site of many historic Delake businesses, events and natural disasters. Today it is the focal point, or center, of Lincoln City. It provides the city with a venue for kite festivals and celebrations of all kinds, and is an ideal place for visitors to park and view the ocean or take a walk along the beach. The Wayside includes a generous parking area and restrooms.

Historically Significant Sites

DELAKE SCHOOL BUILDING, 540 NE HIGHWAY 101

Before a school was built in Delake, students walked up to four miles to attend school at a one-room schoolhouse nearest to them. Construction of the present day Delake School building began in November 1927 at 540 North Coast Highway when Henry Hostetler recognized the need to construct an elementary school large enough for all the grade school students in the area to attend. Hostetler donated the two acres for construction of a school in Delake. Architect Mr. Charles B. Martin of Portland designed the building.

The school building opened in 1929. The original Delake classrooms did not replace the one-room schoolhouses that dotted the area but were in addition to rural schools and Taft Elementary School to the south. The two small classroom buildings were moved to Oceanlake when the new school building was constructed. By September 1930 the school still had only two finished classrooms.

It had no restrooms, just two wooden "privies" out back. The two classrooms housed four grades each. In July of 1931, work to improve the building and add more classrooms to Delake School was begun.



After World War II, the school needed additional work, which prevented it from opening on September 10, 1945 along with other area schools. Opening was delayed until a heating plant was installed to replace the old wood-burning furnace. Work on the building included construction of a 45-foot by 57-foot addition to the building, costing \$34,942.

According to an account by Grace Harbinski, the school was in dire need of these improvements: “. . . when we came down here, the conditions were hard then for the schools, too. The town was growing very, very fast, and there just wasn't facility enough. And when my youngsters went down to school, my daughter went to school down in the lower basement in the cafeteria.

“We had just been in the habit of shining shoes every week, making sure they were shined. We always shined them on Saturday. . . . “My daughter said, ‘I don’t need to shine my shoes . . . there’s so much water on the floor down there that we have to wear our overshoes all day long.’ That was at Delake.

“ . . . the first time I went to her classroom to visit her, the classroom was so crowded! (. . . her teacher was Mrs. or Miss Ferguson . . .) They didn’t have enough chairs, and somebody had brought in three of these little vanity desks like you have in a bedroom. And they used these the whole year through. So the schooling was very serious, then. It just grew too fast . . . and Delake was all eight grades.”

In September of 1946, Harry Hostetler gave the school an additional five acres adjacent to the original tract of land he had donated. The intent of his donation was to expand the existing school grounds and provide playground facilities. The five-acre tract was located directly behind the school building and extended eastward toward the lake. The inclusion of this land guaranteed the school adequate ground for expansion in later years, as well as solving the problem of additional playground space.

In 1957 more construction was done on the building. The architect was Mr. F. M Stokes of Portland. While specific details cannot be verified, it is believed the construction was primarily the addition of the multi-purpose gymnasium that included a stage for theatrical productions.

1969 DELAKE SCHOOL building description: The “L” shaped wood frame school structure is a one-story building built on a concrete slab. The exterior has brick facing and the interior walls are plaster. There is a partial daylight basement on the south end of building with crawl space over classrooms. The building is divided into a multi-purpose room or gymnasium (8,400 sq. ft.), classrooms (8,540 sq. ft.), administrative area (216 square feet), kitchen and dining area, toilets, and boiler room. Stairs connect to central corridors.

THE SEVEN GABLES BUILDING

The Seven Gables Cottages were built in 1928 by Harry Mercier. Originally known as the Seven Gables and Old Indian Trail Cottages, they were sold in 1936 to Captain Phillip Cramer and renamed the L’even Gables Cottages. This name did not stick however, presumably because additional cottages were never added. The name as well as how the cottages were used has evolved over time. In 1946 the cottages



Seven Gables

were listed in the phone directory as Seven Gables Deluxe Apartments, and in 1951 as the Seven Gables Motel. In 1969, the cottages were converted to retail shops. Today, the distinctive Seven Gables retail shops look very much the same as they did in the early years, except that the garages on the south side have been removed and a parking lot has replaced the grass and flowerbeds in front of the shops. The unique building has retained its architectural integrity over the years, as have the interiors of the individual “cottages.” Its longevity and its recognition as a Lincoln City landmark give it historical value.

COMMUNITY HOUSE/LINCOLN COUNTY ART CENTER BUILDING, 620 NE HWY. 101

In 1928 construction of a Delake Chamber of Commerce building was begun at NE Sixth Street and Coast Highway. The cost of the new building was \$5,000, a great deal of money for the time. It included a great stone fireplace stretched across one whole wall. The building, known as Delake Community House, became the headquarters of the Delake Commercial Club, a group formed to promote Delake

businesses. The Community House was used as its name suggests, by Delake residents who gathered there for community celebrations and meetings of all kinds.

The first meeting at the Delake Community House was held in March of 1930 to discuss organizing a North Lincoln County Chamber of Commerce. Once established, the Delake Chamber of Commerce held its meetings there throughout the 1930s.

On April 5, 1942 Delake Community House became the home of the newly established Lincoln County Art Center and Gallery by the Sea. Maude Wanker and Ruth Grover, two nationally known local artists, conceived the idea for an art center with the goal of “promoting art appreciation in all its various forms.” Once Miss Wanker acquired the former Delake Community House, she



Delake Community House

remodeled it with help from “energetic citizens in sympathy with the project” and donations from local businesses. Wanker remarked that, “it was not long until the North Lincoln County Chamber of Commerce, the Oceanlake Progressive Civic Club and the North Lincoln Lions club all became sold on the project and gave their backing.”

With the help of other local artists, Maude Wanker and Ruth Grover made the Center one of the most important art galleries on the Pacific Coast. The motto of the Lincoln County Art Center was, “To perpetuate peace, faith and good fellowship” throughout the community.

The Lincoln County Art Center later became the Lincoln City Artists’ Studio Association. Ms. Grover and Ms. Wanker gave art lessons to children and other aspiring artists at the Center as well as presenting art shows by prominent artists and students. In January 1943 a library was added to the Art Center and in 1960 an addition to the building was constructed.

Today, the building still stands, just behind the art gallery at 620 NE Highway 101. Its importance as a cultural resource stems from its history and longevity in the community. The building represents the beginning of the artist community that grew throughout what would become Lincoln City to become the strong and vital presence it is today.

DELAKE TND FIRE DISTRICT NO. 2 BUILDING, CORNER OF SW FOURTH STREET AND SW EBB AVENUE

In October 1958, Taft-Nelscott-Delake Fire District began work on a new fire station in Delake located at the corner of First and Main streets, which is the corner of SW Fourth Street and South Ebb today. The new station was meant to cut equipment running time to Delake fires by several minutes and thereby lower insurance rates. The fire station included a 10-inch water main pipe laid from Taft to Delake. The new station was completed and dedicated in January 1959.

Although the old Delake TND Fire Station functioned to protect the community for decades, it is no longer in active use. The building represents the history of the volunteer fire fighters in Lincoln City and remains relatively unchanged since it was built.

DELAKE BOWL, 316 SE HIGHWAY 101

One of Delake's longest lasting businesses, Delake Bowl, opened its doors on Saturday, April 30, 1938 at 1 p.m. Owners Mike and Ethel Parsyck invited area residents, who had long anticipated its completion, to join them in initiating the new alleys. The new building, measuring 50 by 90 feet, included four alleys reported to be "the very best obtainable." The new bowling alley represented a substantial investment, \$18,000, an indication of the unbounded faith that Mr. and Mrs. Parsyck had in the future of Delake.

Room for an additional three alleys, to be installed later, made it possible to host major Pacific Coast bowling league championship tournaments, as six alleys were the minimum required for tournaments. In 1951 Delake Bowl hosted its first All-Coast Handicap Bowling Tournament. The tournament took place from March 9 through May 27, 1951 and was easily one of the greatest promotions and tourist events ever undertaken in the area. The tournament attracted approximately 5,000 people to the northern portion of Lincoln County.

The tournament was made possible through the efforts of Mr. Toye Lindblad, owner of Delake Bowl. Mr. Lindblad garnered wide publicity throughout the western United States in numerous bowling publications, making the city of Delake known across the country. The tournament was held for twelve successive weekends and was a huge success. Bowlers, many of them with their families and some with a gallery of admirers, stayed in the area for one, two or three days each, patronizing motels, restaurants, grocery stores, taverns, gas stations and every type of business.

Although the bowling alley has changed ownership many times over the past fifty plus years, the building and business have remained true to its beginnings. The building today still houses a bowling alley that is used and appreciated by residents and visitors alike.

BATEMAN FUNERAL HOME BUILDING, 560 SW FLEET AVENUE

Before it became a mortuary, part of the building that became the Bateman Funeral Home was a residence owned by Mr. and Mrs. Frank Hallock. In September of 1935, Mrs. Erma Delanoy established North Lincoln Hospital in the house. The hospital had two wards, containing two and three beds respectively, as well as two private rooms. The hospital moved after a couple of years to a new location.

In 1938 Mr. Bateman bought the residence as well as a building lot from the Hallocks. The property, bounded by Thorpe Avenue and Coast Highway, was purchased to provide a mortuary chapel. Mr.



Delake TND Fire Station



Delake Bowl

Bateman had the distinction of being Lincoln County's pioneer mortician and at the time had been in business in the county for twenty-two years. Mr. Bateman was well known for his fair dealings. The chapel had a seating capacity for 150 people and represented an investment of several thousands of dollars. Although Mr. Bateman eventually sold the building, it remained a mortuary business.

In October 1984, the property was the scene of a community tragedy. Police discovered the unburied remains of sixteen people in the garage adjoining what was then the Omsberg Pacific View Mortuary. Dale Omsberg, owner and mortician in charge of burial, was subsequently charged with 29 counts, ranging from first degree theft to abuse of a corpse. Mr. Omsberg had some defenders in the community who



Bateman Funeral Home

said he did not perform these crimes from greed, but because he ran his business poorly and had many debts owed to him for his services. The gruesome case brought heartbreak, disbelief and mistrust to the community. Its nationwide notoriety subsided when Mr. Omsberg was convicted of misdemeanor charges resulting from a plea bargain in which he pledged to cooperate with the police in locating missing bodies.

Despite this unfortunate occurrence, the mortuary business continued in the same building under new ownership operating for many years as Pacific View Memorial Chapel Gardens and Crematorium. The building has had some additions and reconstruction but retains much of its architectural integrity and looks remarkably as it did in the 1940s. In 2011 it was purchased by Kip Ward, refurbished, and opened as a meeting center called The Eventuary.

CANYON DRIVE ROAD, PARK AND BEACH ACCESS, SW ELEVENTH AND COAST AVENUE

One of the oldest built roads in Lincoln City is Canyon Drive, now SW Eleventh Street. This road was originally a wagon road that extended from Coast Highway (Highway 101) where it meets East Devils Road to the ocean. The point where the road meets the ocean is one of the few places in that area that allows access to the beach. In the early years of settlement, it provided access for people on foot, on horseback or for horse-drawn wagons. Even cows were taken down this route from south Delake to get salt from the seawater.

Mail was delivered right on the beach, according Mr. Elmer Nelson. "They built a road from our place down to the beach. It just about follows South Fourteenth Street, now, except down at the end, it turns into Canyon Drive. We got our mail on the beach there. Anybody who went down would bring all the mail. If we went down, we'd bring it as far as our place and others would get it there."

The place where the road meets the beach was also the site of some unusual community sharing, according to Mr. Nelson. "That road is the original road that used to be a wagon road there and went right down to Canyon Drive. Down below, where the old Canyon Drive Apartments were, was a huge jaw-bone; everybody got some of the fat-blubber off that whale and made oil for the shoes. It was great stuff for the shoes—for all that mud."

The best-known and best-remembered apartments in Delake, Canyon Drive Apartments, were located at this site. Built in 1937, the apartments were the epitome of luxury, including modern conveniences and appliances, as well as beautiful fireplaces and an incomparable ocean view. Seen from the beach, the apartments presented a picturesque façade, with a gazebo for outdoor viewing of the ocean waves and beach. Canyon Drive Apartments remained a Delake landmark until late in the 1990s, when new residences replaced them.

In February 1961 the Delake City Council set aside \$1,000 for development of a park at the foot of Canyon Drive. Mayor Fagaly and Councilwoman Marie Marshall announced they would reactivate the city planning commission and, with their aid, spend the \$1,000 budgeted for parks on development of the city and county land at the foot of Canyon Drive. The park's plan included improving the beach access.

SIBERRIAN SHOP BUILDING, 404 SE HIGHWAY 101

Siberrian Shop was one of Delake's most unusual and innovative businesses. In June of 1936 Siberrian Shop started serving customers a novel but delicious confection known as Siberrian ice cream, a soft serve ice cream, which was unknown at the time. It was an invention of Mr. Si Berry, who had opened a similar business in Portland. unknown at the time.



Siberrian Shop

According to his daughter, "In 1932, February, he opened his first store on Tenth and Washington streets in Portland. It was an eleven-stool, fast food, sandwich shop. Eventually, [other] people got the idea they would like one, and he branched out. [The shops] were owned individually, but we franchised them. And I say that Dad was the originator of franchising. He designed the name. The name is from his OWN: Si Berry with two r's . . . many people confuse it, thinking it's misspelled, but it's because of the two r's. He designed the dishes. He designed everything that had to do

with the stores and the product everybody enjoyed and seemed to be very successful. We had a black and white checker pattern on all the dishes, the cups, the saucers, and the Siberrian logo. The little black footed ice cream dishes were manufactured especially for Dad."

Mr. and Mrs. K.L. Benefiel were the owners of the shop in Delake. The Siberrian Cafe served lunches, sandwiches, hot and cold drinks and other confections. Located right next to the Delake Bowl, it was a favorite spot to go for a piece of pie or an ice cream after an evening of bowling or a baseball game.

D RIVER OPEN SPACE AND HOSTETLER PARK, HWY. 101 AND NE FIRST STREET

Lincoln City Park and Open Space at the D River is a historic site. Not only was it the site of a battle between two tribes over fishing rights, but also it is the former location of many early recreational businesses, including the Anchorage and Calkins Boat Works. Many of these early businesses were lost due to natural disasters such as the tsunami of 1964 and were never replaced. However, the site still provides a location to enjoy both the D River and the beach.

Even before the land became a Lincoln City park, the site was considered ideal for a park. In November of 1954 an offer from Henry Hostetler to donate this parcel of land was accepted by the Delake City Council. Enough land was donated to make possible a picnic ground and ball field or to build a treatment

plant for sewage disposal. In recognition of the public spirit shown by this offer, the Council voted unanimously to call the area Hostetler Park. The Lincoln City Urban Renewal Agency reinstated the park's name after it had been all but forgotten for many years. Now the Hostetler name, as well as the man's generous donations to the community, will be remembered. The park today is still used for picnicking, boating, swimming and enjoying the beautiful view.

D RIVER STATE RECREATION SITE

Situated just behind the Lincoln City Park at the D River is another out of the way, and somewhat hidden State Recreation Area. This area also has an interesting history. In September of 1940 the Delake Chamber of Commerce urged the state to purchase the land for a park. At that time Robin Reed owned the property, but at one time the property could have been procured by the state from Mr. and Mrs. H.A. Hostetler at a very low figure. Mr. Hostetler had urged the state to preserve the area for the public as a state park, offering to donate his share of the land. This offer had been repeatedly turned down, finally resulting in the sale of the property to Mr. Reed.



D River State Recreation Site



Devils Lake campground before development, circa 1927

Oceanlake, the largest of all the cities that merged to become Lincoln City in 1966, was in many ways Lincoln City long before there was such a town. Both Oceanlake and Lincoln City are the sum of smaller towns combined. In both cases voters approved the consolidations by very narrow margins. In both instances the principal reason for the towns combining was the advantage gained by economy of scale in providing essential city services such as fire protection, sewer, and water.

Oceanlake was the combination of the two small towns of Raymond, originally planned to be a vacation haven for Catholics, and Devil's Lake Park, a resort town dominated by a large privately-owned auto camp. Oceanlake's identity was somewhat clouded when it incorporated. The merger did not include Raymond or Devil's Lake Park in their entirety. Rather, it was the area serviced by the Oceanlake Water District.



Building Roosevelt Military Highway circa 1925

With the exception of Taft, the communities of North Lincoln County are products of the automobile age. More specifically, they were made possible by the construction of the Coast Highway. Prior to the construction of the highway, settlement of the Oregon Coast was focused around rivers and lakes.

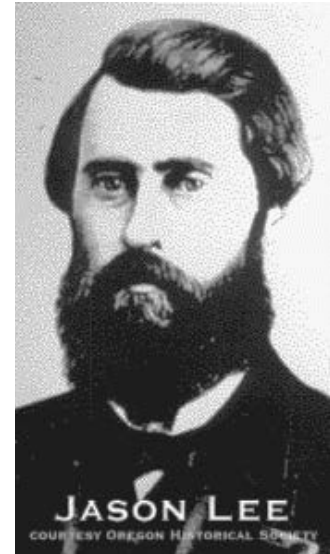
With the construction of the Roosevelt Military Highway (present-day Highway 101) in the mid-1920s, North Lincoln County's isolation came to an end. The highway served as the main street of every town that developed along the Oregon coast, including what would become Oceanlake. The auto

had been around for decades prior to the construction of the highway, primarily as a wealthy person's toy. The impact of the highway was made all the more dramatic because its construction coincided with the advent of affordable automobiles. Motoring tourists suddenly were the driving force of the Oregon coast economy. When North Lincoln County became accessible by road, there was a rush to develop new resort communities that catered specifically to the motoring public. Camp Roosevelt, Cutler City, Delake, Depoe Bay, Gleneden Beach, Neotsu, Lincoln Beach, Nelscott, Roads End, Taft, and Wecoma were all competing developments within a few miles of what would become Oceanlake (Raymond and Devil's Lake Park). All sprang up as they became accessible with highway construction in the 1920s.

THE FIRST TOURISTS

Some claim that tourism on the Oregon coast began in the Oceanlake section of Lincoln City when honeymooners Jason Lee, a Methodist minister, and his bride Anna Maria (nee Pittman) left their mission on the Willamette River near present-day Salem on horseback to visit the coast, August 14, 1837. They were accompanied by a lay teacher from the mission, Cyrus Shepard, and his recent bride, Susan. A former employee of the Hudson's Bay Company, French Canadian Joseph Gervais, went along as their guide.

Lee's mission, established in 1834, was the first in Oregon. Lee came to Oregon in direct response to a letter published in *Christian Advocate and Journal* (a Methodist Episcopal Church publication) in 1831. The letter told of four Flathead Indians from the Oregon Territory (the section that is now southwestern Montana) who traveled to St. Louis to visit famed American West explorer William Clark. While in St. Louis they allegedly made a plea for Christianity in their homeland. Rev. Lee was the first to answer the call when he received authorization from the Methodist Episcopal Church in 1833 to establish a mission in Oregon. At first the mission had a staff of five: Jason Lee; his nephew, Daniel Lee; and three lay assistants. Lee soon found himself in need of more help to run the mission. His written request to the church was answered when additional staff arrived March 28, 1837. One of twelve selected by the church for Lee's mission was Anna Maria Pittman. The church chose Pittman, at least in part, because it believed she would make a suitable wife for Lee. On August 2 the couple set out on an eight day "excursion for health" up the Willamette River. When they returned, they remained at the mission for four days and then departed for the coast. With some difficulty Lee's party followed the Salmon River Trail, roughly the route of the present day Highway 18.



A summary of their trip to the coast was entered into the mission's record book. "Monday 14th Aug. 1837—Messrs. Lee and Shepard with their wives and Mr. J. Gervais set out on an excursion to the Pacific. Crossed the Willamette about 1 o'clock p.m. and rode in a westerly direction and encamped the first evening on a branch of the Yamhill river. Next morning continued on the journey through a most beautiful country and encamped at evening at the foot of the mountains. Wednesday commenced crossing the mountains and encamped at night in a deep valley. Thursday set forward again intending to reach the shores of the Pacific but were disappointed and encamped in a narrow valley 11 or 12 miles distant rainy during the night and next morning. Friday resumed our journey about 11 o'clock a.m. thinking the rain over but it commenced raining again soon and continued raining most of the way. Arrived thoroughly drenched at a beautiful encampment in a small grove of Cypress & pine about 5 p.m. and were soon dry and comfortable by the aid of a good fire."

The return trip was summarized also. "Saturday 26th Aug. 1837—Started on our return trip and arrived safely at Mission on Wednesday 30th. The way over the mountains is very rough, large trees have fallen

across the path over which the horses were obliged to jump so that in some places we were obliged to alight every few minutes. On the whole the journey has been one of fatigue, but we hope will eventually prove a benefit to our health and better enable us to pursue the business of our calling.”

Lee’s trip to the coast inspired him to write in his diary, a task he had been neglecting for nearly three years. He shared no details of the journey or his activities on the coast. Instead, he wrote of his aversion to writing that he had to overcome in order to carry out his duties as a missionary. He also wrote that the “manual labour” he had been engaged in the last twelve months had led to “intermittent fever.” In his next diary entry, almost eleven months later, Lee expressed some regret that he had been too feeble during his trip to the coast to write more and reminisced, “The trip to the Pacific had a beneficial effect upon my debilitated system, which had been suffering more than a year and a half from the effects of intermittent fever.”

Later secondhand accounts have it that they preached to the Salmon River Indians using sign language. However, there is no mention of this in the Mission’s record book of marriages and baptisms or in Lee’s diary. It seems unlikely there would have been time, given their short stay on the coast.

In 1937, the 100th anniversary of the first Oregon coast honeymooners, Herbert Rexroad, one of Oceanlake’s first businessmen, arranged a commemoration of the first tourists at what was believed to be the location of their campsite. Rexroad placed a marker in a stand of trees known as Rexroad Grove in his Devil’s Lake Park auto camp. As of 2002, a sign placed by the Lincoln County Historical Society marked this location on present-day NW 17th Street.

One interesting detail of the fauna comes to light in the mission record book’s description of the campsite. The Lee party camped in a grove of “Cypres & pine.” For decades the origin of the Cypress trees, believed to be non-indigenous to the Central Oregon Coast, has been the topic of debate and some creative storytelling. In the past descendants of pioneer families have claimed their ancestors imported the Cypress tree to the coast. While this is certainly plausible, based on the Lee’s account there were Cypress trees in this region decades before the arrival of the first permanent settlers.

EURO-AMERICAN SETTLEMENT

The first Euro-American settlers to take advantage of the land made available by removing parcels from the reservation passed up the vast timberlands in places like Oceanlake and instead put down roots in the lush pasturelands along the Salmon River, near present day Highway 18 in the Cascade Head to Rose Lodge area. The land on the north side of the Salmon River, relatively free of trees and brush, was well suited for grazing sheep and cattle. According to one pioneer of the area Native Americans who hunted in that area burned the land over each fall to clear the brush, a common practice among many tribes in the Pacific Northwest. The primary purpose of the seasonal burn was to improve hunting conditions.

The Euro-American settlers of the Salmon River estuary were a fairly diverse group, some born in America, other immigrants from Canada or Scotland. At least one family, the Burtons, claimed to have first settled in the area as squatters in 1875 or 1876.

A small community of Finnish families (many of whom were related) developed along the east side of Devil’s Lake, or as it was called by some early settlers, “Indian Bay.” Many spoke little or no English. Typically, they settled on the land and led a hardscrabble existence as subsistence farmers. They found plenty of game and fish. They also planted small orchards. Some descendants of these pioneers still live in the area today, but many of the Finnish settlers sold out to logging companies in the 1920s after proving up on their land claim.



Early homesteader, Mrs. McClintock, right, and her two young daughters, far left

RAYMOND

Raymond was a small settlement that sprang up along the Oregon Coast Highway in the 1920s. This summer cottage development was known as Raymond for just two years before it became the southern half and eastern edge of Oceanlake. Its developer was Father Charles Raymond, a Catholic missionary who had most recently been working on the nearby Siletz Reservation. Father Raymond was known for his musical ability, carpentry skills and fund-raising prowess.

Raymond's interest in the Oregon coast was first piqued while he was stationed at McMinnville from 1907 to 1915. His host, widower Mary P. Sax, had real estate interests in McMinnville and a summer home in the Schooner Creek-Taft area. Sax, whose deceased husband hauled freight in Portland, often brought supplies from McMinnville to the Siletz Indians. She traded her merchandise for baskets and headwork. It is likely that on one of these trips she introduced Father Raymond to North Lincoln County. Raymond described his first visit to the coast in a November 24, 1924, article in *The Catholic Sentinel*: "the one road leading to it was next to impassable, the safest means of travel was riding in the saddle, and few ventured in—because of expected difficulties." He wrote that upon his arrival he became so taken with the beauty of the area, "the hardships experienced in traveling were completely forgotten." Raymond was then inspired to build a church on the North Lincoln County coast.



Father Raymond

A few years later he was appointed a missionary on the Siletz Reservation. His dream of building a church in what would later become Oceanlake was not lost, despite what would appear to be a lack of potential converts and members in this area. Raymond

wrote that constructing a church became possible after obtaining a \$1,000 loan from “the great Extension Society” and \$500 from “His Grace.” According to members of the Sax family, Mary P. Sax, his McMinnville host, purchased the property with her money and put it in Raymond’s name.

Father Raymond wrote that after obtaining the funds he walked 13 miles down the Siletz River to what is now Strome’s County Park and boarded a boat to complete the 25 mile journey to the coast. From Siletz Bay he rode 14 miles up the beach on horseback. All the while “the wind was blowing a small hurricane and the rain pelted us like buckshot.” He turned inland on a road that brought him to what was then the southern-most end of the then-under-construction Roosevelt Highway. Raymond continued northward on the highway until coming upon a small valley that proved to be an effective refuge from the wind. Overjoyed by the change in his situation, he later wrote, “The words of the Apostle on the Mount of Transfiguration came to my lips, ‘Let us build a church!’” Raymond added “I had it in mind to surround the church with Catholic people who by their practical Catholic lives would edify the Indians and be an argument to them of the saving grace of redemption.” He concluded his letter, “I hope Catholic people will see the great good that can be done by their location at Raymond, the finest townsite on the coast.”

The land selected by Raymond was situated between Devil’s Lake and the Pacific Ocean. Copies of land allotment records in the custody of the Confederated Tribes of the Siletz indicate that on August 29, 1924, Raymond purchased allotment number sixty-seven by advertised sale from the Siletz Agency for \$2,765. This was originally the land allotted to Clara Chapman Gourdon), an Umpqua Indian, in 1892. The church was completed in 1924.

The plat map for the “Raymond” townsite was filed with Lincoln County in 1924 (probably September). It shows an inverted “L” shaped townsite with twelve east-west streets. The southern-most six streets intersect Highway 101 and end at the ocean. The northern-most east-west streets are very short and are east of the Raymond plat map with modern and original street names from *The Singing Priest of Siletz, Father Raymond of Oceanlake*.

The first 100 lots offered by Raymond were 100’ X 100’ and priced at \$50 each, cash. The proceeds from lot sales were to be used to build the church he dubbed “St. August’s” and to repay the money he borrowed to purchase the land. Sale contracts contained a clause forbidding “dance halls and gambling places.” Ironically, one of the first buildings built in the new townsite was a dance hall, built by a friend of Raymond.



St. Augustine’s in Oceanlake, founded by Father Raymond

By July 1924, 25 lots had been sold. In a letter published in the *Catholic Sentinel* Father Raymond expressed his desire to shape his community. “No lots will be sold for speculation—the low price is to enable people to build their summer cottages here and spend the warm season by the sea.” By November he found it was not going to be the Catholic haven he had envisioned. “While I am thankful for the interest shown by a good number of Catholic people, I must confess that non-Catholics have shown more interest, though probably not from the same motive;

they evidently saw the big value they were getting for a small outlay.” It is not known how many summer cottages were built in Raymond’s development at this time.

In 1924 a gathering said to be the “last official” ceremony of the Siletz Indians was held “near the ridge just south of the Catholic Church.” In attendance, dressed in full ceremonial regalia, were several well-known Siletz tribal members: Johnnie Williams, Pat Ben, Stewart Rooney, Louisa Logan, Mrs. Johnnie Williams, Archie Ben and William Brown. In the 1940s this gathering was revived in Depoe Bay and has since evolved into the annual salmon bake.



Native American celebration in Oceanlake circa 1924; Louisa Logan with feather headdress in center

backed law outlawing Catholic Schools was on the books in Oregon. Perhaps to avoid a confrontation with the Klan, Raymond’s newly appointed supervisor asked him to step away from his high profile resort town in 1926. It is also believed that his supervisor felt Raymond’s skills as “a brilliant fund-raiser” were underutilized as a missionary in a small, relatively isolated community. Instead, Cawley writes, the perception was that he was “down on the beach, singing duets of Old Man River with personal friends.” Raymond was given the option of returning to fund-raising or returning to St. Viator’s in Chicago, Illinois. Raymond had studied for the priesthood at St. Viator’s and served as their choir director. His return to St. Viator’s was in the form of a leave of absence. A few months later he was given an ultimatum by the church. “He could either return to Oregon and take whatever jobs were assigned him, or else he was on his own.” Raymond chose to return to Oregon and was reassigned to Siletz and ordered to relocate his residence to Newport. Eventually he returned to Oceanlake to become pastor of the church he founded, but his role in the development of the town was long since over.

Raymond wrote that for him the development of his namesake townsite and the church was “a dream come true.” For reasons not entirely clear, Father Raymond’s dream was cut short. His biographer Father Martinus Cawley believes heightened activities of the Ku Klux Klan in Oregon contributed the church’s decision to ask Raymond to leave the coast. In the 1920s the anti-Catholic and anti-minority Klan enjoyed an unprecedented level of popularity in Oregon. Until being declared unconstitutional in 1924, a Klan-



Devils Lake Campground, circa 1927

DEVILS LAKE PARK

Just to the north of the Raymond development was an eighty-two acre parcel of “Indian land” that had been purchased by brothers Merle and Howard McMillen. The two brothers were born and raised on a homestead on McMillen Creek near Rose Lodge. Apparently, they purchased this land sometime prior to the construction of the highway. They acquired it to gain access to its Cascara trees. It was their intention to harvest Cascara bark



Left to right: William Herbert Rexroad, Edna Eola King Rexroad and William King, Edna's father, in front of Devils Lake Park development site

for resale to buyers representing drug companies that manufacture laxatives. When the bark was stolen right off their trees, the brothers divested themselves of this land.

William H. and Edna Rexroad and Edgar L. and Eva Hoyt developed a resort town they called Devil's Lake Park on this land. The plat map for Devil's Lake Park was filed with Lincoln County on March 25, 1925. The north side of Raymond Street (present day 15th Street) was the southern border of Devil's Lake Park. Across Raymond street was the northern end of Father Raymond's townsite. The plat of Devil's Lake Park is nearly rectangular with the ocean bordering its west side. The northern bound-

ary was the south side of Columbus Street (present day Northwest 21st Street). Near the center of this development was one single large lot approximately three-and-a-half blocks long and a block-and-a-half wide. This was the site of the Hoyt's and Rexroad's auto camp. A notation on the map indicates the auto park lot was vacated in 1965. At the very northeast corner of Devil's Lake Park is the present day intersection of Northwest 1st Street and Highway 101. The eastern border was west of present day Northeast Oar Avenue. Some of the streets in Devil's Lake Park were named for family members including Lincoln, (now 19th) Hoyt, (now 20th) and Columbus (now 21st).

The highway, which ran diagonally through the eastern side of Devil's Lake Park, became the primary business district of Oceanlake. The Rexroads built what may have been the first house in this tract, followed by a store and auto camp complete with cabins. The Rexroad's campground was known for its preservation of native plants. At its peak, it could accommodate 300 people. Devil's Lake Park Auto Camp owed its existence to construction of the Oregon Coast Highway.

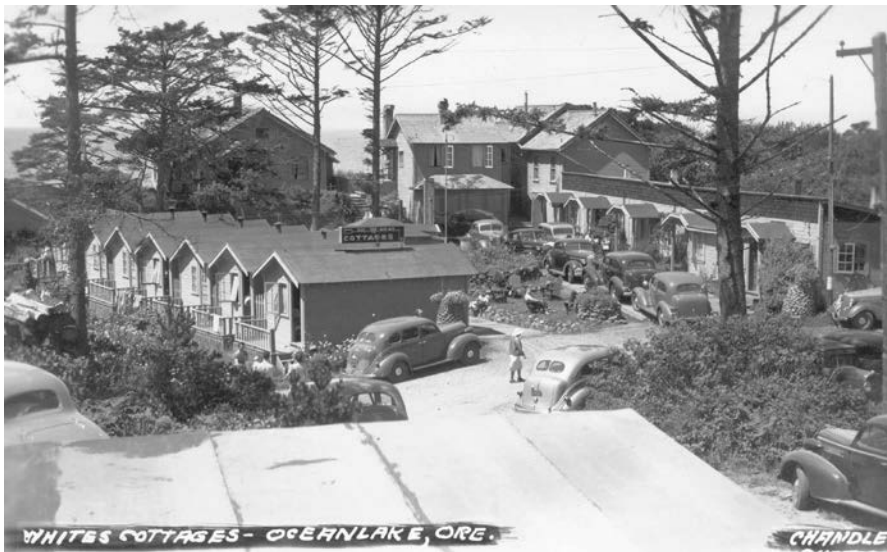
AUTOMOBILE TOURISTS

The opening of Devil's Lake Park and many other auto camps in North Lincoln County came during a transitional time in the hospitality industry. Beginning in the 1920s, communities offered free auto camps to lure tourists and potential new residents to their community. Auto camps were built all over the United States but were particularly prevalent in the West.

By the mid-1920s communities had grown weary of hosting the "hoboes" and other undesirable people that were, like legitimate tourists, drawn to free accommodations. Many communities closed their camps or turned their operation over to entrepreneurs who implemented a fee schedule. It was from these privately run auto camps that the modern motel began to emerge. Camp owners quickly found that primitive shacks were popular with travelers who had tired of pitching a tent each night. Such shacks were built at Devil's Lake Park. They were known as "Rex Cabins."

Mrs. White's Cottages, a competitor of Devil's Lake Park, might have been the first rental cottages in North Lincoln County. Mrs. White owned a thirteen-acre parcel in DeLake and a rooming house on NW

Raymond Street (now NW 15th Street). When the highway came through, she subdivided her Delake land and sold her holdings. This was known as the “White Subdivision.” With the proceeds, she built 22 modern rental cabins complete with garages near her house on land adjoining the southwest corner of Devil’s Lake Park. Initially the beachfront cabins rented for \$1.50 a night. Mrs. White’s cottages remained a fixture in Lincoln County for decades.



Mrs. White's Cottages in the late 1930s.



Warren Cottages

In the early 1920s, the hospitality industry enjoyed a nationwide boom. Cabin camps, cottage camps, cottage courts and motor courts (all predecessors to the post-World War II motel) were constructed at an unprecedented rate. Lesser known cottages built in Oceanlake include Warren’s Cottages, Hussy’s Cottages, Miller’s Top Notch Cottages, Mayfair Cottages, Merritt’s Cottages, Nicholson’s Modern Cottages, Oceanview Cottages, and Open Gate Cottages.

Oceanlake Hotel, built at present day Hwy. 101 and northwest 12th, was perhaps Oceanlake’s first modern hotel. It was built by Matt and Marie Koski after selling their Devil’s Lake homestead. They ran the hotel for several years. It was razed in the 1960s. By the time of the construction of the first such lodging establishment in North Lincoln County, growth in the hospitality in-

dustry had slowed nationwide. The country was beginning to feel the effects of the economic depression that loomed on the horizon.

With the lodging establishments in the area came other tourist businesses. Perhaps the most fondly remembered early establishment in the area was Oceanlake Dance Hall. In 1925, local homesteaders Amanda and Victor Hill along with John Sainio, all natives of Finland, built this recreation center. Their dance hall fronted the east side of the highway just north of Raymond Street (present day 15th). This section of highway frontage became the heart of the Oceanlake business district. Known for wild dances and fights, Oceanlake Dance Hall became a popular social center with locals and visitors alike. Typically, local musicians or a small orchestra from Cloverdale provided music. This building also housed a candy store known as the “Sweet Shop” and a silent movie theatre.

About 1935 it was purchased by Larry Wells of Portland. It was then remodeled and outfitted with “star-lighting effects” and its walls lined with three dimensional scenery. Wells renamed it Oceanlake Pavilion. In 1946 much of the building was razed and converted into a two-story structure. The lower floor was a night club and the upper story converted to apartments. Searches have found that little or nothing of the original dance hall remains. As of 2018, the Rocking Horse Antique Mall (1542 N. Hwy. 101) now occupies the site where the dance hall was located.

In the 1930s, Tomjack Grocery, later known as Red and White Store, was built across the street from Oceanlake Dance Hall. Owned by Glen Ripley, it was a grocery store-post office-drug store-gas station combination. The store was conveniently located for its auto-camping clientele on Roosevelt Highway near Devil’s Lake Park Auto Camp.

MERGING BEGINS

Shortly after the formation of Devil’s Lake Park and Raymond, they came together with a single identity: Oceanlake. Despite the fact this transpired a relatively brief time ago, the story of how the Oceanlake name was chosen seems to be somewhat clouded. There are two accounts of the naming of Oceanlake; both concur this took place in 1926. One account has it that when A.C. Duel became the first postmaster, he named the unincorporated town. The second account has it that when a postal service official arrived late that year, a name had yet to be selected. A local booster club with a keen sense of geography stepped forward and suggested Oceanlake because “We have ocean on one side and a lake on the other.”



Interior of Oceanlake Dance Hall



When this 1930s photo of the Oceanlake area was taken Ripley's Red and White Store (right) was known as Bolin and TomJack Grocery



First Oceanlake Post Office with (L to R) Arthur Duel, first postmaster, H.E. Warren, and E. M Reynolds, in 1927

Why the developments merged to a single unincorporated area is not entirely clear. The most likely reason seems that the post office was only willing to fund a single post office in this location. Or, perhaps the local booster club felt it would be easier to promote this area as a unified resort town.

In 1928, two years after its formation, Oceanlake was still far from what one might consider a town. When the Dodd family drove into Oceanlake for the first time, in April of that year, daughter Ursula recalled, “We didn’t know we was in the town. There was a store with a restaurant in it, and a barber shop, a dance hall, Mahoney’s Service Station with some cabins and the Post Office. That’s all I remember about Oceanlake.” Yet the business people of North Lincoln County looked to the immediate future with optimism.

That same year it was announced that a new public highway was to be built that would make North Lincoln County even more accessible to vacationing motorists from Portland and other northern Willamette Valley cities. The Salmon River Cut-Off, as it was called, connected North Lincoln County to the Willamette Valley by following part of the approximate route traveled by the Reverend Jason Lee party back in 1837. The route followed its namesake river from Grand Ronde to just north of present-day Lincoln City. North Lincoln County residents rejoiced at the highway’s official dedication ceremony in 1930 and looked to a future filled with motoring tourists.

THE DEPRESSION

The accessibility of North Lincoln County afforded by the completion of the Salmon River Highway created opportunities for entrepreneurs in the tourism industry. One such businessman, Charles Walker, began construction in 1929 on a large motel, just north of Oceanlake in an area known as Braemar. Construction was well underway as the highway neared completion. In October of 1929 the stock market crashed, and a nationwide economic depression soon followed. Work on what would become the Dorchester House came to a halt, and it sat unfinished, a tangible reminder of tough times.

Walker’s Dorchester was to be a recreation of an English inn. The architectural plans were drawn by Rowe Kennedy. He incorporated elements of both English Arts and Crafts and Colonial design. Construction finally resumed when the economy began to show signs of improvement. To secure a water supply for the hotel, Walker plowed a ditch to the construction site and slightly beyond for the benefit of his neighbors. This marked the beginning of the Braemar Water District.



The Dorchester as it appeared shortly after its completion in 1935

The three-story Dorchester was completed in 1935. Amenities at the eighteen-room Dorchester included a large lobby with a rustic stone fireplace, a dining room, a coffee shop, a full porch with an ocean view, a large party room with a bar, extensive flower gardens, and a service station. The immediate success of the Dorchester prompted Walker to enlarge the building with an extension to the north. This probably doubled the room capacity of the Dorchester. The Dorchester was the center of activity in North Lincoln County for about twenty years.

In the 1930s construction of the Dorchester was not the only project that created jobs for hard-pressed locals. Oceanlake was one of countless localities that benefited from the New Deal relief projects created by the administration of President Franklin Delano Roosevelt. One such program, the State Emergency Relief Administration (SERA), granted \$8,000 to underwrite 12,000 work hours (average wage \$1.50 an hour) for the construction of a water system. Hiring preference was given to Oceanlake residents. Construction began on this gravity feed system in November 1934. A diversion dam was built 315 feet above sea level on Rock Creek, three miles east of Devil's Lake on Siuslaw National Forest land. Four miles of pipe was put down to carry the water to Oceanlake. The local paper noted of the project, "This will go a long way to relieve the unemployment in this section."

About the time work on the water project began to wind down, construction began on the two roads on Devils Lake. They were funded by the Works Progress Administration (WPA). The WPA underwrote labor costs and Lincoln County provided construction materials. One road was on the west shore of Devil's Lake from "the regatta road on the south, north to the Chas. Davis place at Lakonia where the road is to connect it with the coast highway." The other road, about a mile long, was built from Ocean Caves east to the lake shore, intersecting the proposed west shore drive. Right of way for the road was donated by property owners. The roads intersected at Regatta Park. In April 1934, E. Royer and E.C Thayer deeded the Regatta site to the county for use as a public park. Volunteers cleared the land and made many improvements to the park.

Other depression relief projects benefitted the Oceanlake community. Volunteers with Devil's Lake Booster Club built a community hall on land donated by Devil's Lake Park developer William Rexroad. Perhaps the largest community-based project was the repair and graveling of the streets. Work was carried out by property owners. The Greater Devil's Lake Booster Club forged an agreement with the state highway maintenance crew to widen the highway through town. A pot luck dinner was held in celebration of the project's completion, February 1936.

In 1936 Oceanlake's business district got a shot in the arm when two new businesses moved in next to each other on the east side of the highway. On May 2 a "cash and carry" grocery store, B & W Grocery, opened. About five months later William McKevitt, owner of theaters in Newport and Taft, purchased



McKevitt's Lakeside Theatre, circa 1940

the vacant lot next to B & W Grocery and began construction of a 350-seat theater. McKevitt announced his theater building would house a drug store, offices and apartments.

During the depression many communities held festivals, celebrations and other events to give their economy a temporary boost. Oceanlake annually held outboard motorboat races beginning in 1933. The Regatta, as it was called, was held on Devil's Lake at the new park. It was sponsored by the Oregon



Oceanlake business district, Highway 101, circa 1940



Regatta parade in Oceanlake



Lincoln County Guerillas with Captain S. D. Campbell at the front and Father Coles on his left

Outboard Racing Association and Devil's Lake Regatta Association. In the Pacific Northwest there were six such Regattas. In addition to the one at Devil's Lake, Astoria and Marshfield hosted regattas on the Oregon Coast. The Regatta at Oceanlake was the "big" race in the Pacific Northwest Championships series. Many speed records were broken on Devil's Lake. Boaters attributed this to the oxygen-rich air at sea level. In addition to the races, there were water ski shows and a variety of water sport displays. By 1941 the success of the nationally known Oceanlake Regatta merited the installation of a 600-foot dock, increased parking and a grandstand. The tourist traffic generated by the Regatta and a general improvement of economic conditions resulted in a traffic bottleneck through Oceanlake's business district. Relief was believed to be on the way when state highway department crews began surveying the highway in preparation for paving in October 1941.

WORLD WAR II

It seems likely this paving work was put on hold. Two months after the survey work began, the United States entered World War II. The urgency of the war combined with rationing of gas and tires brought the tourism industry to a virtual standstill for the duration. Construction also came to a virtual standstill. Many people left the coast to go to work at the Portland shipyards and other war related home front jobs.

Immediately after the attack on Pearl Harbor, the West Coast was deemed a logical place for enemy invasion and sabotage. While the young men and women went to war, those too young or old stayed behind and did their part on the home front. In

Oceanlake more than 65 men enlisted in Company A of the Lincoln County Guerillas. The Guerillas guarded bridges and patrolled the coastline, looking for suspicious activity or a possible invasion. As the war progressed the likelihood of an attack on the West Coast diminished and the activities of the guerillas and other civilian defense groups tapered off.

POST-WAR PROSPERITY

The tourism industry resumed in a big way after victory was declared over Japan. Gas restrictions were immediately lifted, and an impromptu holiday declared. Many Willamette Valley residents got in their cars and headed to the coast. Cottages and motels were booked solid and grocery stores were forced to close, their stock exhausted. In the years that followed, Oceanlake, like much of the Oregon Coast, experienced unprecedented growth. In 1946 a moving company, market, auto parts store, Jones Colonial bakery, and a furniture store opened in Oceanlake. The local paper described the post-war growth in Oceanlake and the nearby communities of Delake and Wecoma as “phenomenal.” One long-time resident of Oceanlake active in the construction industry reminisced in a 1993 interview, that in the ten years that followed the war there was “very, very heavy building. Lots of expansion, lots of changes. Course the first thing that happened was that they started improving the highways.” By 1950 Oceanlake’s population had reached 700. In the next decade its population increased over 90 percent, to 1,335.

Tourism, particularly auto camping, began to change radically with innovations in the recreational vehicle industry and the expansion of the state park system. Camp trailers and motor homes (usually home-built) were a rare sight until the post-war era.

In the recreation boom that followed the war, auto campers could select from a wide variety of factory-made recreational vehicles. By this time, the state park system had expanded, particularly on the Oregon coast. By 1940, there were 1.5 million acres of state park lands on the Oregon coast. In the post-war years, this land was developed to accommodate motoring campers. The popularity of the new state parks and camping, combined with the rise of modern motels, led to the abandonment of tourist cottages and traditional hotels. The Dorchester House is perhaps the most notable example of this trend in North Lincoln County. It permanently lost its status as the area’s premier hotel. The effect was the same for countless modest auto camps with cottages such as Devils Lake Auto Park. Many found a niche as low rent apartments.



Casa Del Mar after conversion to apartments in the late 1940s

Despite the fact that Oceanlake was the largest town in North Lincoln County, it remained unincorporated. One of the first attempts to incorporate, back in 1935, was unsuccessful. Oceanlake’s boundaries were loosely thought of as what had been the Devil’s Lake Park and the Raymond developments. One factor contributing to uncertainty of its borders was that several hotels and resorts in the outlying areas advertised their addresses as Oceanlake for the ease of travelers. Oceanlake, being the largest locality in North Lincoln County, was pinpointed on virtually all Oregon road maps. Oceanlake’s identity was further clouded when another incorporation vote was held in 1945. Only voters living within the area serviced by the Oceanlake water district were allowed to cast their ballots and be included in the new city. Apparently, this did not include all of either Raymond or Devil’s Lake Park and included perhaps some areas that were outside of both these developments. As a result of the confusion, some voters mistakenly

believed they would be inside the incorporated city but were not allowed to vote and were turned away from the polls. A total of 219 votes were cast, two-thirds of those eligible to vote. Approval came by a margin of just 37 votes.

In January 1946, the city council elected prominent grocery man and longtime resident Kenneth L. Morgan as the town's first mayor. At the same meeting it was decided that the most urgently needed city employee was a City Recorder. An applicant for the position, (which paid a \$35 a month stipend), had to be a competent bookkeeper and typist.

Later that year the city began installing median dividing strips on the stretch of Hwy. 101 that served as its main street. About the time Oceanlake began planning its sewer system, petitions were circulated to gauge public support for combining Oceanlake with its neighbor to the south, which lacked a sewer system: Delake. According to a local paper, two "public spirited citizens" went out to garner signatures. One went "door to door, drew an absolute blank and was unable to coax forth as much as one lone signature." The other petitioner succeeded in "persuading sixteen citizens to append their names to the advisory paper." City Recorder James Mead proclaimed the possible merger a "dead issue." "Oceanlake went ahead and installed its own waste water treatment system.

On April 23, 1948, voters in four of the unincorporated communities to Oceanlake's south—Nelscott, Taft, DeLake and Cutler City—went to the polls to decide on consolidating as one city, to be named Lincoln City. It was soundly defeated. A total of 374 "no" votes were cast while 165 voters favored consolidation. The following year Taft incorporated on its own.

Just to the north of Oceanlake was a modest resort community called Wecoma Beach that was developed in the 1920s by brothers Dr. Leif and Berger Underdahl. The brothers purchased this parcel on the west side of the highway from the heirs of the original Indian allotment holders Mr. and Mrs. John Morris. Much of Wecoma's twenty-seven acre site could not be fully developed until a large sand dune was removed, low-lying wetland areas were filled in, and a small lake created. Sand from the sand dune was used in the construction of the Salmon River Highway and to fill in Wecoma's wetlands.

In 1955 the citizens of Wecoma Beach voted to merge with Oceanlake by a margin of 18 votes. A newspaper account of the election stated, "Voting was characterized by the continual presence of poll watchers of both sides and several challenges of would-be voters were made for reasons of late registration or place of residence."



Median strip down Highway 101 in Oceanlake, 1950s

In 1962 Oceanlake's sewer system reached Wecoma. That same year Lincoln County Sanitation imposed a ban on new construction on Oceanlake's neighbor to the south, Delake. It remained in effect until their waste-water treatment situation was alleviated. Once again, an unsuccessful attempt was launched to merge the two towns.

THE BIG MERGER

Calls for merging the small towns along the north Lincoln County coast continued to grow. In 1964, a merger of Oceanlake, Delake, Cutler City, Taft and Nelscott was put to a vote. The vote won with 1,338 voting by a margin of 190 to merge into a single city, Lincoln City. The largest block of votes—43 percent—were cast by residents of Oceanlake. The tally in Oceanlake was 343 in favor, 116 against. The 74.7 percent margin of approval was by far the largest of all towns voting.

THE LINCOLN STATUE

At the end of 1965, the residents of the new entity of Lincoln City began to unite around a symbol when a 14-foot-high, bronze statue of Abraham Lincoln was given to the State of Oregon by famous sculptress Anna Hyatt Huntington and the Margaret Brent Fellowship Foundation of Washington, D.C. The work by Mrs. Huntington was one of three made of “The Emancipator.” She was commissioned to do the sculptures of Lincoln during the Civil War Centennial. The sculptress was a Legion of Honor winner and considered the country’s foremost equestrian sculptress. She had earned worldwide acclaim for her sculpture of Joan of Arc.

The statue commemorates a moment in Lincoln’s career when he “respectfully declined” the governorship of Oregon. “Lincoln on the Prairie” is the official title given the statue by the sculptress. The statue depicts Lincoln in his saddle, reading a book while his horse grazes, at the moment when he felt bound to give up coming to Oregon.

The statue of Lincoln given to Oregon was the last of three castings. The first casting was displayed at the Illinois Pavilion at the New York World’s Fair. It now stands in Springfield, Illinois. The second casting was requested by Austria; the people of that country had long been admirers of Lincoln. Anna Huntington dedicated the third casting to students of all ages in the Old Oregon Territory since Lincoln did not accept the governorship.



Lincoln Statue being installed in 1965

At the time of the dedication, Huntington wrote: “To the people of Lincoln County... as sharers in the noble history of the Old Oregon Territory, of which, in 1849, Abraham Lincoln was asked to be governor. The statue of Lincoln on horseback, reading, which I have this day given... is herewith commended to your special interest and concern. I hope that for you and your children, and for all who come after you in your beautiful state, it may stand as a reminder of your own heritage and an inspiration not only to seek education in youth, but in the spirit of Lincoln, to find, in frustration and disappointment at any age, new opportunity through further education.”

Initially the 8,500-pound statue was to be located on the University of Oregon campus at Eugene. However, largely through the efforts of Jerry Parks, then Mayor of Oceanlake, the statue was designated for the newly created city of Lincoln City instead. Since the city is also in Lincoln County, it was natural that the statue be located there. A stipulation was attached, however, that the statue could be moved by order of the governor if the city changed its name at a later date.

Moving the statue to Oregon from the east coast was a substantial logistics problem. The huge object was taken from New Jersey to New York by barge, then from New York to Chicago by train. Because of tunnels and overpasses it had to be routed up through Canada by rail, back into the United States in Montana, and eventually to Salem. From Salem it was transported to Lincoln City on a special flat-bed truck, with crews moving ahead of the truck to push up power and telephone lines so the truck could pass beneath.

The statue was damaged when railroad cars were “bumped” in Bozeman, Montana. Two hooves were broken loose; the nose was separated from the ground; and a rein was broken. However, Vancouver sculptor James Lee Hansen repaired the work in time for the dedication.

The statue was dedicated at Kirtsis Park on NE 22nd Street on October 9, 1965, 100 years after the assassination of the sixteenth president. (News Guard, February 9, 1978) Governor Mark O. Hatfield accepted the statue for the people of Oregon. An estimated 500 people attended the dedication. Lincoln City Mayor Ross Evans, Jerry Parks, and radio-TV actor and Lincoln “buff,” Nelson Olmstead, took major roles in the two-hour ceremony.



Lincoln statue dedication at Kirtsis Park; Gov. Mark O. Hatfield speaking (right)

Governor Hatfield noted that the ceremony was also the opening event of the weeklong Festival of the Arts. He pointed out that his decision to place the gift to the people of the state of Oregon in Lincoln City was influenced by the community’s leadership in the renaissance of the appreciation of the fine arts by the public. Included in the audience was an impressive list of Oregon leaders in the field of fine arts. Mayor Evans recounted the history of Lincoln City.

Ceremonies went smoothly until the final moment of unveiling when the statue, with its previously noted tendency to non-conformism, clung tenaciously to its ceremonial covering of black plastic. Twenty azaleas given to Lincoln City by Governor Mark Hatfield during the beautification campaign were placed around the base of the Lincoln Statue during the ceremony.

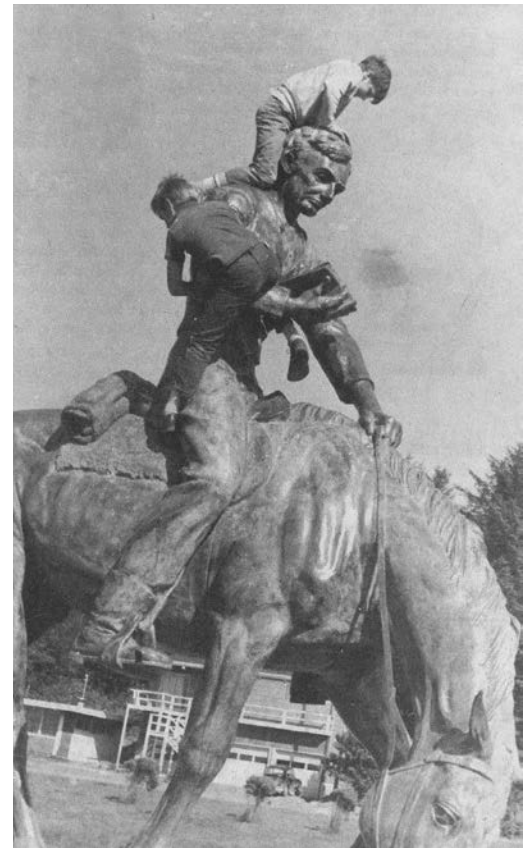
Sculptress Anna Hyatt Huntington’s wish that her “Lincoln on the Prairie” statue would be so loved that “children would swarm over it” came true just as soon as the dedication ceremony was over when the children present climbed all over it.

In 1994 Oceanlake Elementary School students teamed with the Lincoln City Noon Kiwanis Club to raise money for a new plaque to be placed at the Abraham Lincoln statue. Oceanlake Student Council

sponsored a Penny Drive for the plaque which reads: "Abraham Lincoln in 1849 was offered the governorship of Oregon Territory. He chose to decline the 'untamed' west."

In July 1996 Lincoln City Parks and Recreation Director Ron Ploger, George Kirkham, American Association of Retired Persons 309 President Maxine Bell, Lincoln City Mayor Smokey Aschenbrenner, and Henry Wolf unveiled a new sign for the Lincoln Statue. The sign, built by Caroline Cowgill of Wood-N-Things reads: "Abraham Lincoln Circa 1850."

By May of 2000 the statue had seen better days and needed repairs. Elizabeth Black, community activist, asked members of the city budget committee to "think Lincoln," asking that money be allocated for inspection and preservation of the Abraham Lincoln statue. Black said she and others were concerned about the lack of maintenance on the bronze statue. Her fears were confirmed by local artist Frank Boyden, who noted evidence of bronze rot developing between the front legs of the horse. Because the statue does not have weep holes, Boyden said, the sculpture had probably filled with water and was rotting from the inside out.



The Lincoln statue: so loved that children swarm over it

Black wanted the city to fund an expert to examine the sculpture and cover any required maintenance. She got the help she wanted from the city to repair and maintain the statue. It has been maintained and the grounds landscaped ever since. However, she did not get her wish that the statue also be moved to a location where it would be more visible.

Many other people have suggested the statue be moved. In 1982, some people thought it would be better at D River Wayside. When City Hall was moved to SW Eighth Street in 1992, some thought that location would be the best place. Yet the statue, a cultural and historic resource, remains where it was first dedicated in 1965, on land donated to the city by the Kirtsis family.

Prominent People

Harbinski, Walt (-2011) & Grace (1917-2011)

The Harbinskis move to Oceanlake in 1947. They owned and operated the small, very popular Tip Top diner for twelve years. It was located just south of the Lakeside Theatre in a multi-tenant retail and apartment building that has since been destroyed by fire. Grace was active in scouting, PTA, BPW, and many community projects. She and a group of friends became active in city planning and conservation, becoming known as the LOLITAS (Little Old Ladies in Tennis Shoes), and expanding their activities into land use planning statewide, eventually leading to her becoming a city council member.

Hasselbrink, Lyle (1910-2011) & Gladys (1914-

The Hasselbrinks moved to Oceanlake in 1939 and purchased Oceanlake Sand and Gravel, which at that time was located near the heart of Oceanlake at the current site of Bank of America. Later they diversi-

fied and added a freight agency and sold paint, redi-mix concrete, and fuels. Gladys was part of Oceanlake's Gravel Gertie's Bowling Team. They sold the business in 1965 and remained in the community until their deaths.

Edgar S. Hoyt (1874-1961)

As a young boy Edgar Hoyt moved from Iowa to Portland where his family owned a farm that became the site of Portland State University. As a young adult he worked as a fish buyer. He later switched to real estate. He became partners with Herbert Rexroad in the 1920s and formed the Rexroad and Hoyt Co., developers of Devil's Lake Park (Oceanlake). Hoyt later moved to Oceanlake and lived there until the late 1950s, when he moved to McMinnville.

Edgar Merritt (ca. 1881-1961), Alice (ca. 1897 -1986) and family

Edgar Merritt, a prominent journalist from Portland, began bringing his family to what would become Oceanlake for weekend outings soon after highway construction made this trip possible in 1925.

The Merritts purchased a lot from Father Raymond using \$10 for a down payment. With the collapse of the stock market in 1928 and the depression that followed, the Merritts were financially devastated and lost their Portland home and savings. They retreated to their 15th street vacation home in Oceanlake where they remained. Edgar later published the *Oregon Coast Bulletin*, a promotional paper, and was heavily involved in promoting the Devil's Lake Regattas. Alice operated Alice's Antiques for 50 years out of their home.

Daughter Merilynn (Webb), after moving away in 1939 and returning in 1946, worked as a service representative for the phone company until retiring in 1982. She was active in North Lincoln Pioneer & Historical Association and worked on numerous local history projects.



Edgar Lindley Merritt

Kenneth Morgan Sr.

Kenneth Morgan Sr. moved to Oceanlake in 1937 to manage the Safeway store on Highway 101 near NW 15th. The following year the Safeway chain pulled out of Oceanlake. Morgan then purchased the building and opened Kenny's Food Market. In 1959 he purchased Ocean Caves Store north of Oceanlake at the corner of Holmes Road and the highway. In 1961 Kenny's IGA Foodliner market opened at 2525 NW Highway 101. When Safeway announced its intention to close its Taft store in 1971, Morgan and his son Kenny Morgan Jr. purchased the business. As of 1995 Andy Morgan was managing the two stores. Several generations of the Morgan family have been involved in the family grocery business and active in the community. Kenneth Morgan Sr. served as the first mayor of Oceanlake.



Kenny Morgan Sr. and his wife, Lucille Morgan

Father Charles Raymond (1875-1943)

Father Raymond was the ninth of twelve children. Born

in Illinois, he grew up in Notre Dame, a French speaking parish. He left school after completing eighth grade to work for a chain store, probably Marshall Field & Co. After three or four years Raymond enrolled at St. Viator's, a seminary near Kankakee, Illinois. In 1907 he was ordained to the priesthood and stationed in McMinnville. His interest in North Lincoln County piqued after visiting there in the early 1900s. He later was appointed a missionary on the Siletz Reservation. While there he obtained a loan to establish a church and community that he hoped would become a Catholic haven. The community was named Raymond. It later became part of Oceanlake.



St. Augustine Church

William H. Rexroad (1875-1937)

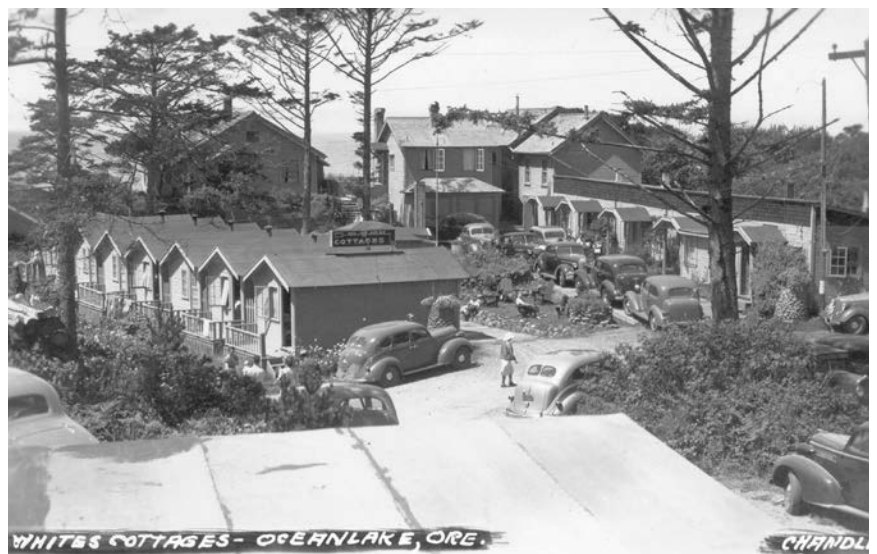
William Rexroad was born in Kansas and at age 11 moved with his family to Oklahoma. In 1902 he married Edna King. They moved to Portland in 1904. In 1925 he became partners with Edgar S. Hoyt and formed the Rexroad and Hoyt Co., developers of Devil's Lake Park (later part of Oceanlake). The Rexroads were considered to be one of Oceanlake's first full-time residents and probably built the earliest buildings. Rexroad remained in Oceanlake until passing away in 1937.

Charles F. Walker

A businessman and a poet, Charles Walker was born in Dorchester, Ontario, Canada. He learned the carpentry trade from his father. After graduating from Toronto Normal School, he began a career as an educator. While teaching in Canada, he developed educational programming and wrote textbooks. In 1921, he moved to Portland where he organized the Northwestern School of Business. He served as president of this institution until 1952. Walker was a compulsive builder. In Lincoln County he oversaw every aspect of the design and construction of the Dorchester House and also built two homes.

Mrs. White (Full name unknown)

Mrs. White came from Michigan in the 1920s, acquired 13 acres in Delake and built what was perhaps the first permanent home in the area near the Catholic Church. Initially she ran a rooming house and then built Mrs. White's Cottages at the end of Raymond Street (present day NW 15th). This was one of the first lodging establishments in North Lincoln County geared specifically to the motoring public.



Mrs. White's cottages

Historically Important Sites

BISHOP'S VARIETY STORE, 1437 NW HWY. 101

Construction was begun on this building in August 1934. This is a functional, wood-frame commercial building, front gabled with a moderately pitched roof and a brick facade. The brick work is not original, and windows appear to have been altered and replaced. The front of this building might have been cut off and rebuilt after shortening the building, perhaps to accommodate the widening of Highway 101. Originally it housed a dry goods and notions store operated by Ona and Wade Bishop. By the late 1940s it was owned and managed by Luther P. Koehler. Subsequently, it has housed other businesses.

CONGREGATIONAL CHURCH, 1760 NW 25th STREET

In 1946 the Congregational Board of Home Missions and the Oregon Conference of Congregational Churches did a survey of Oregon and decided to build a new church in this area, each providing \$15,000 for its construction.

Mr. A. C. Kirtsis owned the land that was needed for the new church. Mr. Kirtsis was a Syrian immigrant who sold the land (five lots) for \$3,000 because he had attended a Congregational school in Syria and was glad his land would be used for a church. In 1948 the Oregon Conference of Congregational Churches decided to purchase an additional lot to increase the total plot size to 250 by 125 feet.

Architect Warren Weber of Portland was chosen to design the church buildings. Work was begun in January 1949 on the parsonage, but heavy rains that year delayed progress. The parsonage was finished on August 7, 1949, and the first church service was held in the living room on August 14 with twenty-three people present. On August 28, 1949, the first Sunday school program was conducted. A couple of months later on October 2 the parsonage was dedicated with 150 people in attendance.

The new minister, Paul G. Dickey, had completed 12 years as minister of Parkrose Community Congregational Church. He and his wife, Lois, had two sons, 17-year-old Roger and 13-year-old David. Each Sunday for four years, they moved the furniture, set up chairs, and made coffee to hold services in their living room. Roger played hymns on the piano. Sunday school was conducted in the bedrooms.

On April 19, 1950, the first officers of the church were appointed. In May 1950, the Church formally organized with ninety-two charter members. Geraldine Cadonau was named church clerk and the first baptism service was recorded in the church records. Once the new congregation was established and services were being conducted, the congregation began raising money to build the church. By May of 1951 the church building fund was established. The goal was to raise \$15,000 from the congregation and \$15,000 from the Conference Board.

In September 1950, the Women's Fellowship held its first organizational meeting. The Women's Fellowship had a project a month to raise money for the new church. They held white elephant sales, bazaars, ham dinners, and rummage sales; they sold vanilla, dishtowels, food and plants; they saved General Mills coupons for silverware, and the men built birdhouses and planters.

In March 1952, the Church Board asked the Board of Home Missions for \$20,000 toward the cost of constructing a church building. They requested \$20,000 as a loan and \$10,000 as a grant. In April, the Church Board approved Articles of Incorporation.

Warren Weber, the architect who designed the parsonage, also designed the church. On August 17, 1952, groundbreaking for the new church building was held. The building would include a sanctuary, office for

the minister, all-purpose room, two classrooms, a kitchen and restrooms. The interior of the sanctuary was made from hemlock, and the building was fitted with radiant heating.

In March 1953, when the landmark, 67-foot church tower was lifted into place, the church was complete. The church was dedicated on March 28, 1954. Mr. Weber, the architect, gave the church a pulpit and a cross, which was placed above the altar. The altar was a gift from the Forest Grove Congregational Church.

The building was not traditional. It featured large, full-length windows on the north side that provided a sweeping view of the countryside with the ocean in the background, and many other distinctive architectural features.

In December 1954, the church design won national recognition in the publication *Architectural Forum*.

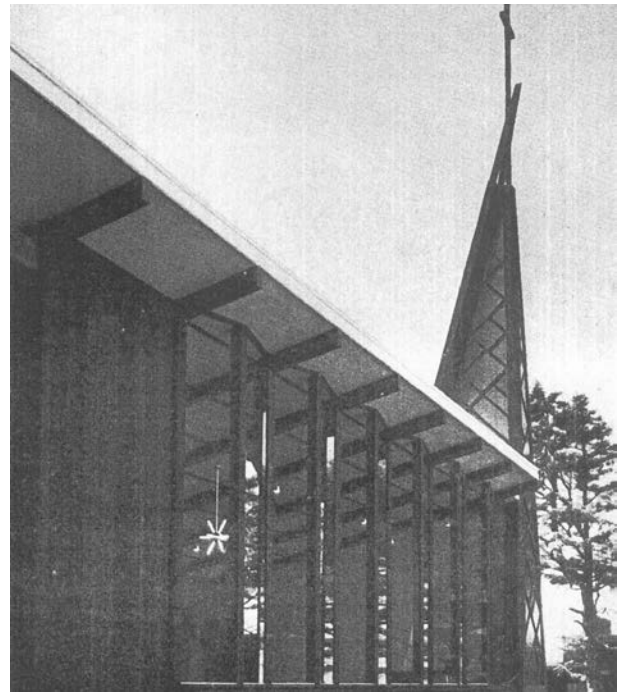
Another award by the Oregon Chapter of Institute of Architects gave one of three first honor awards to the church for its design in June of 1957. By August of that year the grounds had been landscaped.

On August 16, 1959, the church held its tenth anniversary observance, but it was not until September 21, 1969, 20 years after it was begun, that the mortgage was burned, and the church was free and clear of debt.

Rev. Paul Dickey retired in 1972 after 22 years of service to the church, from 1949 to 1972. For the twenty-two years that Reverend Dickey pastored this church, his wife Lois was his constant support. They performed 356 weddings, 391 funerals, and 199 baptisms and answered 17,920 pastoral calls. They became integral to the community, building the membership and outreach of the church, and supporting the community. Rev. Dickey belonged to Lions and Kiwanis, served on the city council, and was Citizen of the Year in 1968. He was president of Lincoln County Ministerial Association, president of Lincoln County Art Center, a director of the library board, and board member of the 20 Miracle Miles Chamber of Commerce. He also painted, winning two blue ribbons at the state fair. Lois Dickey was an active member of Women's Fellowship, the Red Cross blood bank, Delta Kappa Gamma, and the PTA; she was a Cub Scout leader and a substitute teacher for the school district. In March, the Rev. James Jones was appointed church minister. In 1973, Reverend Paul Dickey was named Pastor Emeritus.

The Congregational Church celebrated its 25th Anniversary on August 14, 1974. The following year, in November 1975, a Rededication Service was held. Rev. Paul Dickey was a special guest and Rev. Ruben H. Huenemann, Conference Minister of the Central Pacific Conference of United Congregational Churches also participated.

In March 1976, the church acquired a memorial organ. Mr. Jason Grable, soloist, played it for the congregation. Then in 1979, the first of three, three-year building campaigns was started with the goal of \$100,000. By June of 1981, the church had new offices, restrooms, storage facilities, an enlarged annex and an expanded multi-purpose room.



Congregational Church

The Church's Covenant reads: For the glory of God, for the service of our fellow men, for mutual assistance in our Christian life, and for the blessing of the neighborhood and of our children, we, the undersigned, agree to become charter members of the Congregational Church to be located in the area of Oceanlake and Wecoma Beach, Oregon.

The Congregational Church has continued to have a positive influence on the residents of Lincoln City. Its "Peace Village," a summer camp for children, has been much admired and became a model for teaching the value of cultural diversity and tolerance.

FIRST BAPTIST CHURCH, NW 17th

This structure, built in 1940, has a three-story wood frame and a steeply gabled roof. The siding appears to be a recent replacement.

JOHNSON'S SWEET SHOP, 1604 NE HWY. 101

Functional single story wood frame commercial building, front gabled moderately pitched roof. Windows replaced with picture windows. Based on a 1951 Sanborn Fire Insurance map, the addition at the northeast corner and back of building predates 1951. Built in 1926, Johnson's slogan was "Where Good Fellows Meet - Olympia Beer on Tap, Ice Cream, Lunches." It now houses the Old Oregon Tavern.

JONES BAKERY, NE HWY. 101

This one-story retail structure was built in 1945. The exterior appears to have been altered somewhat.

KIRTIS FIELD, 2205 NE 22nd STREET

Mr. A.C. Kirtsis of Portland, owner of Seven Gables Cottages at DeLake, realized a long-held ambition when he acquired the 80-acre parcel of "Indian Land" situated between Oceanlake and Braemar in March 1945. (See appendices for location on maps.) When bids were opened, Mr. Kirtsis learned that his was the lower of the two offers by some \$600. The property passed to Hinkle and Hughes of Dallas on an offer of \$19,100.

The Dallas men sold the parcel to Mr. Kirtsis after holding the land less than a month. Twenty acres of the tract adjoined Oceanlake while the other sixty were across the highway on the east side, toward Devils Lake.

Mr. Kirtsis developed part of his property but also gave some away for public use, including a large parcel for a park and baseball field at the far south end of what was the Wecoma/Braemar area. City crews and volunteers donated labor and materials to build the new ballpark, and by mid-year 1949 the park was almost ready for its first game. In June of 1949, lights were being installed at the field. Thirty lights mounted on six poles, similar to those used in Yankee stadium in New York, were installed, with thirty 1500-watt enclosed units in clusters on four 60-foot and two 65-foot poles. The lights included six narrow beam and twenty-four wide beam units, all with horizontal and vertical adjustments, which made it possible to adjust the lights and eliminate blind spots.

Work on the lighting installation was rushed to completion just a few minutes before the opening game got underway on June 23, 1949. That same night the North Lincoln Softball Association's newly lighted diamond was formally dedicated. Tract owner, A.C. Kirtsis, handed Mayor Boyd T. Jenkins a deed to the grounds. The short ceremonies were conducted between games of the first doubleheader played under the new lights.

In May of 1960 Kirtsis Field had more new lighting installed. The ten, 85-foot, treated light poles for Kirtsis Field were authorized at a meeting of the 20 Miracle Miles Junior League. In February of 1992 renovations for Kirtsis Park were started. Ron Ploger, director of the Lincoln City Parks and Recreation Department, said work would be finished in time for Taft's home baseball opener on March 25, 1992. City employees and a number of volunteers once again worked together on the renovations.



Skate boarding at Kirtsis Park

The most noticeable change in the large field was the new scoreboard by Falcon Cable. The middle field was furnished with new dugouts, fencing and a grass-covered warm-up area. Other improvements included the construction of a retaining wall behind the backstop at the middle field and placement of bleachers at the T-ball field.

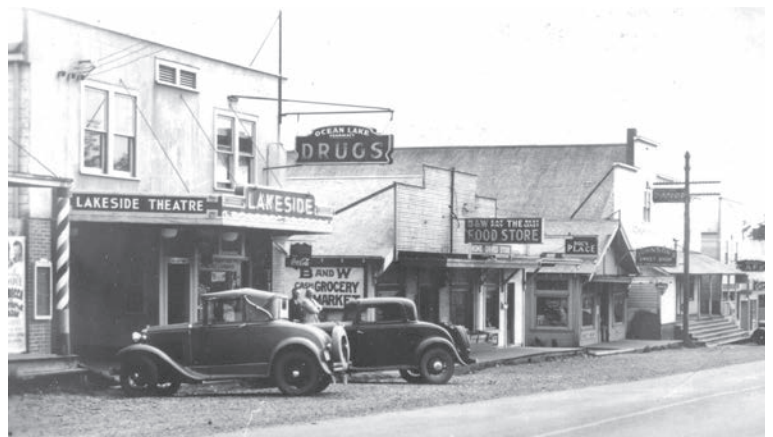
Kirtsis Park continues to be enjoyed by Lincoln City residents. It is a community resource that is also a cultural resource because it represents the civic pride demonstrated by Lincoln City residents working together for the common good.

LAKESIDE THEATRE, 1624 NE HWY. 101

This two-story wood frame building has a flat roof. The exterior structure appears to be unaltered. The facade and interior have been changed several times in the course of business as a single-screen theater. William McKevitt, owner of theaters in Newport and Taft, purchased the vacant lot next to the B & W Grocery in 1937 and began constructing a 350-seat, one-screen theater. Mr. McKevitt announced his theater building would house a drug store, offices and apartments. On June 3, 1937, it opened with the showing of MGM's *Personal Property* with Jean Harlow and Robert Taylor. In the 1960s many of the art deco details of its facade were removed or boarded over when McKevitt gave the theater a "hip" look. Perhaps the most successful film to show there in terms ticket sales was *Sometimes a Great Notion*. Released in 1971 much of this Hollywood movie starring Paul Newman and Henry Fonda was filmed in Lincoln County. The Bijou fell on challenging times and closed in 1979. It reopened with new owners in 1981. It was sold to Keith and Betsy Altomare in 1996.

McCREADY'S LUMBER, 1430 NE HWY. 101

This small complex of several buildings was constructed in 1930 or earlier and significantly altered in the course of about seventy years in business as a lumber yard. When constructed, it housed McCready's Lumber Company, which later became Garrigus Lumber.



Lakeside Theatre, downtown Oceanlake

A large fire destroyed or damaged much or all of the building when Garrigus Lumber owned it. It was rebuilt and eventually purchased and renamed by Copeland Lumber, which sold many of its outlets (including this one) to Keith Brown Building Materials, circa 2000, and, later, to Pro Build.

MRS. WHITE'S COTTAGES, 1511 NW HARBOR

Today rooms one to five of the Sea Gull Beach Front Motel are what remains of what is believed to have been the first lodging establishment in what was then Devil's Lake Park. It was built in the 1920s by a woman known to locals simply as "Mrs. White." Each of the original twenty-two units was heated with a wood stove. This was one of the first modern auto courts with garages in North Lincoln County. When it was sold to Mr. and Mrs. Hubby and L.B. Cannon in 1940 it was owned by Mr. and Mrs. Lute Wisemuch. It was later purchased by Mr. and Mrs. Ralph Henry and renamed Henry's. In 1965 their daughter Louella took over ownership, and owned it at least through 1976.

OCEANLAKE DANCE PAVILION, 1542 NE HWY. 101

In 1925 local homesteaders Amanda and Victor Hill along with John Sainio, all immigrants from Finland, built this recreation center in the heart of what would become the business center of Oceanlake. The multi-story, cement block construction has a stucco facade. In the course of its existence this structure housed a dance hall, apartments and other businesses. It has been significantly altered. Major additions have been made and large portions, if not all, of the building have been razed and replaced. Much of the lumber for its construction came from the Hendrickson family sawmill on the Salmon River.



Oceanlake Dance Hall

The pavilion was the most substantial structure in early day Oceanlake. Known for wild dances (and fights) and live music, this establishment was a popular social center with locals and visitors alike. Originally, it also housed the "Sweet Shop," a candy store, and a silent movie theater. In 1935 it was remodeled and outfitted with "star-lighting effects," and its walls were lined with three-dimensional scenery. renamed it Oceanlake Pavilion. In 1946 much of the building was razed and converted to a two-story structure. The lower floor was a night club and the upper story became apartments.

OCEANLAKE POST OFFICE, 1213 NE HWY. 101

This building is reported to have housed Oceanlake's first post office. A.C. Duel was the postmaster and Justice of the Peace. Later it became a grocery store owned by Ray and Mildred Heath, Lakins Agate and Gift Shop, Coastal Corner, and Tropical Plants and More.



Oceanlake's first post office

OLD HOMESTEAD, 1330 NE HWY. 101

In the 1920s this building housed The Old Homestead, a pool hall owned by Bill Schmidt, and, more recently, The Big O Pub and Grill.

RIPLEY'S RED AND WHITE GROCERY, 1643 NW HWY. 101

Built in 1925 or 1926 this was in all likelihood the first grocery store in what would become Oceanlake. In addition to groceries, original owners Glen and Flo Ripley ran a pharmacy and a post office in this building. Dr. O.B. Long of Cloverdale also had a small office there that he staffed one day a week. Early photographs indicate it may also have had a gas pump located at the front of the building. In 1939 it became Tomjacks Grocery. The exterior of this building is well documented in historic photographs of Oceanlake. Its appearance has been significantly altered with several major additions built onto the back. Most recently it has operated as Maxwell's Restaurant.

ST. AUGUSTINE'S CATHOLIC CHURCH, 1139 NW HWY. 101

Built by Father Raymond, the first church on this site was the hub of activity in what was planned to be a Catholic community named Raymond for Father Raymond, who was the inspiration behind the idea and served as the first pastor there. In 1949 a larger church building was moved from Camp Adair near Corvallis and sited near Raymond's church. The original 1924 vintage church remained in use as a parish hall until being razed in 1997 to make way for a new church building.

SEA REST MOTEL, NW 15th STREET

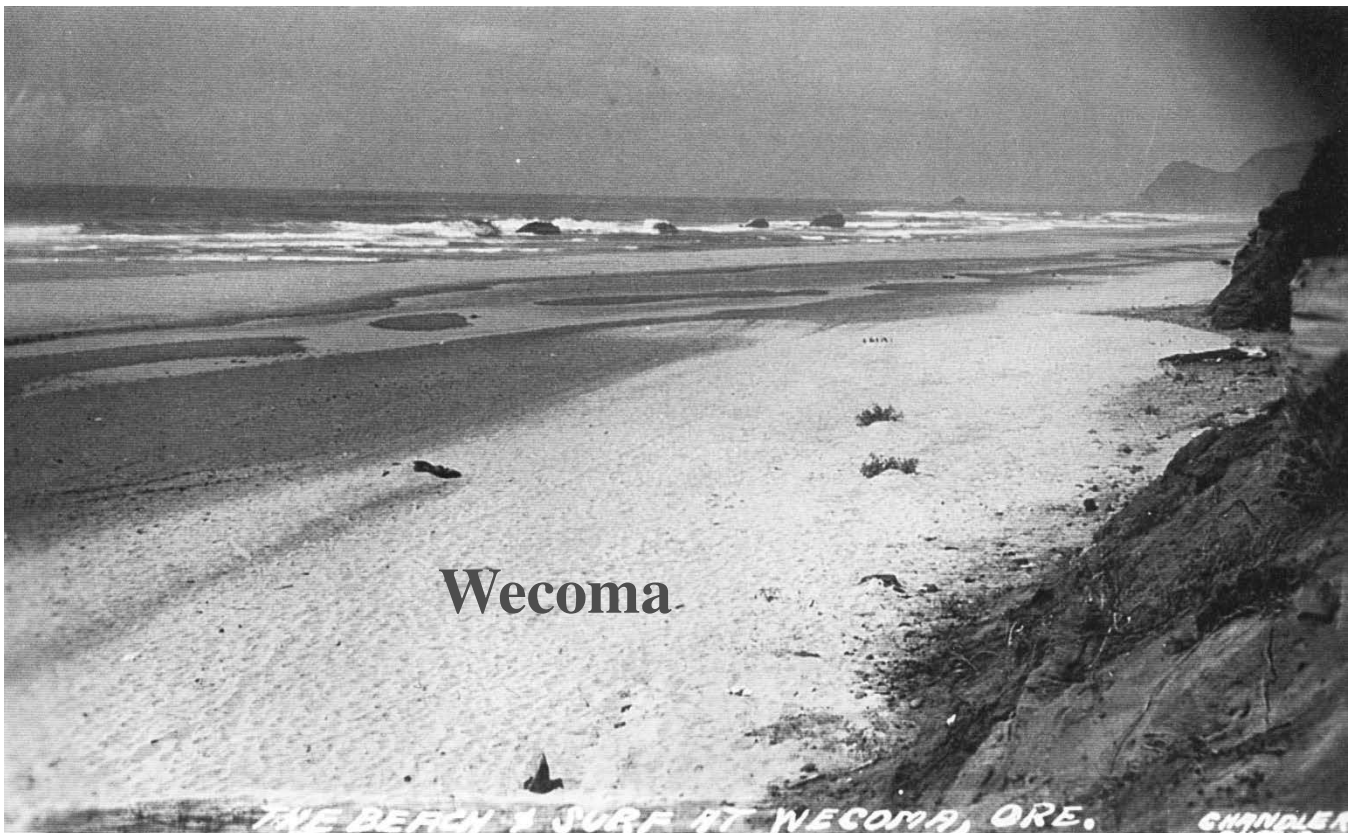
Based on a Sanborn map, this was originally seven units and was constructed prior to 1951. It probably was originally an auto court; all the units are connected and might have originally had garages. It features minimal traditional styling with very little adornment.

REV. JASON LEE CAMPSITE, 1313 NW 17th STREET

Two honeymoon couples, including missionary Rev. Jason Lee, traveled to the coast in 1837 and are referred to as the Oregon Coast's first tourists. In 1937, the 100th anniversary of the first Oregon Coast Honeymooners, Herbert Rexroad arranged a commemoration of the visit at what was believed to be the location of their campsite. Rexroad placed a marker in a section of his campground that was then known as Rexroad Grove. Since the early 1960s the Lincoln County Historical Society has maintained a sign interpreting the significance of this site.

SMART'S QUALITY MEAT, 1316 NE HWY. 101

Built sometime prior to 1937, this functional wood-frame, commercial building features a front-gabled, moderately pitched roof. The building appears to be structurally unaltered. By 1937 it was a butcher shop that also offered groceries, ice, and cold storage.



Beach at Wecoma

Wecoma was the place where early westward travelers got their first sight of the ocean. Native Americans traveled along the Salmon River on an “elk trail” to reach the “big waters.” When they finally saw the great expanse of water, they shouted “Wecoma!” The literal translation of wecoma is “sea,” but the feeling with which the word was exclaimed carried with it the idea that the sight was welcome.

In the late 1890s, homesteaders started arriving at the coast by way of the same trail, which had been improved enough to be called the Salmon River Road. They also first glimpsed the ocean at Wecoma. According to Ruby Parmele, the sight was sudden and dramatic: “On and around and over the fern hills we continued, until following a curve we came in view of Devils Lake lying calm and beautiful in the green landscape. A few more turns and twists over a hill and the blue Pacific stretched before us on either side.”

By the 1930s and 1940s, early Wecoma resident Jim Underdahl explained, “Wecoma means ‘Welcome to the Waters!’ an Indian term for this area which had so much wonderful fresh water as well as the ocean.”

Anecdotal and archeological evidence indicates that Wecoma was once a favorite camping place for local and visiting bands of Indians. For hundreds of years prior to white settlement, tall brush and trees had been kept cleared or burned off of land adjacent to the beach as part of traditional Indian burning practices. This left the land open and grassy, which encouraged herds to graze and made hunting much easier. Consequently, the area was often described as being completely barren of trees or brush well after the turn of the century.

In the 1870’s, former Superintendent of Indian Affairs for Oregon and also the Siletz Indian Agent, Joel Palmer, asked for permission from the Indian Department to bring herds of sheep onto the Siletz Reservation and begin teaching herding because of the extensive grazing opportunities north and west

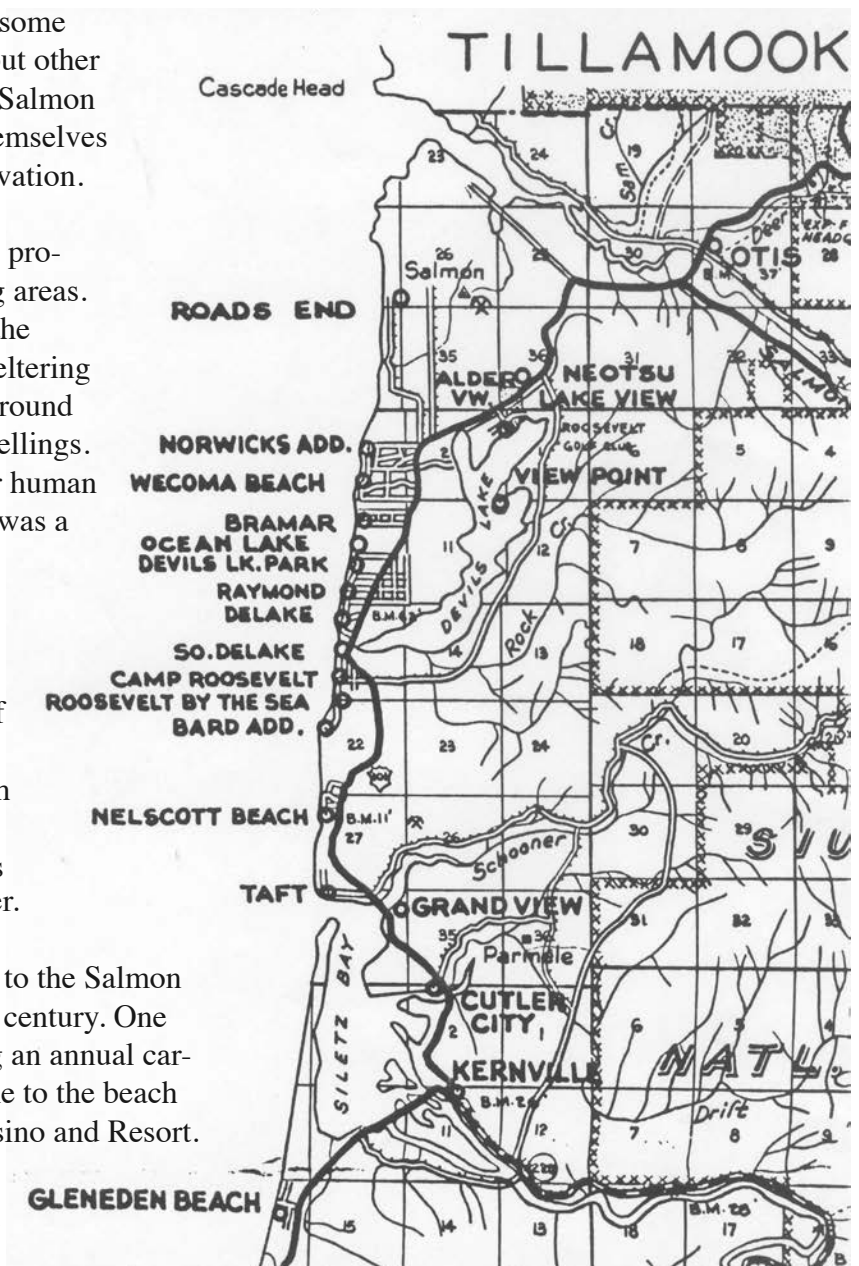
of Devil's Lake (called Clear Lake on some early maps). His request was denied, but other non-Indians later brought cattle to the Salmon River Estuary and tried to establish themselves and their herds within the Siletz Reservation.

The area's wetlands and many streams provided fresh water and delineated living areas. According to an oral history account, the stream on 32nd Street was used for sheltering and watering animals, while the area around 33rd and 34th was used for human dwellings. The stream on 35th street was used for human drinking and washing, and 35th street was a dedicated Indian Trail.

An experimental station opened by the Grande Ronde agency to train the Indians in agriculture was just south of Wecoma Beach. A road followed the beach south from Wecoma to the beach at Raymond Avenue (now NW Fourteenth Street), from there over the hills to Taft and Kernville to the Siletz River.

The Wecoma area remained important to the Salmon River Indians bands well into the 20th century. One early Wecoma resident reported seeing an annual caravan of Grand Ronde Indians that came to the beach near what is today Chinook Winds Casino and Resort.

These groups filled gunny sacks with muscles they gathered along the beach at Roads End to be used for a special ceremony.



Map showing Brae Mar, Wecoma and Norwick's addition

At one time Wecoma was known as the Morris Precinct, named for John Morris and his family. The 1900 census shows that John "Siletz" Morris, a Euchre Indian, was born in Oregon in 1857. His wife, Annie, of the Sixes River Tribe, was born in Oregon and did not speak English. Their daughter Sarah, born in 1884, was one of several children, but the only one that survived past childhood.

When Confederated Tribes of the Siletz Indians' Tribal members were assigned allotments, John "Siletz" Morris was one of the five men selected to represent all of the Siletz Indians in the negotiations regarding surplus lands. His selection for this important negotiation indicated his high status among tribal members at that time.

The John Morris family received three allotments. One was for himself, one for his wife, and one for his daughter, Sarah (Siletz Allotments # 342, 343, and 344 respectively). Each allotment was 80 acres of land located on the hill in Wecoma Beach.

According to Leif Underdahl's son, Jim, "The way I understand it from Dad was that the land was Gov-

ernment Land Grants to certain Indians.... This, including that Star Resort area, belonged to John Morris, and after he died, to his heirs. This property was on both the east and the west side of the highway and included Wecoma, Norcrest, and the Indian Lands north. John Morris' home, barn, and well were on Holmes Road, about halfway down to the lake, in a valley. After John Morris and his wife and daughter died, his property went to his heirs."

The beauty of the land owned by John Morris inspired him to provide a place on the property where he and his family could be buried. He consequently designated a plot of land as a cemetery. The Indian Cemetery at Wecoma, where the Morris family was buried as well as several other Indians, would become a subject of interest to Lincoln City residents over the decades. We know little about John Morris, except that he often wore a Civil War uniform and he practiced the Shaker religion. According to historian Mildred Salazar, one pioneer witnessed Sarah's father trying to heal her in a Shaker ceremony.

John Morris tried to arrange a marriage between his daughter and a cattleman, but Sarah died in 1901 before they could be married. She was 18. His first wife, Annie, died at 74 in 1914. After John Morris died in 1918 at the age of 67, his surviving wife, Lavina Morris, was granted by the federal government three federal "patents" or deeds on 89 acres of Wecoma Beach land, including the small family cemetery.

"As I understand it, Holmes [no first name known] was . . . living with the Indian woman, Morris' daughter, who had inherited the property and, after so long, pressure was put on him to marry the woman. He refused, but he got hold of a lawyer named Norris, who goes to the woman with a bill for \$600 for room and board, which she can't pay, so the court allows her the Wecoma lands, gives Holmes the East side, and the lawyer, Norris, gets Norcrest, which is from 35th Street to 39th Street, from the beach to the highway. The Indian Lands, fifty-four acres [present-day Chinook Winds Casino Resort], remain with the Indians," according to Jim Underdahl.



Morris Cemetery

WECOMA BECOMES A TOWN

The Lincoln County Court approved the Wecoma Beach town site, then owned by Paul Fundman, on August 17, 1926. At that time there were only a few residents, but more were on their way. The completion of the Salmon River Highway that connected the coast with the Willamette Valley made the coast more accessible.

Officially, Wecoma or Wecoma Beach extended from 32nd Street to NW 39th Street. Unofficially, today, Wecoma refers to the far north end of Lincoln City, from NW 22nd Street to Logan Road. This section includes the town of Braemar, which was south of Wecoma, and to the north, the towns of Norcrest and Norwick. These towns existed until parts were annexed with Wecoma into the town of Oceanlake.

At first the town was called Wecoma Beach. However, people often simplified it to just Wecoma. This shortening bothered the Wecoma Beach Community Club, who officially requested that the name of the town be changed by the Post Office Department in Washington D.C. from Wecoma to Wecoma Beach on November 1, 1949. The club believed the addition of the word “beach” would have more appeal for tourists. However, their request was denied.

Building lots were platted and offered for sale, streets were laid, a water system was installed, and general improvements were made. But no special efforts were put forth to develop the property until the Interstate Investment Company of Portland took charge and began selling the lots.

Their efforts brought Wecoma to the attention of people who had not known of its many fine features. Wecoma had a fine beach, including agate beds and other natural features enjoyed by beach lovers. The land in the town site was fairly level, sloping gently to the ocean. In addition to many fine home sites to be had, the town had an up-to-date grocery, Ocean Caves Grocery, maintained by a Mrs. Whitney, as well as a first class service station and auto park with cabins. The price of lots was also reasonable and the company offered terms that were within the reach of people with the most modest means. Wecoma, it was reported, had a bright future.

FIRST WECOMA RESIDENTS

Grace Hammond

Some of the first Wecoma residents were Grace Hammond and Leif “Doc” Underdahl who bought their Wecoma property on the very same day in 1928. Grace Hammond said, “We had the two children, you know, and they were getting big enough to enjoy camping. We had been camping down at Waldport in a tent. We had bought army cots and pads. But I was out there that morning, cooking bacon and eggs,



Grace Hammond as a young girl

you know, and it’s a rainin’ and water running down my neck, and we got up this far. This whole business was set out with white stakes from the highway down to the ocean here—with no houses on ‘em.

“I said to my husband, ‘Oh, let’s buy a lot, and we’ll get up some sort of little shack, and we won’t have to cook bacon out in the rain!’ ‘Well,’ he says, ‘I’m not much interested in it. I’ll take the kids and go on the beach. You go.’ There was a man come to show the lots, and I walked all down here. And I was used to always havin’ trees on any lot that I ever had a house on. So, I priced every one coming down here. And they all got a little higher. The front ones, you know, why they was real high, so we turned back this way, and I says, ‘How much for this one the creek’s on?’ I says, ‘The creek’s got it ruined.’

“How wrong I was! As soon as it was mine, why that creek was a prize. But he says, ‘A hundred and fifty dollars.’ I had on riding pants because I had grown up having a riding horse and knew how to ride. And women hadn’t started wearing slacks yet. But when we were camping, I wore those riding pants always. And I reached in my hip pocket and got my purse and out a twenty- dollar bill, and I says, ‘Here’s the down payment on my lot.’ I says, ‘You bring me my deed in the morning. I’ll meet you at the bank, and I’ll have the rest of the money for you.’ And he did.

“In about three weeks, I got a letter from the State Real Estate Administrator—I don’t know just what

their title is, but they oversee that—wanting to know in which county this deed was consummated. I just wrote him the details and let him decide. I lived in Portland then, yet the ten or twenty dollars or whatever it was given up down here, so I let him decide it, and they decided that the deal was made down here. And in those days, Toledo was the county seat of this county, and I had to go to Toledo to register it. Things were greatly different! I'd like to roll it back forty years now!

“This part up here had been developed by the people who owned it and decided to do it. From about two blocks over, this area was called Wecoma Beach, and there was a great big circle sign that said that on it. Also on the sign were the words: ‘If you lived here, you’d be home now.’ I can remember that.

“There was not a lumberyard in the area but a sawmill making rough lumber near the north end of Devils Lake. No ready-made cement. We sawed by crosscut saw sections of logs (beach logs) two feet long and set the floor joists on them. I suggested we get 10-foot studs instead of eight to make room in the attic for sleeping. Everybody worked on it. By laying a straight edge for the children to line the roofing shingles on, they could lay them as fast as we could nail them. What a happy family project,” she said. Her children were ages six and eight at the time.

“We got siding and flooring hauled down from Garibaldi about 65 miles away,” she said. “This work went on for the rest of the summer’s week-ends and all days off. We were unaware of the strong winds and storms that sometimes come along the beach,” Grace said. “Our foundation arrangement proved to be entirely inadequate. We got down there after dark one night after a big storm and the house had blown off the foundation and was up on the logs one side and down on the ground on the other. We crawled upstairs, turned cots around so our heads would be uphill. Next day we rented house jacks, got it up, got logs off the beach as rollers and moved it over eight feet so as to have room for a garage on the north side”.



Grace Hammond's home, "Whatavue"

Dr. Leif "Doc" Underdahl

“Dad [Leif Underdahl] bought twenty-seven acres, which went from Pixie Kitchen to Surftides, and all along the beach. The property line for Wecoma went from 35th Street to the ocean, and on the south side, from 32nd Street, around the hill from Grahn’s store to the beach. . . .” Jim Underdahl, Leif’s son, said. “Berger Underdahl, Dad’s brother, was the bookkeeper–administrator. Between the two of them, they developed Wecoma.

“We cut wood and had to haul water in a milk can. Up what is now Lee Street, we had a spring, and that’s where we got the drinking water. The creek came on down to go on out to the ocean. But on this side, on the south side, and more or less up to Surftides, was just nothing but swamp! There were very, very few trees. And from the highway was a path—strictly only a zigzag path from the highway to the beach [now 35th]. Not straight as streets go. And no electricity.



Dr. Leif "Doc" Underdahl

So in about 1930, . . . the power company decided that Dad, being a doctor, was responsible, and said, 'We will put in electricity.' Up until then what we had was presto light, which was a gaslight burner. That's pioneering! Oh, that was the great thing for having electricity, you know. We added another house for a guesthouse because we had more company. When you have a house at the beach, you'd be surprised at how many friends you get!

"A major problem in progressing was that right off the beach was a sand dune, a big sand dune, that carried all the way to what's now Surftides, a BIG sand dune that was all blown off the ocean. Now, when the Salmon River Highway was being built, the workers would put oil down and then put sand over the oil. So, the highway department came in and bought a lot of the sand off the Wecoma oceanfront for that project. But part of that sand was moved back over into the lower area of Wecoma to fill it up! Which is where we're living now.

"My Uncle Berger was also right up on top, a very nice house where Surftides Plaza is now. Uncle Berger was also instrumental in having other houses constructed—the apartment house with a big fireplace, a house for Dr. Rudd, and Dunn's house on the corner of Inlet and Jetty with half-round imitation logs. Later on, Uncle Berger started developing property up on 33rd Street where Maude Wanker's property was. He built a house on top of the hill. He shared it with Maude Wanker and her granddaughter, Sandra, very close friends."

William H. Lohkamp

Wecoma became an established town on March 16, 1935 when William H. Lohkamp assumed his duties as first postmaster. Mr. Lohkamp was born in Germany April 7, 1876. When he was two years old, he moved with his parents to Chicago. From there he moved to Portland, in 1895, where he worked as a building contractor.

In the fall of 1929 he and Mrs. Lohkamp moved to Wecoma. By March of 1931 they had purchased property and erected a service station and a restaurant building. The restaurant was opened for business in 1930 and reports were that he had a splendid business during that fall. The service station opened at the beginning of 1931.

The local press noted Mr. Lohkamp's industry: "Mr. Lohkamp likes Wecoma, and we don't blame him. He feels that it has a fine future (and we agree with him) and that business there will be steadily grow-



Lohkamp store; cottages built to the right

ing. He is a live wire in every sense of the word and a real booster for the coast country. He plans to grow with the country and to keep his building program up in line with the forward march of business. He will have one of the most up-to-date restaurants along the highway this summer.”

In May 1931, Mr. Lohkamp built four modern cottages on the beach at Wecoma and had plans for more. His cottages are still a part of Lincoln City today, on the west side of Hwy. 101 at 34th Street. He was considered a mover and a shaker, and as such, an ideal person to be the first postmaster.

“In 1936 or somewhere in there, Lohkamps had the store up on the highway, and Dad wanted them to include a post office, but to establish a post office, room for it was necessary. Lohkamp’s store was located where the road is now [Hwy. 101]. There was just a dead piece of property in there . . . , and you couldn’t do very much with it, so that’s where they built the store and the post office.”

Whitney’s Feed and Seed Store was located at 3417 NW Hwy. 101. Later it became Golden Arrow Realty. But, according to Jim Underdahl, “If you look at the back of that building [which] had been a feed and seed store, you see where loading was done into wagons. The feed and seed store was also a good place to get the fixin’s for a still.

“Now across the highway some cabins, Fuller’s Cabins, were back about where Sambo’s is, and they went on back to about where the warehouse was. Lohkamp’s Cabins were on 34th Street, halfway to the beach. If we go to 34th and Port Street, there’s still the old house just on the corner in there. That’s where Lohkamps lived . . . Then up above that, on the other side, was Proctor’s Cabins.”

In addition to operating these businesses, and later the post office, Mr. Lohkamp handled real estate and life insurance and was a notary public for a number of years. Prior to his retirement from the Post Office he had completed a new building, directly across the highway from his original store, on the corner of NE 34th Street. Soon after, Mr. Lohkamp moved his real estate office there. The Lohkamp Building still stands today, most recently occupied by the Starkor Manufacturing Company. Mr. Lohkamp died suddenly of a heart attack at his home August 1, 1950.

Charles S, Norwick

Charles S. Norwick developed several housing tracts in Wecoma, two of which—Norwick’s Addition and Norcrest Terrace—bear his name. His farm extended from the golf course on Hwy. 18 to Holmes Road, and from Devils Lake to the ocean. The family home was the only one between the highway and the lake in 1926. His daughter Helen, who grew up in Wecoma but moved away as an adult, returned to Wecoma Beach in 1944 with her husband, James Batchelder. They established a real estate business where the Norwick farm had once been (at the far north end of Lincoln City, where the McDonalds restaurant is today) and later a nursery business at the same location.



Norwick farm on Devils Lake, 1915.

Maude Walling Wanker

Wecoma is justly proud of being the home of Maude Walling Wanker, one of Oregon's outstanding artists. On April 1, 1942, she founded the Lincoln County Art Center, a gem that served the community for several decades by providing art classes for students of any age. On June 26, 1949 she opened the Gallery-by-the-Sea so that local and visiting artists could display and sell their art. Both were located on Hwy. 101, just north of Delake Grade School. Maude Wanker was active in Wecoma community planning and decisions. She was among those who later disputed Wecoma's annexation to Oceanlake.



Wanker home

Jim Underdahl, "The house Dad built here in 1928 was built just south of Grace Hammond's house, and on the creek across from the beach entrance. We would have had the property that Grace had, but she bought it in the morning, and we bought in the afternoon! ... So Dad buys the other piece of property on what just happened to be the same weekend that Mrs. Hammond bought her lot in Wecoma. The price wasn't big on lots at that time—\$50 down, and I'll catch you for the rest of it. That was in 1928."

Direct mail service was also established between Cloverdale and Newport in 1928, which included all points in between. Although water was not yet piped in, it was accessible. According to Grace Hammond, "Our water came from a spring right where 35th Street is... a comin' out of that hill. And we carried the water for our drinking water. And the washing water come out of that creek. There wasn't any houses or no septic tanks going into it in those days, so it was fairly good for washing and mopping and doin' things like that.

"Next thing there was Oceanlake, you know, below us, and they had water to sell. So, we bought in on that, and then we had our own system. That's the first running water that we had that we bought from them. And Berger Underdahl—that was the doctor's brother—was our water master on that deal on our own part of the water system."

The roads through town were slowly being improved but were by no means completed or paved. Even the main thoroughfare, Coast Highway, was not completed until 1927. According to Hammond, "There was no road around the lake then. Of course, Holmes Road goes from Wecoma to the lake now. 'Buzz' Galbreath, John Galbreath's oldest brother, punched all the roads around the hill there in Wecoma.

Mrs. Wanker's own studio, The Paint Box, was situated just north of the Wanker residence. Mrs. Wanker was an outstanding gardener and agate enthusiast. According to Grace Hammond, "She was interested in flowers, and she developed that place up there, and she built the little box there so she could go down there and paint. But she bought all kinds of nice flowers and got 'em started around there. That was a beautiful place, and she kept it beautiful. Connie Hansen bought it because of the flowers, I'm sure. I never met her, but it was beautiful before she took it over."

WECOMA DEVELOPMENT

Doc Underdahl and Grace Hammond, two of the very first residents of Wecoma Beach, purchased their property in 1928, just as Wecoma development began to take off. According to

Rhododendron Drive was one. He had a little cat with a dozer, and he made the roads up on the hill across from Ocean Caves [corner of Hwy 101 and Holmes Road].”

In 1928 Wecoma had developed enough to support a neighborhood grocery, Wecoma Beach Grocery Store. The town was beginning to be populated and residents were interested in attracting visitors. The tourist industry, which was to become the area’s main economic engine, began to take root.

The completion of the Salmon River Highway [Hwy. 18] in 1930, which cut the driving time from Portland from four and half to two and half hours, and its dedication as a state highway, made it possible for Wecoma to host a major event including a rodeo. The event included two days over the Labor Day weekend. A new arena was erected for the event near Devils Lake. The rodeo was meant to be permanent, but it did not last. Famous riders from all over the state came with strings of fast horses. According to the managers of the big show, some of the fastest bucking broncos in the entire west were ridden at this rodeo.

The festivities included Indians in full regalia, cowboys and cowgirls dressed in all the colors of the western frontier, bucking broncos, hard-boiled bucking steers, brass bands, clowns, races, boating, horseback riding, chicken dinners, bonfires, games, sports, dancing and contests. There were carnival stunts and shows, baseball stunts, airplane stunts and many other entertaining events. The following year Wecoma held its second rodeo, but there is no mention of another Wecoma rodeo in the years that followed.

In addition to all of that, a big street parade was featured on both days. The parade went from Cutler City to the arena at Wecoma. Merchants and others along the coast were invited to participate by entering floats or doing stunts in the parade.



Parade down highway in Wecoma circa 1930

Whistling Winds Inn, located at 3264 NW Jetty Avenue, got its start some time in the late 1920’s or early 1930s. Before it was built, a lake, Wecoma Lake, filled that area. After a dispute between a dairy farmer nearby and a boat rental business on the lake, “The boat rental owner and the dairy farm owner got into a big dispute, and the dairy farmer drained the lake on the guy,” as reported on the Whistling Winds website. When the Inn was first built, it was called the Wecoma Inn. It was

eventually changed to Whistling Winds because the main building gave off such an enormous howl as winds shot through the upper part of the building.

In 1931, shortly after Dr. Leif Underdahl and his brother Berger Underdahl purchased the property in Wecoma, they began plans to develop it into a housing tract. New roads and streets were laid out and old ones improved. Improvements to the development included a chain of artificial lakes near the beach, a beautified “entry” to the tract, and a well, with sufficient flow of spring water to supply all the residents of the tract.

Wecoma had become a community by this time, and local people celebrated personal occasions and national events together, as described by Grace Hammond: “What do I want to say? That us people who were raised here paid more attention to things! So we had our own Fourth of July up there—the little

group of us. There was about a half a dozen of families by that time. Every Fourth of July somebody would get up and speak! And we raised the Flag! And we were all up there on the dune. To think of it now, it would seem kinda silly for anybody to do that, but at that time it was the way we felt.”

By July of 1932 Wecoma residents had another improvement to the thriving and expanding Wecoma Beach tract. A beautiful arch leading into the tract from the highway was completed. The arch was said to be “of pleasing design of the rustic type intended to blend very nicely with the natural scenery of its background.”

As the area grew and homes were built, fire became a significant hazard. In 1932, a fire started by a short electric current totally destroyed the Pearson Cottages (location unknown) at Wecoma. A general alarm was given and the people from the community, as well as the Oceanlake Fire Department, responded. However, the blaze had gained such headway that nothing could be done but protect adjacent buildings. Mr. Pearson lost all his belongings, including his car, a considerable sum of cash and new agate shop equipment, which he had just installed.

Before the ashes even cooled, debris was cleared away and work on a new building was started. Neighbors and friends turned out en masse and donated help and material for the new structure, which was quickly completed. The new building housed a modern agate shop and the office of the Ashley Real Estate firm. It was also a great testimony to the strong community that had been established in Wecoma.

More cabins and cottages were constructed to take advantage of the need for tourist accommodations. Whenever a business started up on Coast Highway, a few cottages were added to supplement income. H.W. Proctor went about it the opposite way. He started his business with the Proctor Cottages (near NW 33rd Street) at Wecoma Beach, and in 1933 he added a restaurant on the highway adjoining the agate shop and real estate office of Ackley & Pearson. Mrs. Proctor managed the restaurant while Mr. Proctor devoted his time to caring for the cabins.



Braemar cottages

In March 1935 Mr. Stanfield and Mr. Keelock installed a new water system at their housing development, Braemar Beach, located between NW 25th Street and NW 28th Street. The system had a capacity of 1800 gallon an hour. A storage tank that held 500 gallons was also installed. Construction of a 10,000-gallon storage tank on the hill was planned for the future, but never realized.

All of these cabins and cottages were great for casual dining and weekend get-a-ways, but the area lacked a high-quality hotel and restaurant until 1935, when the Dorchester House was built. In 1929, Charles F. Walker, a Portland educator and businessman originally from Dorchester, Ontario, began construction of the building that would become The Dorchester House, based on the design of Oregon architect Rowe Kennedy.

Walker's desire to provide a hotel that recreated the tradition of hospitality of English inns was heightened by visits to his family's home in Dorsetshire, England. There he experienced the hospitality of the inns, which served travelers on their way to coastal spas, and studied their architecture. In fact, the name of the project may have been influenced by London's fashionable hotel developed about the same time known as The Dorchester, located near Buckingham Palace.

The crash of the stock market and the advent of the Great Depression, meant that construction was halted for several years, but then it resumed in time for a grand opening on July 4, 1935. The architect's design was a product of the English Arts and Crafts Movement and a colonial theme influenced by George Washington's Virginia plantation home, Mt. Vernon. It was a classic structure, gleaming white, and the rooms had a fine view of the ocean. It had a huge lobby with leather furniture and highly polished floors. There was also a billiard room for those so inclined. The dining room was formal in the English manner and the waitresses wore black uniforms with white, starched aprons. The food was excellent, as was the service, and consequently the business prospered.



Dorchester House dining room

During its heyday, the popularity of the establishment and increasing motor traffic encouraged Mr. Walker to enlarge the building. He added another gable, more rooms on the upper level and a lobby with office space on the first floor. In 1939, a new lily pond was added to the gardens at the Dorchester House, just south of the tennis court. Mr. Walker boasted that the finest lilies were bought to float there. Later, a fountain was added to the pond.

When Mr. Walker moved to Wecoma he built a beautiful home and estate on the east side of the highway, adjacent to where the St. James Episcopal Church is today. Mrs. Walker was a devotee of flower gardening, so she arranged for the land to have terraced landscaping and was responsible for all the planting with the help of a hired gardener.

Mr. Walker had a hog pen in one of the back corners of his "ranch," and the hogs were fed leftovers

from the Dorchester's dining room. This solved two problems, since garbage disposal was a problem at the time. It was also reported that some very fine ham and bacon were served at Dorchester's tables.

When the Walker's left the area some time in the 1950s, the Nanos family purchased the home and named it the Iris N Ranch. Iris Nanos was then a student at Taft High School; It was named after her.



Iris N Ranch with gardens

the Pacific Ocean. Later, when the property was sold and renovated, the name was changed to Surftides. Apartments were still rented as well as hotel rooms and suites. Phone directories listed Surftides as apartments until 1958.

In August 1937 Wecoma residents saw an improvement to their water system. The water supply line was extended 3,200 feet from the Dorchester House to Wecoma. By September, the Oceanlake water system was providing water service for Braemar and Wecoma residents.

Towards the end of 1938 vandalism of the graves in the old Indian burial ground spurred tribal members to make plans to remove the remains of their departed ancestors from the Morris Indian Cemetery on the crest of Wecoma Heights (NW 30th Street) to Siletz. At least two graves were tampered with, those of Annie and Sarah Morris, wife and daughter of John Morris, who owned the original allotment.

Abraham Lincoln, a Native American man who might have lived in Wecoma even before the Morris, was also buried in Morris Cemetery. Mr. Lincoln was brought to this area from the Sixes River country by the captain of a ship in 1860. Lincoln did not divulge his Indian name to the authorities so he was given the name of the country's president. His wife, Margaret, rested beside him. History suggests that other Indians resided in Wecoma before the first "white" honeymoon party of Jason Lee and Cyrus Shepard and their brides in 1837.

J.S. McNaught of Portland, owner of the Wecoma Heights tract, cooperated fully with local Indians in the proposed removal of their cemetery, and through the Indian agent and his field secretary, funds were made available for that purpose. In 1946, all of the remains, except those of the Morris family, were relocated to the cemetery at Siletz.

On January 3, 1939, the worst sea storm ever witnessed in the area resulted in over \$100,000 in damages. It blew down garages at Liston Lodge [2845 NW Hwy 101 later the site of Gallucci's Pizza], washed away steps and undermined the retaining wall at Surftides. A number of beachfront homes were already

In 1937, on the site of the former Berger Underdahl home, Berger built a cabin that looked substantial but was actually deceptively small and covered in imitation logs. He was an admiral of the first regatta on Devils Lake.

Surftides on the beach was opened as the Surf Tide Apartments in the Wecoma area once known as Braemar. Rented by the week or by the month, these upscale apartments had a wonderful ocean view. The beach was even lit at night to ensure guests a twenty-four-hour view of

in danger of being undermined by the high tides, which gradually wore away embankments. Construction of a new sea wall on the beachfront in Wecoma took place in July 1939. The estimated cost of the wall, which measured six feet wide at its base, tapering at the top to eighteen inches and extending 260 feet long and ten feet high, was \$2,500. Workmen dug down to bedrock before pouring the concrete to ensure its stability. The new sea wall meant an end to the serious erosion problem property owners were facing as a result of heavy winter storms.

As the decade that brought the Great Depression ended, local newspapers favorably contrasted the construction and development at the coast to that which had taken place throughout the rest of the state. In 1939 the construction of many new businesses including a new “flat iron” building adjoining Safeway in Oceanlake, a new chapel, and the White House Restaurant meant that development had momentum.

At the beginning of the 1940s, development continued at a good pace. In April the Leedy Beauty Shop opened in the Braemar Grocery Store Building; in May Mr. and Mrs. J.D. Anderson purchased Liston Lodge from Mr. and Mrs. Jack Liston, and in September a new building housed Vanity Cleaners and some other businesses. By October 1940 the telephone system had become fully automatic.

Construction of new businesses began to slow in 1941 with the beginning of World War II and the loss of tourism dollars. For the next few years life in the town of Wecoma became quiet due to war restrictions on gasoline and other goods and services.

“We were getting close to war with Japan. In fact, two shells had been lobbed onto the Oregon Coast, so precautions were getting very strict along the beach. No lights could be shown from houses that could be seen from the sea. No car lights. We hung heavy blankets over the drapes on our front windows, but even then, we got a heavy knock on the door one night. It was the Coast Guard saying we had a crack of light showing. The beach was patrolled all night by the Coast Guard and their trained dogs,” Underdahl reported.

Business began to pick up again in 1944. In July, Mr. and Mrs. A.B. Edmonds purchased the Morse Court from Mr. and Mrs. R.D. Morse. They changed the name to Rio-Mar Deluxe Motor Apartments. As an expert on air conditioning, Mr. Edmonds traveled all over the United States, and after examining many sections, found the west coast “most to his liking.”

The sale of the Dorchester House, then a nationally renowned hotel, by Mr. and Mrs. Alfred T. Walker was the big news in August of 1944. Mr. and Mrs. Walker’s efforts made the Dorchester House re-

nowned for its hospitality, and they had a positive effect on the life of the community as well.



Dorchester House

The new owner, Ernest H. Aebi, had been a prominent Portland caterer who knew a good thing when he saw it. The Dorchester House had been a tremendous success almost from its opening, and the Walkers had added to the original structure over the years. They had the grounds landscaped, built tennis courts, and installed lily ponds. The result was a building “in harmony with its sur-

roundings” that was “widely recognized for its architectural beauty.”

New ownership did not mean changes to the restaurant and hotel, “Many will wonder whether the same types of food are to be served here as in our Portland places,” said Mr. Taylor, the new resident manager. “The answer is no. Within the limit of our ability to do so, we are going to carry on with the Dorchester House traditions exactly as they are.”

The Dallas men, clearly out to make a quick profit, sold to Kirtsis after holding the land less than a month. Twenty acres of the tract adjoined Nob Hill Beach in Oceanlake, while the other sixty were across the highway on the east side, toward the lake.

For a time in 1945, Wecoma beaches became the destination for beachcombers. After a huge storm hit the area, record numbers of Japanese glass fishing floats came ashore in the Wecoma area following strong westerly winds. Residents and visitors alike enjoyed finding the floats along north county beaches since the 1920s and 1930s. The glass balls made excellent souvenirs and could be sold as well as collected. The going price ranged from 25 cents for the smallest ones to five dollars for the largest or most unusual.

A lumber strike on the West Coast in 1945 meant the delay of some building projects. When it eased up a bit in October, Loyal Graham built a duplex in Wecoma for which the plans had long been drawn. Other projects quickly followed, and with the ending of the war, development commenced apace.



Beach at Wecoma

families ever seen in these parts, a family of dolls. Dolls overflowed the Tucker residence, the garage, and the upper story of one rental unit. She had a doll “factory” located on the upper floor of her home where dolls of every description were scattered about in various stages of completion. Scores of arms, legs, and wigs awaited the master touch of Mrs. Tucker who transformed them into beautiful characters.

Two of her favorites, Mr. and Mrs. Button, “kicked off” the World War II War Loan drive in Coos Bay. The resplendent Mr. Button stood 36 inches tall, glittering in tailcoat and top hat of jet buttons, while Mrs. Button was a demure 28 inches. Together they were covered with 14,960 buttons that had taken three years to collect. Her collection, which included numerous antique dolls, each with complete history attached, was ideally suited to the museum type business the Tuckers created.

The Dorchester House continued to be a focus for Wecoma businesses in the 1940s. Mrs. Adah M. Landsverk, who had purchased Mickey’s Beauty Salon at the Dorchester House, also opened a gift shop and rental library there. The Dorchester Gift Shoppe and Rental Library occupied the space used by the beauty shop, while the beauty shop was moved to an adjoining room.

Tucker’s Place, a once well-known Wecoma business (Hwy. 101 and NE 33rd Street) got its start in 1945 when Mrs. Ben Tucker moved to the area. She was the head of one of the largest

Announcement of the opening of the Terrace Room at the Dorchester House on February 2, 1946 ushered in an era of entertainment-type tourist attractions at the beach. The new supper club included a well-known Portland orchestra that supplied music for dancing. The room could accommodate 150 people; tables for opening night were by “reservation only.” As with all private dinner clubs at that time, arrangements were made for guests to check their bottles at the door. “The Terrace Room had opened at The Dorchester House because of numerous requests for entertainment of this type,” said Mr. Taylor, the Dorchester manager. “It is my personal conviction that the Terrace Room will fill a need that has long been felt in this community.”

Bel- Aire Court owners, Mr. and Mrs. George Baker, sold the business to Mr. and Mrs. G.A. Dwyer of Portland and Mr. A.H. Grant of Reedsport at the beginning of 1946. Bel-Aire Auto Court, constructed in 1940, consisted of eight rental units plus the manager’s apartment. Renamed the Wecoma Inn in 2010, the lodging establishment remains a Lincoln City business today and has been in continuous use since 1940.



Mr. & Mrs. Button

A bulk oil plant opened in Wecoma in 1946. Two veterans of World War II, Robert C. Johnston, son of P.M. Johnston, and Jerry Hollestelle, Johnston’s son-in-law, went into partnership to form North Lincoln Oil Company. Hollestelle managed the service station, located on the highway in Wecoma, and Johnston was in charge of the bulk sales and delivery of diesel and stove oil. The vets obtained a used Chevrolet one-and-a-half ton truck from the Army and added tank pumps and a hose reel, which enabled them to service consumers under the most adverse road conditions. They also remodeled and redecorated the service station. Larger underground gasoline storage tanks were added as well as a retail fuel oil tank. The south end of the station lot was filled-in to allow the erection of two large upright tanks for bulk storage.

Also in 1946 Mr. and Mrs. E.A. McNair took over the Ocean Caves Store (Corner of Hwy. 101 and Holmes Road). The new owners purchased the store from Mr. and Mrs. Ed Lavers. One of the innovations of the new owners was the installation of a 5 and 10-cent department that became popular with customers.

By May of 1946 construction on a highway widening project between Oceanlake and Wecoma began. Storm sewers were installed first and then a storm sewer main line that extended the length of the new highway. The line was fitted with ten manholes and forty-two catch basins. The state highway department contract for the job went to T.W. Thomas, a Portland contractor, for \$132,810.

The length of the new section of divided highway was 6,300 feet, or about one-and-one-fifth miles. The width of the new highway was increased from 28 to 30 feet on each side of the median strips that divided the road. The median strips, about two



Ocean Caves Store

feet wide at the lower end of the road, widened to 15 feet at the northern end near the Dorchester House, and were filled with 1,700 cubic yards of soil and many beautiful flowers and shrubs. The strip had concrete nosing at all major intersections and was equipped with light pedestals two-and-a-half feet high.

Ballast laid under the highway consisted of 21,000 cubic yards of crushed rock, topped with three layers of oiled gravel. North Lincoln Rock Production was awarded the \$30,000 gravel contract as well as the one for oiling at \$15,000. Concrete work, including curbs, manholes and catch basins, was expected to cost \$32,000. These upgrades greatly improved the look of the highway in Wecoma.

North Lincoln County experienced one of the greatest temporary influxes of population in several years when Lion's Club delegates and visitors from all parts of Oregon gathered at the Dorchester House in 1946 for their annual state convention. About 400 delegates and alternates and 350 members of the Lions' Auxiliary and their guests rolled into town. The total number of people in town because of the convention came to more than 1,000. Housed and entertained for four days, delegates enjoyed a series of dedicated events including a Governors' Banquet and Ball at "The Coaster,"

Later that year, the Norcrest Terrace development, high on the hill overlooking Wecoma, the Pacific Ocean and Devils Lake, was platted. Norcrest Terrace was where McDonalds, Walgreen's and the Pig & Pancake are today. Lots were approximately 70 x 90 feet. Prices ranged from \$400 to \$1,200. The ninety-eight lots were a part of the Indian allotment acquired by Charles Norwick when he moved to Wecoma.



Norcrest Office 1950s, Hwy. 101 far left

According to Mrs. Batchelder, daughter of Charles Norwick, the family came to Wecoma Beach in 1915. The roads over which they traveled were hardly more than Indian trails and cow paths. There was a tollgate at Boyer, and they were forced to ford several streams, including Bear Creek. During WWI the army took over the property for a radar station, and 400 soldiers were quartered on the hill.

Pleasant Beach Land Company, which started the development, was run by Syra Norwick of Portland, Mrs. R.E. Davis of Seattle and Mrs. J. L. Batchelder of Wecoma. The Norcrest Terrace tract had graveled roads, which wound back and forth around the hill and a panoramic view, all of which made it a very desirable place to live.

Businesses changed hands, were reinvented and were newly born through the latter part of the 1940s. Surftides acquired 220 feet of additional ocean frontage on its north side in 1948, which led to enlarging the already successful business. Owner Sid K. Tworodger said he would justify his faith in North Lincoln's future by "an expenditure, of \$200,000."

Additional construction included three new apartments and two hotel rooms at the south end of the Surftides quadrangle, a new office building, two apartments for caretakers and a home laundry for guests. Long-range plans also included a 40 X 60-foot swimming pool, but that was not completed until the 1950s.

Norcrest Gardens, a new nursery in Wecoma, was opened in February 1948 by Mr. and Mrs. J.L. Batchelder. Mrs. Bathchelder had many years of experience with flowers and shrubs and specialized in



The beach at Surftides

raising shrubs that thrive in the coast climate.

The Barbara B Café, located on the highway across from North Lincoln Oil Company, opened in Wecoma on March 11, 1948. The proprietor, C.H. Bedford of Portland was proud of the new neon tubing that outlined the roof. It was considered innovative and modern.

On March 25, 1948, Mr. and Mrs. George H. Whitcomb purchased the Surfspray Auto Court Apartments built by Holmes and Peterson near the oceanfront in Wecoma. Each unit had been individually styled and artistically decorated. All were gas-equipped and furnished in a modern manner.

On April 8, 1948, Dan Newman, a Cutler City glass expert, purchased the Percy Johnston structural glass business in the Lohkamp Building. Newman moved the business to Wecoma to expand. The larger building meant he could handle any type of glazier craftsmanship from ordinary windowpanes to large plate glass work and structure contracting with modern glass blocks.

A few days later, on April 10, the grand opening of Wecoma Appliance Center was held in the Lohkamp Building. The new owner, Berger Underdahl, threw a really “grand” opening party. The more than 300 people who attended were given door prizes and refreshments. The new appliance store featured model booths for the display of kitchen and bathroom fixtures and appliances, and a special soundproof radio room where customers could listen to radios in home-like surroundings. Underdahl, a pioneer who came



Lohkamp Building 1947

to the area in 1928, expressed amazement at the growth of Wecoma and the North Lincoln area in the twenty years preceding the opening of his business. He also spoke of his eagerness to contribute to the continuing growth and happiness of the area, as well as to maintain the highest standards in his business.

The Pacific Glass Company, still in business as of 2018, got its start in July 1948 when a new partner, Lloyd E. Thompson, formerly of Salem, joined the firm. Formerly known as the Dan Newman Glass Company, Pacific Glass was located in the Lohkamp building, which still exists at 3454 NE 34th Street. The company acquired a new auto glass pattern machine. The state of the art machinery bore the impressions of over 4,300 different auto glass patterns, and a glazier operating the machine was able to turn to any auto glass pattern and to fit any model, make or year of automobile.

One of Wecoma's most successful businesses, Pixie Kitchen, got its start in November 1948. Originally called Pixie Pot Pies, the business was owned by Mr. and Mrs. T.C. Gallagher and Mr. L.C. Cleworth. They located their business on the highway in Wecoma, at 3517 NW 101. Later it became a Motel Six. The front of the building was meant to represent a pixie or fairy house. The owners started with a "take-home" pie service primarily, but the pie could also be eaten on the premises, if so desired, in a large room equipped with a fireplace.



Original Pixie Kitchen

On May 21, 1953, an enlarged and redecorated Pixie Kitchen opened under the new ownership of Jerry and Lu Parks. The new Pixie Kitchen specialized in dinners with table linen, candlelight, and a pixie theme. Dinners included entrée choices of seafood, steak, prime rib, pork chops, or chicken. However, fun, not food, was the restaurant's main attraction. Extra attention was paid to children as customers, with "specially trained" waitresses, children's portions, place mats that folded into pixie hats and surprise grab bags filled with candy and prizes. "Intelligence tests" provided at each table kept adults entertained.

Attractions such as the Pixie Garden—which included large, colorful, me-



Early Pixie Kitchen restaurant and garden



chanically animated wooden pixies—captured the imagination of young and old alike. Often kids would hurry through dinner so they could run out and explore the garden while their parents ate.

A novelty mirror placed near the entrance made a person look tall and thin and read, “You Look Hungry.” Another, near the exit, made a person look short and fat and read, “Guess You Had Enough”. The Pixie Kitchen was a landmark for coastal visitors for thirty years. It closed in 1983, but the restaurant had a short revival in 1985 under the operation of Mike and Anne Baxter. The Pixie Kitchen is remembered fondly by thousands of visitors as a special, one-of-a-kind place.

In 1946 the Congregational Board of Home Missions and the Oregon Conference of Congregational Churches did a survey of Oregon and decided to build a new church in this area, each providing \$15,000 for its construction. Mr. A. C. Kirtsis owned the land that was needed for the new church. Mr. Kirtsis was a Syrian immigrant who sold the land (5 lots) for \$3,000 because he had attended a Congregational school in Syria and was glad his land would be used for a church. In 1948 the Oregon Conference of Congregational Churches decided to purchase an additional lot to increase the total plot size to 250’ X 125’.

Architect Warren Weber of Portland was chosen to design the church buildings. Work was begun in January 1949 on the parsonage, but heavy rains that year delayed progress. The home was finished on August 7, 1949, and the first service was held in the parsonage living room on August 14 with twenty-three people present. On August 28, 1949, the first Sunday school program was conducted. A couple of months later on October 2 the parsonage was dedicated with 150 people in attendance.

The new minister was the Rev. Paul G. Dickey, who had completed 12 years as minister of Parkrose Community Congregational Church. He and his wife, Lois, had two sons, 17-year-old Roger and 13-year-old David.



Congregational Church dedication and congregants

Each Sunday for four years, they moved the furniture, set up chairs, and made coffee to hold services in their living room. Roger played hymns on the piano. Sunday school was conducted in the bedrooms.

Residents were blessed with a new church in 1954. The new 200-seat sanctuary was built with natural woods, and special care was taken with the lighting fixtures and effects. The building also provided two classrooms, an all-purpose room seating 80 at tables, an annex, hall and rest rooms. Dedication of the Wecoma Congregational Church was held on March 28 at 1760 NW 25th Street. Rev. Dickey, who continued as minister, asked Rev. Paul A. Davies, minister and superintendent of the Congregational Conference of Oregon, to preach the dedication sermon. The membership of the church at that time was 170, and the church school enrollment was 110. The first wedding to be held in the Congregational Church was the wedding of Douglas McKensie and Sandra McKensie in 1958.

Living in Wecoma in the 1950s was wonderful, although sometimes difficult, according to Nina Hutchinson Ingraham, the youngest of 13 children, who moved to Wecoma with her parents. "In the springtime of 1951 my parents, Marion and Narcissus Hutchinson, purchased a motel on the beautiful Oregon Coast. The motel was known as Wecoma Courts, and it was situated on the corner of Holmes Road and Hwy. 101, directly behind what was then known as Ocean Caves Grocery store.

"Owning a motel on the Oregon Coast had been my parents' dream for several years. My mother, who had been a nurse at Good Samaritan, came first. She cleaned and painted cabins while my dad stayed behind in Portland until my sister and I finished the current school year. I was nine years old.

"Soon after school ended, the rest of us came. There were two brothers, my sister and myself. One of my brothers took a job logging and worked part-time at a fish market at the south end of Taft. In the fall I was to be enrolled at Delake Grade School and my sister would start her first year at Taft High School.

"Down in a small gully just south of our cabins there was a very large wild rhododendron. Its trunk and multiple limbs filled the gully. The top of it was clearly visible from the main highway, especially in the spring when it bloomed. Using only hand tools, my dad cleared just enough land behind the cabins for a picnic area. He also spaded a large section in the center of the court and planted a dahlia garden. The coastal climate, aided by his green thumb, produced exceptional flowers.

"During weekends in the spring my brothers and sisters and their families came to visit. If the cabins were rented, as they often were, sleeping arrangements were crowded. Some of them bedded down in the office/living quarters. My brother from Portland and his wife slept in the kitchen on a rollaway bed. He wanted to be nearest the stove come morning, and then he could reach up from a reclining position and turn on the coffee pot. The others slept on the floor in the living room.

"On Aug. 23, 1951, just two weeks after our family reunion, my dad, 71, died of a sudden heart attack. My mother found his body lying in the dahlia garden. I had a brother in the Army in Korea at the time. He was discharged and came home to help support the family. He played the piano by ear and on warm summer evenings our motel guests sat on their porches and listened to him play.

"In spite of financial hardships, my mother continued to own and operate the motel until 1953. The cabins rented for a modest amount of six to eight dollars per night. Five of the cabins were rented out by the month. One of the renters, who worked at the Beach Toggery in Oceanlake, ate his evening meal with us. Another of the renters was a retired seaman who became a close friend of our family. A family with young children my age rented one of the larger units, and a spinster lady rented one of the smallest. The largest cabin at the top of the drive, a log one, was also rented.

“My girl friend and I earned our fun money by peeling cascara bark. We dried it, stuffed it into gunny-sacks, and took it to Callison’s in town. They weighed it and paid us by the pound.

“The property where the motel once stood is now a mobile home court. The large rhododendron and cascara trees are gone. They were replaced with houses and more mobile homes. Places I remembered as a nine-year-old are gone. Where there was once a riding stable at the end of NW second, a motel now stands. Lacey’s Doll House and Pixie Kitchen are gone, too.

“Now as I drive through town passing different landmarks, I think of the changes that have taken place here. Fast food places, new motels and shopping centers have sprung up everywhere. Then I think to myself, thank goodness the Bijou is still here, and the Dorchester House, and the lake . . .”

Miss Ingraham is among many who remember Lacey’s Doll House and Antique Museum by the Sea. It opened on April 14, 1951 and quickly became one of Wecoma’s favorite attractions. The business operated in the building that had housed Tucker’s Place previously (NE 33rd and Hwy. 101) and was in many respects a continuation of the Tucker’s original concept. Hazel Lacey, the museum’s owner, was an avid doll collector who loved to see her dolls all displayed in one place. Over the years her collection grew to over 4,000 antique dolls, one of the largest collections in the country. More than 2,000 other collectibles, including a rare gun collection dating back to pioneer days and antique miniature furniture, were also on exhibit.

Mrs. Lacey never thought doll collecting would result in her filling a museum. It began as a hobby, and it might have remained a hobby, but her husband wouldn’t let it. “He would go to town and bring home two or three dolls,” she recalls, “and I would say, “Well, there goes our money for the week.” “He bought them,” she recalls, “and I dressed them.”

Soon the doll population in the Lacey home was booming. To provide room for the boom to continue, the Laceys bought the 42 X 80 foot building that had been known as Tucker’s Place, which had included a doll collection that Mrs. Tucker “customized” with buttons, etc., but Mrs. Lacey turned it into a real doll and miniature museum.

When Lacey’s Doll House opened,



Lacey’s Doll House (above); Hazel Lacey shows high buckle shoes on 19th century doll (below)



Iris N Ranch, opened in 1953 as a hospital

more than 2,000 dolls went on display. In the entrance stood a dollhouse over 100 years old, which she had purchased from St. James Church in Portland for \$35. One of Mrs. Lacey's prized possessions was the "Gibson Girl," made by Emma Clear, the first woman to make porcelain dolls in the United States. Her dolls came from all over the world and were made of a variety of materials including china, porcelain, wax, rags and carved ivory. She even used dried and shriveled apples for the puckered faces of some dolls.

Her collection included the bonnet dolls made in the 1800's by Kate Greenway, a noted artist. Adorned in straight dresses with wide ruffles around the hem, the bonnet dolls were unique for their non-removable bonnets. Another case housed a collection of Japanese dolls arranged to depict the annual Japanese Girls Doll Festival on March 3, and the Boys Doll Festival on May 5. Festival dolls were arrayed in picturesque ancient imperial court costumes according to rank from emperor to footman.

Mrs. Lacey did not confine her museum to dolls. Her collections included everything from silverware to old music to models of the pistols used to kill President Lincoln and McKinley. Lacey's Doll House was in operation until 1994, more than 40 years. After the deaths of Hazel Lacey and her son Dean, Wecoma residents attempted to purchase the collection to keep it in Lincoln City, but the collection was put up for auction instead. After the dolls were inventoried and boxed, auctions in Lincoln City and Portland were conducted over several months with the proceeds going to The Shriner's Children's Hospital. The collection of dolls and antiques that had grown over 40 years and numbered more than 4,000 were scattered all over the country and are now in the hands of private collectors. However, some can still be seen today in an exhibit at the North Lincoln County Historical Museum.

The possibility of opening a hospital in Wecoma was considered by residents in January 1953. Twenty local people gathered to hear George Shiffer, the director of the Hospital and Facilities section of the State Board of Health in Portland, offer advice and information necessary to build a hospital.

Shiffer described the actions and conditions necessary to gain financial assistance from the government through the Hill-Burton Act, which would pay up to one-third of the costs of a hospital in Oregon. He stated that two-and-a-half-beds per 1,000 population was the best estimate to make. A 20-bed or more hospital, he advised, was the only size that could be run economically.

The 17-bed hospital at Newport cost over \$280,000, he reported, and estimated that it cost about \$2,000 per bed for equipment. Even though North Lincoln had a permanent population of approximately 5,000 people at the time, which meant it could support a 15-bed hospital, the tourist population in the summer at any one time was much more than that figure. Shiffer agreed that the Hill-Burton assistance could be had for a small hospital of about eight beds, but he warned its construction cost would be almost as great as a 20-bed structure because of the Federal requirements that must be met.

In October of 1953, North Lincoln Hospital at Wecoma opened at the former Iris N Ranch. The original residence was ideally arranged for the purpose, with two large rooms that had a pleasant ocean view for wards; and other rooms that were easily converted for surgery, office and staff rooms. A large sun deck

on the east side of the building provided pleasant afternoons for convalescents.

The upper floor housed the wards and other hospital rooms. Each of the two wards was fitted with three beds, and additional patients could be accommodated if the need arose. Hallways were remodeled to permit easy passage of the wheeled stretcher and other equipment. The surgery was completely equipped for such minor surgery as appendix and tonsil removal, and other routine operations. Lower level rooms housed a kitchen, nurses' rooms and living quarters for the staff.

A guesthouse, a separate unit east of the main hospital building, was outfitted for obstetrical cases with a three-bed ward, a delivery room, a nursery and laboratory rooms. An extra room was added in case additional beds were needed. A registered nurse with supervisory experience was on duty "at all times," while other nurses were on call in case of need. An orderly and additional practical nurses were also available.

Local doctors, who had to take patients to Newport, McMinnville or even Portland in the past, hailed the opening. They said it gave patients a distinct advantage, since a local hospital saved critical time in emergency cases and enabled many people to remain in the area where they could be visited frequently by friends or family.

Unfortunately, as much as a new hospital was needed, it never gained the wholehearted support of the community due to its cost and limitations. Within a year North Lincoln Hospital at Wecoma closed its doors. Mr. A. Fleming, the hospital's owner, announced plans to convert the building into a nursing home simultaneously with the closing of the hospital.

ANNEXATION

On May 5, 1955, Wecoma residents took the first step toward possible consolidation with Oceanlake when they filed a petition requesting annexation. The petition had 25 signatures and asked that the area west of the highway between the Oceanlake city boundary and the Pioneer Monument on 39th Street be annexed.

East of the highway the area included in the proposed annexation consisted of a strip 600 feet wide along the highway, from about 100 feet north of the Pacific Glass building to Holmes Road where it again turns east. The area included a strip 300 feet on each side of Holmes Road down to Devils Lake.

On the south side of this strip, the area ran due south to Oceanlake city limits, 600 feet east of the highway at Holmes Road to nearly 1,000 feet east of the highway where it joins the city boundary. All the figures and descriptions were rough estimates, but a proper legal description appeared in the newspaper.

The configuration of the designated area to be annexed caused many problems, but the proposal was designed to leave out of the annexation several large areas that were unsettled and considered unsuitable for city property, as well as some sparsely populated areas. The plan represented a compromise with the original plan, which included all of the area east of the highway from north of Norcrest Terrace Hill to the intersection line south of Holmes Road and from the highway to the lake.

A committee of four—Floyd Stager, Leslie James, John Stolz and C.J. Secor—delivered a full report on whether or not to annex at a Friday, June 3, 1955 meeting prior to a vote. When the committee met, and the report was made, things appeared to go smoothly. Some 150 Wecoma Beach and Braemar residents heard arguments on both sides at the public meeting at the Dorchester House held by the Wecoma Beach Community Club's Committee on Annexation. Summed up, the committee's report stated that many

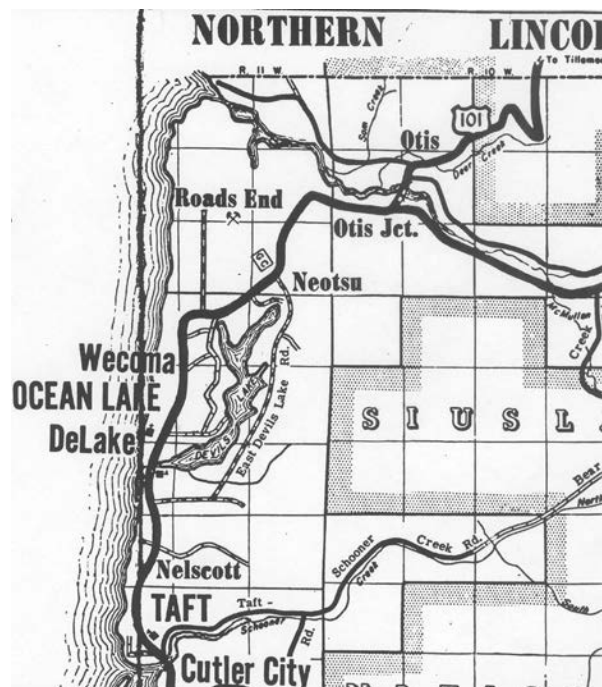
Wecoma residents sought municipal services, road improvement, better water pressure in dry months, street lights, police protection, sewers and similar services. Annexation was one way and probably the cheapest to get them. All in all, the city was offering the area concessions that made the idea attractive.

Bruce Ambler, engineer for Oceanlake, as well as other Lincoln County cities, spoke and answered questions on water, sewage disposal problems and road problems. Oceanlake's Police Chief, Al Barzee, explained police department procedures. He said that annexation would result in hiring another policeman and the establishment of a 24-hour patrol in the area. Oceanlake councilman Ben Bienert explained other city services and answered a question regarding council representation of the area.

An eight-page bulletin published by Wecoma Beach Community Club was used as a basis for the information meeting. Points brought out at the meeting included how soon grading on Wecoma streets would begin and how soon oiling would start after the roads were properly based and whether a pump would be installed east of Devils Lake that would increase water pressure. Officials agreed that the charge on water bills paid by Oceanlake residents would not be added to Wecoma residents' bills until the area formed a sewer district. Taxes would be as much as 18 mills lower in the enlarged city than the levy of 122 mills in Oceanlake, and expansion of Oceanlake's sewer system presented no difficulties. The greatest problem still to be solved was the creation of an acceptable plan that addressed the fate of the Devils Lake Rural Fire Protection district.

A call to Chief Deputy Fire Marshal Taylor at Salem brought little help. The committee was told that the office would steer clear of any controversial matter, refusing even to recommend an answer to the Devils Lake Fire district problem unless such a request was channeled through the District Attorney to the State Attorney General and he sought their advice.

In a personal conversation that followed this statement, however, Marshal Taylor referred to the comparable situation solved by Taft and Delake, which took advantage of a law put in place two years prior that enabled them to rejoin the district they had been separated from on incorporation.



Map showing Wecoma and other towns before annexation

The potentially highly explosive meeting went off smoothly with the audience applauding all speakers good-naturedly and impartially. In closing, Chairman Floyd Stager asked that further meetings be held, "both pro and con, that the residents of the area attend them, inform themselves as well as possible and then vote intelligently."

The next community meeting to discuss annexation did not go as well as the first. Again, the audience numbered about 150. This time people definitely showed their anti-annexation feeling by loudly booing some statements of pro-annexation members. The Committee Against Annexation, Everett Ivie, chairman, arranged the meeting, and Ivie was the principal speaker. He pointed out reasons why the Wecoma Beach and Braemar area should not join with Oceanlake. Ivie spoke at length about past affairs of Devils Lake Rural Fire Protection District, stating that the district being divided was the "crux of the situation."

Registered voters of Wecoma Beach and Braemar area west of the highway and as far north as Roads End were eligible to vote on the issue. Wecoma citizens voted 117 to 99 to annex their area to the city of Oceanlake on June 3, 1955.

Both sides maintained poll watchers to check on late registrants and those “living outside the annexation area” who might erroneously seek to vote. The major cause of the challenge was late registration. While Toledo attorney Donald Dimmick, retained by anti-annexation forces, stated his opinion that bona fide residents could vote even though they had registered fewer than 30 days before the election. Raymond Wood, Oceanlake’s official attorney advisor for the election board, and T.R. Adams, an attorney residing in Wecoma Beach, strongly disagreed. This difference of opinion indicated that the issue might go to the courts for a decision.

A complaint was filed that temporarily blocked the integration of the annexation area into the city of Oceanlake. Work in progress on Wecoma streets was halted while city officials studied the proper legal course of action. George Kennedy, city recorder involved with preparation of the budget, said he was awaiting action of the council. He had been about to order some 5,000 gallons of road oil for use in the annexation area. Mr. Kennedy and Attorney Wood explained stoppage of the work on grounds that if a complaint proved successful in stopping annexation, it would be impossible for the city to recover funds that had been spent.

The Wecoma-Braemar area officially became part of the city of Oceanlake when the Oceanlake City Council passed the last of several ordinances necessary to officially end the dispute. An emergency clause put the ordinances into effect immediately because of the threat of a suit to have the election declared void. The expected suit had not been filed when the council took this preemptive action.

Shortly after this action Oceanlake officials were served with papers naming them as defendants in a “declaratory” judgment suit seeking to have the annexation election in Wecoma Beach declared illegal. The complaint, drawn by Toledo attorney Donald Dimmick, bore the names of Everett R. Ivie and Maude Wanker as complainants. The complaint was based on three contentions, Oceanlake City Attorney Raymond Wood explained. First, that 27 people were wrongfully deprived of their right to vote because their registration had taken place less than 30 days before election day. These voters would have voted against the annexation, thus defeating it. Second, that the voters of Oceanlake did not vote to accept the annexed area. Under a new state law, the Oceanlake City Council held a public hearing and waited 30 days in case a referendum election was petitioned for the city, and then preceded with action to incorporate the area into the city. Third, that the annexation adversely affected the status of the territory and taxation powers of Devils Lake Rural Fire Protection District.

A note of humor was injected into the tense situation as four city councilmen refused to accept service of the papers in the case due to misspelling of their names. Some denied knowing the parties named in the summonses. William Marquis denied being William Marquist; Mayor Boyd T. Jenkins denied being Boyd W. Jenkins; Ben Bienert denied knowing anyone by the name Beenert, and Bob McClain denied being Roland McClain.

The council unanimously stated their intent to fight the suit and started collecting business licenses to correlate street names in the area, to retake the census questioned on a technicality, and put the grader back on Wecoma street work as soon as a grader man could be hired.

In July 1955, members of the Oceanlake Planning Commission met jointly with the city council of Oceanlake to discuss the new city map, which would include the newly annexed territory north of Oceanlake. Many engineering problems were involved, but after considerable discussion, City Engineer

Bruce Ambler was instructed to go ahead with plans for the map, giving full descriptions of the dedicated streets in the new area. The Council also instructed Ambler to prepare profiles on the three streets in the new territory for which the city planned to establish street grades. This was a first important step to receive the benefit of state funds for city streets in Wecoma and Braemar. Oregon's Insurance Rating Bureau also requested the new map to extend proper credits on fire insurance rates.

The city council, at the request of Mayor Boyd Jenkins, instructed the city recorder to reduce water bills in the annexed territory commencing July 1. Street Commissioner Jack Hubbard advised the council that he had obtained a grader operator, and that the grader was at work in Wecoma and would continue in the area until the streets were in decent shape.

In addition, considerable oiling was completed in the Braemar-Wecoma Beach area of Oceanlake. City Recorder George Kennedy reported spreading 6,000 gallons of road oil. Most of the streets that were oiled were also covered with rock screenings.

The lawsuit challenging the validity of the annexation of the Braemar-Wecoma Beach area to the City of Oceanlake was heard before the circuit court at Newport in August 1955. The court ruled in favor of the City of Oceanlake on two counts, asking that certain portions of the complaint be stricken. The portions stricken include quotations from the Oceanlake city charter and references to the effect of annexation upon the Devils Lake Rural Fire Protection District.

The Court ruled that since the complaint stated that the people denied the right to vote were registered voters, the question as to whether they were registered 30 days before the election would be left for determination at the trial. The issue of fire protection was also laid to rest when citizens of Oceanlake voted 159 to 28 to rejoin the Devils Lake Rural Fire Protection District. The court's vote to rejoin the district effectively prevented partition of the district assets and its dismemberment. Thus, the controversial question of how much Oceanlake should pay the district for protection was put to rest.

When Roy Bugh, postmaster at Wecoma since 1948, resigned in 1957, the subject of abandoning or curtailing service arose. Wecoma residents received a decision through a notice via a telegram printed in the *News-Guard*, that, "[The] Post office department will discontinue Wecoma Beach post office at a saving to the government of \$2,200 per year and establish a substation in its place. Will render same service as before, Walter Norblad, M.C." Residents were appalled.

After reading in the *Oregonian* that the post office would be closed, Al Reed, the editor of the *News Guard*, sent a telegram to Congressman Norblad stating that the decision to close the post office at Wecoma should be reconsidered.

Norbald responded immediately with a phone call to Reed. A series of communications followed that explained the exceptional circumstances, which warranted retention of the level of postal service in Wecoma. Reed reminded Norblad of the large numbers of retired people, some without cars, who would be forced to walk or beg rides unless some type of adequate service was continued.



Highway 101 in Wecoma

Norblad explained that Wecoma was the only case outside New York City where two independent post offices existed in the same incorporated city, a situation contrary to all Post Office Department rules. The Post Office had been costing the federal government \$5,950 annually, with a return of only about \$5,000.

By March a new post office substation was established at Ocean Caves Store. Although it was a sub-station of the Oceanlake Post Office, the new Wecoma station received and dispatched mail independently and offered all the services previously provided at Wecoma Post Office.

In September of 1957, a nursing home with a 20- bed capacity was announced that would occupy the former North Lincoln Hospital at Wecoma. According to Lloyd Watson and Gordon “Bud” Loving of Battleground, Washington, proprietors of the establishment, the Oceancrest Nursing Home would soon be enlarged to a 50-bed capacity. The large converted mansion had been renovated and rearranged for nursing home use by contractors Loving and Watson.

In March of 1958, the long-dreamed-of plans for expansion at Surftides Resort came true for Mr. and Mrs. Sidney K. Tworodger when construction began on the first part of the new development. The new construction included 12 ultra-modern hotel units, all with oceanfront and individual shuttered verandas, the majority with fireplaces, and all with plush, Oregon-coast-themed furnishings.

Driftwood, wind-blown pines, sea gulls, and Japanese fishing floats harmonized with the exquisite interior decorations. The use of natural materials, handmade lamps, embossed towels and terry-cloth robes

Surftides aerial view circa 1960; indoor pool (inset)



was intended to complement the custom-made furniture, bedspreads and drapes. Maude Wanker, a distinguished resident artist and Wecoma resident, was retained to create original water colors to coordinate with the individual color scheme of each room.

Approximately two weeks later, the second phase of this exciting project began to take shape. A meticulously arranged dining room, seating 100 guests, offered beautiful ocean-view dining. A central fireplace open on three sides, richly carpeted floors and soft candlelight added warmth and beauty. A background of subdued music and the song of the surf below accompanied it all.

In addition, a unique cocktail lounge with a waterfall sparkling in a rock garden was added. Adjacent was a continental-style sundeck flanking the new outdoor heated pool reserved for adults. Radiant heat provided year-round comfort on the decks.

The entire resort was redecorated to blend the old with the new. As if this were not enough to fire the imagination, Bob King, lighting specialist for Pacific Power and Light Company, created an original and fantastic drama of indirect lighting, which transformed Surftides into a glittering vision and put it in perspective to the brilliantly lighted wide expanse of ocean behind.

This transformation of Surftides into a “million dollar resort” made it a focal point in the state of Oregon. Only a couple of months after this addition was completed, “Surftides on the Beach” received recognition as one of the outstanding places to see and visit by the Travelers of America organization, which promotes travel in its “U.S. Pleasures and Treasures Map.” The G.P. Dicus Award came with this recognition.

In May 1958, Nina Heider of Willamina became the owner of the new Dairy Queen, which opened for business at 2224 NW HWY 101. Mrs. Heider lived with her husband, Virgil, in their trailer house adjacent to the Dairy Queen. The modern Dairy Queen building was intended to demonstrate that the store and the surrounding area were maintained in a neat condition. Mrs. Heider stated that the products she used were of known quality, purity and cleanliness. The business has been in the same location for more than fifty years.

On Wednesday, April 24, 1957, Pixie Pancakes opened their doors to the public in the former Darimaïd building (location unknown), which had been completely remodeled and modernized to seat 52 people. At that time the business was owned by Jerry Parks and Ron Kreiger but was under the sole management of Kreiger.

Pixie Pancakes served breakfast all day and employed eight people. They used the latest heat-controlled grills and spent weeks practicing and developing recipes. They also contacted major flour mills asking for their suggestions. This research resulted in their developing 17 different pancakes and a variety of waffles. With coffee served fresh hourly for just ten cents a cup, the restaurant soon became a breakfast favorite. According to Margaret Kerr, “The huge German or Apple Pancakes were just wonderful, and beautifully served topped with a glaze or whipped cream for only \$1.25.”

In a business transaction on May 1, 1958, Jerry Parks transferred his interest in the Pixie Pancakes to partner Ron Kreiger. Parks and Kreiger announced that their past policy of close cooperation would be continued. This business was renamed “Lil Black Sambos.” Ron Kreiger could be seen driving around town in his little red vehicle that sported a sign reading “Have eggs will scramble.” He also passed out broasted chicken when Lil Black Sambos started serving lunch and dinner. Great “Tiger burgers” cooked on the “cannibal grill” were a town favorite.

The business moved to its present location at 3262 NW Hwy. 101 in 1959. For a couple of years Ron Kreiger had a batting cage and miniature golf course at the back of the restaurant to attract summer visitors. Almost a decade later Barney's Go Kart opened a short distance north of Sambos. Together, they made a great spot for recreation in Wecoma that attracted both residents and visitors. However, since both businesses were outdoors, the heavy coastal rains made them rely on the summer season for a year of revenue. Still, Barney's Go Karts remained a Wecoma area business from 1967 to 1986. The miniature golf course was forced to close due to lack of steady, year-round business.

The burned down in 2002. However, the popular restaurant was quickly rebuilt on the footprint of the original building in 2003. Controversy over the name possibly resulted in shortening it to "Li'l Sambos." Sambos still serves pancakes and also has a full-service menu and a large gift shop.

Plans for a combination hospital and clinic to be built in Oceanlake were revealed to the Oceanlake City council by Dr. Virginia L. Wilhelm on August 27, 1959. The two-level structure was originally planned to have a main entrance on Highway 101, and ambulance entrances on both Highway 101 and Columbia Street. The building was to have 15,000 square feet of floor space that would accommodate 25 beds, a surgery, laboratory and out-patient clinic on the top level; while rooms for utilities, kitchens, dining, physical therapy, public health classes, storage, medical files and supplies would be on the lower level. It was to have its own 2-way radio hook-up and an auxiliary electric power plant for emergencies in case of power outages.

A staff of at least 30 people would be employed to keep the hospital operating 24 hours a day. Three medical doctors were to be in residence at all times with consulting specialists on call. Four registered nurses, six aids and practical nurses, orderlies, technicians and maintenance workers were all to be employed. This hospital was to co-operate with the Newport and other South Lincoln County hospitals, as well as fill an urgent need for medical and hospital care in the fast growing population of north Lincoln County.

A mother and daughter formed a highly successful partnership in August 1958 when they opened the Brae Mar Café. Mrs. Margretta Wallace and 19-year-old daughter Margaret made up the hard-working team. Mrs. Wallace's principal duty was cooking, while Margaret served the customers. The friendly service made the Brae Mar Café outstanding for "coffee breaks" to home-cooked meals. The homemade bread, rolls and doughnuts that were Mrs. Wallace's specialty were highly prized by area workers.



Original Li'l Black Sambos (above); Lil Black Sambos second restaurant built in new location

The Brae Mar Cafe was said to be a very popular late-night spot since Mr. Wallace was something of a night owl. It remained open long after other restaurants and even some bars were closed serving Mrs. Wallace's wonderful meals. The building that housed the cafe still stands today, now a residence at 2826 NE Hwy. 101.

In 1958, just as he was celebrating 21 years in the grocery business, Kenny Morgan purchased Ocean Caves Store and started an extensive program of remodeling and refitting. "Kenny," known as K.L. Morgan to almost everyone in north Lincoln County, served as Oceanlake's first mayor in 1946-47, and



Kenny's Ocean Caves IGA

took an active part in community and civic affairs throughout his career. He came to the area in 1937 to take over operations of the new Safeway store. In 1940, when the chain closed their small town stores including the one in Oceanlake where Kenny was the manager, Kenny bought the store. Kenny, his son Ken Jr. and his grandson Andy Morgan have operated Kenny's IGA ever since that time in Oceanlake.

In April 1959, if you were the owner of 5,000 square feet or a 50-foot by 100-foot lot in Wecoma, within 100 feet of an existing lateral sewer or one to soon be built, you received a notice of

assessment for \$169.60. The \$169.60 covered an individual homeowner's share of the cost of the pump station, pressure line and the sewer main from the street to the station. The amount was \$25 less than engineers thought it would cost when the project was started.

City Engineer Bruce Ambler praised the work done by city crews, pointing out that not only was there a savings to the property owner over bids submitted by outside contractors, but also that the Wecoma system construction was vastly superior to the admittedly leaky and defective 1950 job.

However, the assessment was still unpopular, and some residents protested it. At least one group of Wecoma residents hired an attorney to review and stop, if possible, the assessment for the sewers. The final session of public hearings on the assessments in Wecoma Beach brought a litany of protests after which the ordinance levying the assessments was read by City Attorney Raymond G. Wood and included the description and amount levied on each parcel of property affected. In response to questions from some objectors present, Mayor Bienert indicated that in cases where careful study of the protests showed an inequity, adjustments would be made and passed as amendments to the ordinance levying the assessments.

Principal objections registered at the three meetings, both oral and written, were based on financial hardship to pensioners and non-earning property-owners. Several protests were received from owners of large tracts of underdeveloped property, most of which were stated to be of little value at the time.

The city, working under a clause of the city charter which enabled them to proceed without a vote of the people on the project, stated that the sewer was a matter of public necessity and that it was understood at the time of the annexation vote that sewers would be one of the first and major benefits to come to Wecoma as a result of joining the city.

Also in July 1959, Frank and Alice Mann purchased the Lohkamp Grocery at Wecoma, which had been the original Wecoma Post Office. It was renamed the Wecoma Corner Grocery and was open seven days a week. Mr. Mann was a brick mason and was responsible for building the fabulous fireplace at the Dorchester House.

In April 1960 Pacific Glass moved to new quarters after 12 years in the same location at the Lohkamp Building. The new building, located just north of the Dorchester House, had been recently remodeled. Owner Dan Newman said the new showroom and shop would add greatly to the display of his products.

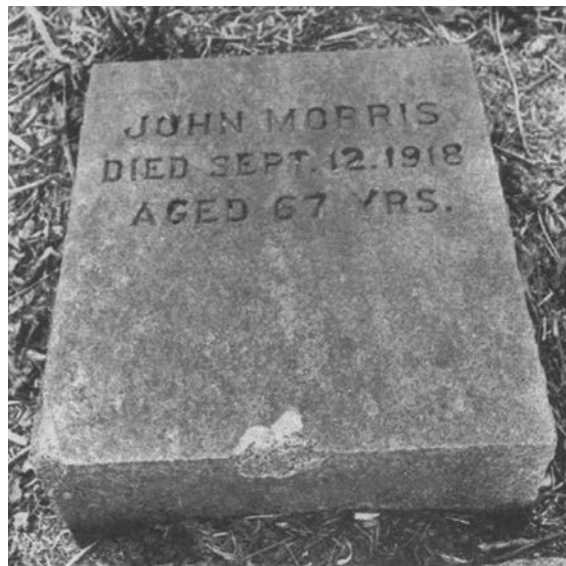
Mayor Ben Bienert announced the purchase of the Underdahl water system in Wecoma Beach by the City of Oceanlake for \$2,500 in January 1962. Purchase of the pioneer business that had served some 49 homes enabled the city to integrate the system into Oceanlake's regular supply, including a reduction in rates to users.

The Underdahl system had been started in 1931 as a cooperative, which later became the Wecoma Beach Water Company. It got its water from springs and later a well in the neighborhood of Norcrest Hill. It was one of several such private systems that served small groups of houses in the area later covered by Oceanlake. Most of these systems were absorbed into the Oceanlake Water district on its formation in 1946.

Historically Significant Sites

INDIAN CEMETERY AT WECOMA, NW 30th AND PORT AVENUE

In 1892 the Confederated Tribes of the Siletz Indians' (CTSI) tribal members were assigned allotments of reservation land to be held in trust by the U.S. for them, and eventually owned individually by the tribal members. The John "Siletz" Morris family received three of these allotments, one each for himself, his wife and his child (Siletz Allotments # 342, 343, and 344 respectively). Each allotment was 80 acres of land located on the hill in Wecoma Beach. The beauty of this site inspired Mr. Morris to provide a place on the property where he and his family could be buried, and he designated a plot of land as a cemetery.



Left to right: Annie Morris gravestone; John Morris gravestone; damaged Morris Cemetery

The 1900 census shows that John “Siletz” Morris, a Euchre Indian, was born in Oregon in 1854. His wife, Annie, of the Sixes River Tribe, was born in Oregon and did not speak English. Their daughter Sarah, born in 1884, was one of several children, but the only one that survived past childhood. Sarah died at 18 in 1901, Annie at 74 in 1914, and John at 64 in 1918, leaving Lavina Morris, John’s second wife, as heir.

After John died, the Federal government, in 1920, granted his surviving wife, Lavina, three federal “patents” or deeds on 89 acres of Wecoma Beach land, including the small family cemetery. In 1926, Paul Fundman acquired some of that land and had it subdivided and platted, but the gravesite was not marked on the map at that time.

In 1938, the *Beach Resort News* reported that vandals had been tampering with the graves. A.B. Dick, a local leader of the remaining Indians in North Lincoln County, supplied information that at least two graves had been tampered with—the graves of Annie Morris and of her daughter Sarah. At the time iron fences were lying on the ground, but no markers. The place was a tangled mass of undergrowth, and it was reported, “only by crawling on one’s hands and knees can one enter the place at all.”

In 1946, J.S. McNaught of Portland, owner of the Wecoma Heights tract at the time, cooperated with local Indians in the removal of all the remains, except those of the Morris family, to the cemetery at Siletz. An Indian agent and his field secretary set up a fund to assist in the task. The cemetery land passed through several hands after this report, and, in 1954, after several years of delinquent taxes, the county foreclosed on it. Over the years the lot again became covered with brush, forgotten by all but a few. On Sept. 17, 1984, carrying out a city ordinance, Lincoln City’s Public Works crew began to clear the lot. Not knowing there were graves beneath the blackberries, they used a machine for the initial clearing that knocked down at least one of the headstones. Workers uncovered a few scattered headstones and some graves that were invisible beneath blackberry canes. “The lot was so overgrown,” said city planner Emmett Dobey, “you couldn’t walk through it.” Dobey said the city sent a notice to the lot’s owner at that time. Lincoln County Assistant County Engineer Jim Buisman said the notice was never received.

When a genealogist and part-time Lincoln City resident who knew of the cemetery noticed the cleared lot and the damaged stones, she told the city what had happened. On October 18, 1984, the city notified the county of the accident. County workers found not only the graves but also pieces of a cast iron gate intact. The gate was described as being extremely ornamental, decorated with scrolls and sprays that could date from the turn of the century.

“We’re going to display the gate if we can find out anything about it... but we would certainly relinquish it if they (Siletz Indians) wanted it up there,” Dobey said. He asked the county to deed the property to either the City of Lincoln City or the Confederated Tribes of the Siletz Indians, so it would be maintained.

Shirley Strickler, the tribe’s enrollment manager, said the tribe confirmed that three people buried there, John “Siletz” Morris, Annie Morris, and Sarah or “Sadie” Morris, were tribal members, and sent a letter asking for the lot, which was granted. In 1985 title to Lot 5, Block 33 was transferred from Lincoln County to the Confederated Tribes of the Siletz Indians. Mr. Dobey stated his intention that the cemetery should be included in the city’s comprehensive plan as a historical site to protect it from future development.

Then in 1992, the cemetery was “rediscovered” once again. Longtime resident Nail Beavers and her husband visited the Morris Cemetery on NW Port and 30th, and found it was “really a mess.” She said, “People had used it for dumping garbage, and brush and weeds were overgrown. I had driven by it a lot, but it was so overgrown, I never saw it.”



Morris Cemetery 2010

As a member of the Relief Society, a group with the Church of Jesus Christ of Latter-Day Saints, Beavers was thinking of a project to signify the sesquicentennial of the society. She suggested the group clean up the burial ground, which then belonged to the Confederated Tribes of the Siletz. Beavers went to members of the Siletz Tribal Council and told them the group would do whatever the tribe wanted to clean or restore the burial ground. “We agreed to clean the garbage out, erect a fence and spread wild flower seeds,” Beavers said.

The project began with a kick-off dinner April 28, 1992. “We had a lot of community support,” Beavers said. “Lumbermen’s and Copeland Lumber donated lumber; Morris Kauffman donated and delivered cement; North Lincoln Sanitation donated a dumpster for clean-up use; the Siletz Indians donated cedar beams; Birch Concrete donated sand and gravel for cement; the Sandcastle Motel donated a Bobcat to move rock, and neighbors donated water and power.

“We filled a construction-size dumpster with garbage. A lot of people also donated and paid for cement,” she said. “We picked a hard fence to build.” The fence that now surrounds the cemetery is made of rock and cement pillars connected by cedar beams. While cleaning, the group found pieces of a wrought-iron fence that they gave to CTSI for display in its museum. Beavers also said they found a primitive-looking headstone made of rock and clay with no markings on it. The group finished building the fence and cleaning the grounds on Saturday, September 18, 1993, after a year and a half of on-and-off labor. Volunteers worked steadily through the summer months, but often had to stop at other times because of rain.

After the work was completed, the Relief Society began looking for a donation of four six-foot planks for a sign that would recognize the site. Bobby Simmons, a member of the tribe, had volunteered to carve the cemetery name and a description on the cedar.

On March 5, 1996, the Siletz Tribal Council passed a resolution to accept the transfer of Lots 3 and 4 in Block 33, which adjoin the parcel that was transferred to CTSI in 1985. The transfer of the additional lots was in recognition of the original boundaries of the Morris family cemetery. Today, the cemetery is well maintained and visible to all who pass by.

CONNIE HANSEN GARDEN, 1931 NW 33rd STREET

Connie Hansen Garden has always been a special place in the Wecoma area of Lincoln City. Maude Walling Wanker was the original owner of the property that later became Connie Hansen Garden. Mrs. Wanker's home, as well as her own art studio, The Paint Box, were part of the original property.

Mrs. Wanker was an outstanding gardener and agate enthusiast. According to Grace Hammond, "She was interested in flowers, and she developed that place up there, and she built the little box there, so she could go down there and paint. But she bought all kinds of nice flowers and got 'em started around there. That was a beautiful place, and she kept it beautiful. Connie Hansen bought it because of the flowers, I'm sure. I never met her, but it was beautiful before she took it over."

Constance "Connie" P. Hansen was born in California but raised in Oregon. She moved to California to attend the University of California, Berkeley, graduating with a degree in Botany. In 1973, retired and a widow, she returned to Oregon to look for a damp and sheltered piece of property where she could grow her favorite plant, the Iris. In Lincoln City, she found and purchased her dream location from Maude Wanker, a small house surrounded by swampy land.

When she moved into her new home at 1931 N.W. 33rd Street, part of the yard was what she called a meadow, while the lower half was a swamp filled with alder, blackberries, salmonberries, and water grasses. She found trees on the 150 by 200-foot lot smothered in blackberries and brambles. "When I saw its stream, swampy area and large shade trees, I knew it could make a home for Japanese iris, ferns, rhododendrons and many of my favorite plants," she recalled.

A few years later, Hansen added an adjacent third of an acre. After clearing out the berries and brambles she followed the contours of the land, creating great curving beds that she called her "commas." In them, she planted more than 300 species and cultivars of rhododendrons. Although she tried almost everything, she favored primroses, hardy geraniums, hostas and iris. "I've sort of gone mad for rhododendrons the last couple of years," she said. "They do so well here. They come in all sizes, from little flat shrubs to trees."

Mrs. Hansen was a member of a number of organizations whose members specialized in raising the same types of plants she did. All these organizations had seed exchanges, she explained. "You collect seeds and other members do the same thing. The seed chairman has the seeds packaged and makes a list of what's available. That way I can get seeds from all parts of the world."



Connie Hansen garden entrance

A visitor's first impression of Connie Hansen Garden is from the driveway, where grass paths winding around island beds come into view and then lead on to a succession of beds and borders. It seems perfectly planned to suit the environment, but, according to Connie, no plan was made: "I never made an overall plan for the garden. I just did it. For example, I was intrigued for some time by a grassy area on the north edge of the meadow. Its gentle slope formed the shape of a comma, and it seemed like the ideal location for an ample collection of rhododendrons and other plants that friends had given me."

“At first, it seemed as though the space here was endless. I planted with a free hand and allowed many natives to come up on their own. Over the years, as the plants, especially the rhododendrons, have grown larger, I’ve had to expand the beds and reduce the grassy areas between them to narrow paths.

“Enclosing the garden has been an ongoing process. I think a fence is unfriendly, and a 700 foot one would have taxed my limited finances and building ability. I do all the garden work myself. I still make a gesture toward fencing with bamboo canes. And the growth of shrubs and small trees is gradually creating a feeling of enclosure.”



Connie Hansen Garden, photo by Philip Burnett

Connie also described in great detail how she selected her plants: “Visitors often ask where I find so many different kinds of plants. I try to explain that learning about plants takes time—reading books, studying catalogs, visiting gardens and nurseries and joining various specialist groups. The Oregon Hardy Plant Society has been a wonderful source of information for me.

“The plants I’m excited about range from the familiar to the less common. In choosing plants for the garden, year-round interest is one of my goals. If I especially like a particular plant, I want to grow more than one. I like all flower colors, but when an occasional unfortunate color combination occurs, I either remove the offender, if doing so won’t disturb the plants too much, or I try to look the other way while the plants are in bloom.

“This is not a low maintenance garden. In fact, the subject of low- maintenance gardening leaves me sort of cold as I believe it’s for people who want to ‘furnish’ the surroundings of their house as they do its interior, so it looks presentable and requires only sporadic attention, which would be provided by hired help. To those whose interest lie in the wonderful diversity of plants and to those who have the time for their favorite occupation of caring for these plants, the topic of low maintenance has little charm.”

For the next 20 years Connie worked tirelessly in her garden from dawn to dusk, creating the masterpiece we enjoy today. She worked ceaselessly, making a showcase for rhododendrons, azaleas, irises, primroses, lilies, heathers, a collection of trees and a variety of perennials from an overgrown marshland meadow and creek.

As a botanist, she knew plants intimately. As an artist, she created a complex and beautiful landscape. Featured twice in *Sunset* and once in *Fine Gardening Magazine*, and many times in the *Oregonian*, the garden was well known. People from all over the United States and even from foreign countries sought out her garden.

Towards the end of her life, as her health was deteriorating, Connie sold her property to a friend, Virginia Warren, to make certain the garden would not be destroyed. Mrs. Warren had said she was very much interested in maintaining the well-known site, but later she had health problems and other difficulties she had not anticipated, and she discovered she could not preserve the garden as she had hoped.

When Connie Hansen died in California on March 10, 1993, after a long fight with leukemia, efforts of friends and supporters to help Mrs. Warren protect the one-acre property, which had become a community garden and tourist attraction, were given a new urgency.

Virginia Warren spoke with Lincoln City City Manager Kathleen Stockton about a number of options for the future of the property, which encompassed eight tax lots. Options such as buying or trading the property for a city park, creating a foundation, and seeking involvement from gardening organizations were floated as methods of preserving the garden.

Stockton said both the City and Warren were interested in maintaining and enhancing the garden property, and that the matter should go before the City Council in the near future. "I don't know how involved the city will be, but I know we want it preserved," Warren said.

The Arts Council had also recognized the garden as an important cultural resource in the area and was offering its assistance in any preservation efforts. Another friend of Hansen's, Paulette Switzer, sought protection of the site from the Nature Conservancy. "A lot of the plants could come under protection as natural resources," she said.

She also made some preliminary inquiries to Oregon State University Extension Service. In addition to being an all-consuming past-time for Hansen, the garden served as a test garden for nurseries, with a number of hybrid varieties having been created there.

In May of 1994, with the help of both Virginia Warren and Rita Holmes, a local benefactor, the Connie Hansen Garden Conservancy was formed to revitalize and maintain the garden for the use and enjoyment of the public. Its ultimate purpose was "to restore, preserve, and propagate the native and ornamental perennials of an urban coastal garden, to demonstrate and promote sensitive horticulture ecologically compatible with wetland environments, to provide an aesthetic botanical setting, and to nurture related arts and community education."

Steps to create a non-profit, tax-exempt status were immediately taken. The group began by launching a fund-raising appeal to acquire the garden, then owned by Virginia Warren. They established an account so that contributions could be made, saying, "It [the group] would like to see the broadest possible base of support. Many gifts, large and small, will be needed to accomplish the goal." Rita Holmes, a resident of Lincoln City, donated a substantial sum of money to the Conservancy, which, along with other donations, allowed the group to purchase the garden from Mrs. Warren.

Since 1994, the Conservancy's tireless efforts have preserved the garden and restored the grounds, as well as adding some needed improvements. The garden itself was restored and maintained through the efforts of head gardener Robert "Scotty" Scotton and perennial expert Pat Sears, together with assistance from many volunteers, local nurseries, and Conservancy board members.

Construction of a parking lot was critical to development and preservation of the garden for the use and enjoyment of the public. Parking was needed so that the Garden could host art and photography classes, concerts, gardening classes, family gatherings, and other events. Because of the complex draining system required to preserve the garden, its construction was unusually expensive and time consuming.

With the garden well maintained and criss-crossed by new paths and bridges, and the parking lot finished, the board turned its attention to the house. Built some time in the mid-1930s, with an addition constructed in the 1950s, the house needed serious restoration. The continuous coastal damp and its location near a stream took a major toll on the building. “They say the water used to run in the back door, through the house, and out the front door,” one Conservancy volunteer said.



The parking lot was begun in June 1996 when volunteers, supervised by architect Lyle Stewart, began digging and setting the main drainage field lines. Work progressed through the mud and rain of one of the wettest winters in recent history. “We attacked the perimeter, moving plants and pushing sod back,” said Scotty Scotton of the creation of the parking lot. Its location happened to be in one of the lowest corners of the garden, where Hansen’s “Iris Stream” had been.

The 12-stall parking lot, complete with spaces for handicap parking, was finally completed in the spring of 1997. The \$35,000 project was accomplished with a \$10,000 grant from the city of Lincoln City and donations from Drayton Excavating, Devils Lake Rock, Garden Art and Gifts, Alice DeGruttola, Allen and Sons Paving, Dan Thomas, Northwest Natural Gas and “numerous individuals who wielded shovels to dig those trenches and shovel that rock,” Conservancy president Sandy Pfaff stated.

Not surprisingly, the house was found to be full of dry rot and carpenter ants, especially near the ceiling and foundation. An estimated \$170,000 was needed to completely remodel the house. Contributions included \$10,000 from the Collins Foundation; \$7,000 from a fundraiser hosted by the Inn at Spanish Head, \$2,000 from a plant sale, \$17,000 from a horticultural trust grant and many individual contributors. The remainder of 1997 was spent remodeling the house under the leadership of Kaye Herring, who coordinated and stretched donations of money, material and labor.

On a rainy day in March 1998, a Spring Solstice Dedication and Celebration of Life Ceremony took place at the Connie Hansen Garden, marking the completion of the garden’s new Garden House and parking lot. Amid blooming camellias and budding rhododendrons and azaleas, Connie Hansen Garden Conservancy board member Kaye Herring and Lincoln City Mayor Smokey Aschenbrenner cut a ribbon to officially dedicate the Garden House and parking lot while a large group, clad in rain gear and garden-proof boots, watched. Connie Hansen Garden continues to be a favorite spot to visit for local residents and Lincoln City visitors. It is a peaceful place of beauty and much more. It is a historical and cultural treasure for the people of Lincoln City.

SURFTIDES INN ON THE BEACH - 2945 NW JETTY AVENUE

A Lincoln City business that still exists, Surftides, opened for business in Wecoma in 1937. Surftides on the Beach was opened as the Surf Tide Apartments in the Lincoln City area once known as Braemar Beach. Rented by the week or by the month, these upscale apartments had a wonderful ocean view. Later, when the property was sold and renovated, the name was changed to Surftides. Apartments were still rented as well as hotel rooms and suites. Phone directories listed Surftides as apartments until 1958.

Sidney Tworodger purchased the business in March 1944. At that time, the \$65,000 sale included one building with fourteen large apartments, eight guest rooms, an office building and a five-room house. Surftides owners acquired 220 feet of additional ocean frontage adjoining Surftides on the north in 1948, which led to enlarging the already successful business.

Enlargement of Surftides by Mr. and Mrs. Tworodger showed the optimism prevalent in the community at the time. Tworodger said he would justify his faith in North Lincoln's future by "an expenditure of \$200,000." Additional construction included three new apartments and two hotel rooms at the south end of the Surftides quadrangle, a new office building, two apartments for caretakers and a home laundry for guests. Long-range plans also included a 40 X 60-foot swimming pool.

In March 1948, construction started on the first part of an expansion project at Surftides Resort. The new development included twelve ultra-modern hotel units, all with oceanfront and individual shuttered verandas, the majority with fireplaces.

All the furnishings were designed with an Oregon coast theme. Driftwood, wind-blown pines, sea gulls, and Japanese fishing floats harmonized with the interior decorations. The use of natural materials, hand-made lamps, embossed towels and terry-cloth robes were intended to complement the custom-made furniture, bedspreads and drapes. Maude Wanker, a distinguished resident artist and Wecoma resident, was retained to create original watercolors to accent the individual color scheme of each room.



Surftides Plaza; Surftides ad (inset)

Approximately two weeks after the start of construction, the second phase of the project began to take shape. A dining room that seated 100 guests and offered beautiful ocean view dining was added, as well as a central fireplace, open on three sides. In addition, a unique cocktail lounge with a waterfall sparkling in a rock garden was added. The cocktail lounge was adjacent to a continental-type sundeck, flanking the new outdoor heated pool. Radiant heat ensured year-round comfort on the decks. The entire resort was redecorated to blend the old with the new.

This transformation of Surftides into a “million dollar resort” made it a focal point in the state of Oregon. Only a couple of months after this addition was completed in 1958, Surftides on the Beach received recognition as one of the outstanding places to see and visit by the Travelers of America organization that promotes travel in the United States via its “U.S. Pleasures and Treasures Map”. The G.P. Dicus Award came with this recognition.

THE DORCHESTER HOUSE, 2701 NW HWY. 101

In 1929, Charles F. Walker, a Portland educator and businessman originally from Dorchester, Ontario, began construction of an establishment that would recreate the amenities of the traditional English inns he had known as a boy in Canada. Walker’s desire to provide a hotel that recreated the tradition of hospitality of English inns was heightened by visits to his family’s homeland in Dorsetshire, England. He experienced the hospitality and studied the architecture of the inns, which served travelers on their way to coastal spas. In fact, the name of the project might have been influenced by London’s fashionable hotel developed about the same time. Also known as The Dorchester, it is located near Buckingham Palace.

Rowe Kennedy designed the Colonial Style building for Charles Walker. The architect’s design was a product of the English Arts and Crafts Movement and a colonial theme influenced by George Washington’s Virginia plantation home, Mt. Vernon. It was a classic structure, gleaming white, and the rooms had a fine view of the ocean. The hotel had a huge lobby with leather furniture and highly polished floors. There was also a billiard room and a formal dining room in the English manner. The waitresses wore black uniforms with starched white aprons. Construction of the Dorchester House was halted for several years with the crash of the stock market and the advent of the Great Depression. It resumed for a grand opening on July 4, 1935.

During its early years the Dorchester was the only “fancy” hotel in the area. The popularity of the establishment and increasing motor traffic encouraged Mr. Walker to enlarge the building by adding a 50 foot

long addition to the north of the main entry in 1938. A new gable mirrored the one to the south and gave the building its current symmetrical appearance. At the same time, rooms were added on the third level and a gift shop, lobby and office were constructed on the first floor. Later, the covered gas pump island was enclosed and converted to a coffee shop, and an addition that houses the current kitchen was constructed.



The Dorchester

Guests at the Dorchester enjoyed crackling fires in the lobby’s stone



Dorchester interior when it had an ocean view

fireplace, constructed from river and ocean rocks, hand-selected by mason Frank Mann. He built the fireplace one foot at a time, allowing each foot of mortar and stone to dry for up to five days before continuing his work. In 1939, a new lily pond was added to the gardens at the Dorchester House, just south of the tennis court. Mr. Walker boasted that the finest lilies were bought to float there. Later, a fountain was added to the pond.

Sale of the Dorchester House, by then a nationally renowned hotel, was big news in August of 1944. The new owner, Ernest H. Aebi, had been a prominent Portland caterer who knew a good thing when he saw it. At the time he purchased Dorchester House, he described the building as being, “in complete harmony with its surroundings” and “widely recognized for its architectural beauty.”

However, World War II with its gas rationing and blackouts had destroyed the tourist business on the coast. The resurgence of tourism after the war didn’t restore the Dorchester House to the glory it had known. It needed some work by the new owner to put it back into the spotlight, which was started soon after the sale was finalized.

Mrs. Adah M. Landsverk purchased Mickey’s Beauty Salon at the Dorchester House and opened a gift shop and rental library there in 1945. The Dorchester Gift Shoppe and Rental Library occupied the space used by the beauty shop, while the beauty shop was moved to an adjoining room.

Announcement of the opening of the Terrace Room at the Dorchester House on February 2, 1946 ushered in an era of entertainment attractions at the beach. The new supper club included a well-known Portland orchestra that supplied music for dancing. The room accommodated 150 persons; tables for opening night were by “reservation only.” As with all private dinner clubs, arrangements were made for

guests to check their bottles at the door. “The Terrace Room has been opened at the Dorchester House because of numerous requests for entertainment of this type,” said Mr. Taylor, Dorchester manager. “It is my personal conviction that the Terrace Room will fill a need that has long been felt in this community.”

When Lion delegates and visitors from all parts of Oregon gathered at the Dorchester House in 1946 for the annual state convention of Lions Clubs, North Lincoln County experienced one of the greatest temporary influxes of population in several years. There were 400 delegates and alternates, 350 members of the Lions Auxiliary and their guests. The total convention figure came to more than 1,000.

Sam Kaufman bought the Dorchester House in the early 1950s. He had the gardens restored to their original beauty and refurbished the hotel. Because of the hospitality and guest accommodations, the Dorchester House was chosen as the site of the first state Republican issue conference organized by state Rep. Robert Packwood in 1965. His idea was to lead a renaissance of the party in Oregon. He thought that Republicans could get together informally, enjoy a weekend at the Oregon Coast and talk about important political issues.

The first Dorchester Conference was made up largely of Packwood’s friends. No positions were taken by the Conference at the first meeting. It featured speeches by members of the Legislature on a variety of topics with discussion following. Though the meetings have since been moved elsewhere in Oregon, they still retain the original name, The Dorchester Conference.

Some time in the 1970s, Mr. Kaufman sold the Dorchester to Al Jaroff. Mr. Jaroff felt that a nightclub atmosphere would enable him to turn a profit and keep this historic structure in operation. That idea was only marginally successful as some people thought the Dorchester was losing its “class.”

When the gas crunch of 1973 hit the coast, there were few tourists, and the cost of operating the huge structure doomed even the best operator to failure. Many tried, but no one succeeded. The property had become worth far more than the building, but no one could bring themselves to tear it down. It languished and eventually closed. Then on February 29, 1980, the building was included in the National Register of Historic Buildings, an honor that has not been given to any other building in Lincoln City. However, it was still in need of restoration.

Fortunately, in January of 1983, a group calling themselves the Dorchester House Partnership bought the property. Their primary purpose was to retain the historic structure and put it on a sound financial basis so that future generations could observe and enjoy a part of Oregon coast history.

In June of 1984 the Dorchester House was restored to its original condition including window, wall and floor treatments. The long dormant landmark underwent a \$2,000,000 renovation of the existing structure and addition of a new three-story wing to provide 70 apartments for citizens 58 years and older. Each apartment contained a convenience kitchenette, private bath, and living area. Three basic unit styles were available to residents with a mix of 21 studios, and 47 one-bedroom, and two two-bedroom suites. Rents were \$625 per month for the studio apartments, \$725 for the one-bedroom units, and \$1,075 for the two-bedroom units. Rents included all utilities, as well as cable TV, two meals a day, weekly maid service, an emergency call system for immediate contact with staff day or night, and parking and storage space. Residents paid for their own telephones.

Later in 1984, tennis courts were added. The engineering design called for courts at two levels, separated by a grassy slope. This two-level arrangement required perimeter fencing plus a low fence in-between to contain balls on the upper court. The new courts were meant to be fully accessible to the handicapped. Eight off-street parking spaces were also added.

THE SEA GULL MONUMENT AT WECOMA BEACH

Now located now at City Hall, 801 SW HWY 101

Oceanlake Booster Club first proposed a monument to North Lincoln County Pioneers in 1928. Eighty members of the club met at the old Oceanlake Dance Hall to discuss the proposal. They decided that the money for the monument would be raised by donations. A stone monument was agreed upon, with Ollie Dahl submitting the lowest bid of \$75. He underbid Frank Mann, a well-known local mason, by five dollars.

Various design ideas and plans were submitted, but none was agreed upon. The design was finally left for Mr. Dahl who was directed to use his own creativity and create a monument with a beach theme. He used two loads of beach rock, picking the stones carefully to select the best size and color. The monument, as originally planned, had two panes of glass in frames that contained cards announcing the time and place of the meetings of the Booster Club and was to be lighted at night.

The Daughters of the American Revolution were asked to arrange for the tablet and its unveiling in “appropriate ceremonies.” The sea gull monument went without a plaque until 1949 when one was installed and dedicated to the pioneers of North Lincoln by the Yaquina Chapter of Daughters of the American Revolution.

The North Lincoln Chamber of Commerce installed a plaque dedicated to the pioneers of North Lincoln County in the Sea Gull Monument at Wecoma Beach on January 18, 1950. Some time in the spring of 1985 the plaque disappeared after a car ran into the monument and knocked it down. The beach rock used to build the monument was broken and split into many pieces of varying sizes. With insurance money from the accident, the Lincoln City Chamber of Commerce contracted with Bob Hill of Hill’s Masonry to reconstruct the monument. Hill and his son rebuilt the monument, using the same beach rock as in the original structure. To keep the monument out of the highway right-of-way, it was moved near the entrance of Lincoln City’s City Hall building at 801 SW Hwy. 101. The original plaque was never found. It was replaced by another plaque that was only meant to be temporary. However, the temporary plaque is what remains on the monument to this day.

GRACE HAMMOND’S BEACH ACCESS, 34th STREET AND NW JETTY AVENUE

Grace Hammond and her family were among the first to settle in the Wecoma area in 1930. She and her family built a small home near the highway in Wecoma and became some of the first, and very involved, members of the growing Wecoma Beach community. Some time in the 1940s Grace Hammond and her family moved to a beach-front home, still in the Wecoma area, at 3442 NW Jetty. It was called “Wata-vue,” a name given it when there were no street names or numbers. “We were getting a lot of permanent residences around us by this time and one large restaurant, the Pixie Kitchen, and a big motel and restaurant, the Surftides,” Grace recalled.

Her children played on the beach, went fishing, and swam in Devils Lake. “It’s nothing new those weeds,” she said. “It was so weedy in those days, you couldn’t get into it.” Grace added, “The best swim holes at the time were in the Neotsu area and at the mouth of the D River.” But what Grace enjoyed most was looking at the Pacific Ocean from her home. She cherished the view. Making sure her neighbors and visitors had access to the ocean was something that was very important to her.

Mrs. Hammond was always involved in city issues, including fighting the annexation of Wecoma Beach to Oceanlake, getting horses out of the city limits, and limiting the height of beachfront buildings to preserve the view shed. She also fought to clean sewage from the beach. When the city wanted to locate

a sewage pump station on a lot near her home that would block both access and view, Grace fought the move.

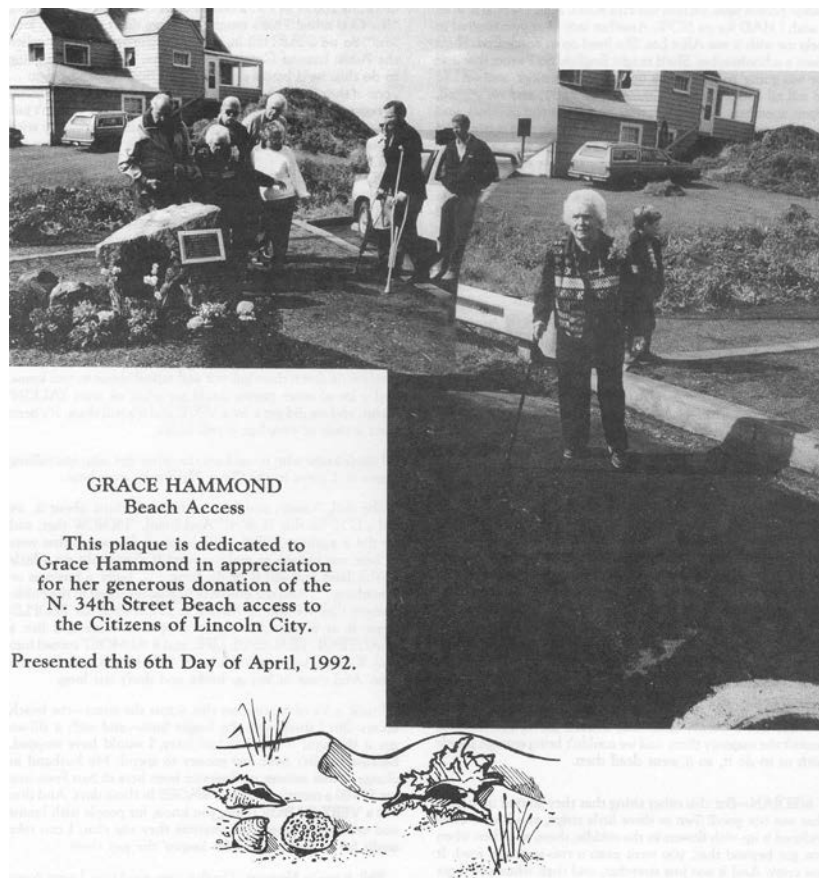
The Hammond vs. Lincoln City case involved a city ordinance, No. 250, which would allow the city to place municipal facilities anywhere as an outright use. By resolution, the City Council directed that the 35th Street beach access be the site for an improved underground sewer pump station. Mrs. Hammond appealed ordinance No. 250 to the Land Conservation and Development Commission (LCDC), claiming it violated state goals and guidelines.

LCDC hearings officer John Clough ruled that the ordinance was in violation of Senate Bill 100, the basic planning and zoning statute for cities and counties in Oregon. His opinion, as well as staff recommendations by DLCD was considered along with testimony from the two parties.

Clough, in a supplemental opinion, charged the Attorney General's office with attempting to influence his judgment. The hearings officer said he was pressured to ignore Lincoln City's argument that centered on home rule. When Lincoln City learned of Clough's supplemental opinion, the City Council responded with a letter to Governor Robert Straub requesting that his office investigate the matter.

Governor Straub assured Mayor John B. Kiefer in a letter that he could "rely on the Commission not to manipulate the quasi-judicial process in any way. Home rule authority is resilient and guaranteed by a substantial body of law in Oregon." Straub said he would make Kiefer's letter available to the chairman of the Commission. A week later the city looked into alternative sites. The action was prompted by a 6-0 decision by the Land Conservation and Development Commission that stated ordinance No. 250 was in violation of goal No. 2 in the statewide land use planning goals.

Following an executive session, the council approved a three-pronged motion made by councilman Charles Cusick by a vote of 5-0. Councilman Frank Ford abstained. First, the motion directed the City Attorney to draw a proposed ordinance repealing Ordinance 250. Second, it directed the City Attorney to draw a resolution rescinding conditional uses previously granted in regard to the 35th Street site. Third, it directed the City Attorney and staff to prepare appropriate amendments to the zoning ordinance to apply to conditional use requirements and procedures involving construction of public facilities. Lastly, it directed staff to pursue the search for alternative sites on which to build the sewer pump station. Although the City Council was expected to act on the proposed repeal of ordinance 250 at their next meeting on Octo-



Grace Hammond's beach access

ber 26, the case of the Public Interest Council vs. the City of Lincoln City remained pending before the Court of Appeals.

One of the main objections raised to the ordinance was the lack of public involvement through the public hearing process in determining where municipal facilities should be placed. The problem with Ordinance 250 was, in Mosser's opinion, "its sweep and the lack of any required coordination of city actions under it with the comprehensive plan. If some actions under it might be of primary local concern and protected by home rule, it is equally true that some actions might be of primary state concern and so not protected." Mrs. Hammond fought the issue because she too felt that Ordinance 250 did not allow any protection for property owners.

When the Council met, they passed a resolution directing the Planning Commission to revoke the previously granted conditional use permit for a sewer pump station at the 35th Street beach access. The resolution reads in part, "the Common Council desires to declare its intention not to return to said site in order that all present litigation may be ended as soon as possible so that a new location for the required sewer pump station may be located, approval obtained, and the City's sewer system improved."

The Council voted unanimously to repeal Ordinance No. 250, which had allowed the city to place municipal facilities anywhere as an outright use. Passage of the resolution and repeal of the city ordinance by the Lincoln City City Council made moot all pending litigation over the location of the proposed sewer pump station.

This case was a significant victory for the residents of Lincoln City as well as for Grace Hammond, who said, "I had taken that to court. And to the court of appeals, even. They wanted to build that bilge building that's down in the park by Surftides, there, you know. And it carries a big pumping station for the whole area. It was a wonderful thing to save a little bit of view! I felt the ordinance was wrong, and when I think I'm right, I stick right in there".

Grace Hammond not only got the sewage pump station moved to a more appropriate location, she also donated the lot to the city, with the provision that it always be kept as a beach access. The access is directly across Jetty Avenue from what was Grace Hammond's home, "Whatavue."

On April 6, 1992, the city dedicated a plaque at the site in her honor. The plaque reads: "This plaque is dedicated to Grace Hammond in appreciation for her generous donation of the N. 34th Street Beach access to the citizens of Lincoln City. Presented this 6th Day of April 1992." Grace Hammond's effort and the resulting change in city policy make this beach access a cultural and historic resource today.

PACIFIC GLASS BUILDING, 2821 NW HWY. 101

On April 8, 1948, Dan Newman, a Cutler City glass expert, purchased the Percy Johnston structural glass business in Wecoma. Newman moved the business to the Lohkamp building at the corner of NE 34th and Hwy. 101 to expand. The larger building meant he could handle any type of glazier craftsmanship from ordinary windowpanes to large plate glass work and structure contracting with modern glass blocks.

The Pacific Glass Company, still a Lincoln City business today, got its start in July 1948 when a new partner, Lloyd E. Thompson, formerly of Salem, joined the firm. First known as the Dan Newman Glass Company, the name was changed to "Pacific Glass of Wecoma." Later, when Newport Pacific Glass went out of business, the name was shortened to "Pacific Glass."

The new company acquired a new auto glass pattern machine to make it competitive with larger businesses. The state of the art machinery bore the impressions of over 4,300 different auto glass patterns, and a glazier operating the machine was able to turn to any auto glass pattern and to fit any model, make or year of automobile.

In April 1960, Pacific Glass moved to a new building located just north of Dorchester House. The building had been recently remodeled. Owner Dan Newman explained that the new showroom and shop would add greatly to the display of his products. John and Bonnie Putyrae purchased the business in May of 1976 and continued operating in the historic building.



Great rivalry existed between the towns that comprised north Lincoln County. Consequently, in the late 1950s when these towns began to discuss the possibility of joining together as one city, some residents of the individual towns were doubtful of its benefits. Despite initial skepticism, the advantages of incorporating as one city became more and more evident. All the towns required the same government services, such as fire and police protection, sewers, water, local ordinances and many other services. A larger, combined city could provide these services more easily and at less cost. Still, many people were reluctant for the towns to join and needed to be convinced.

Additionally, all the towns in the area were developed to differing degrees. Some towns, like Taft and Oceanlake, already had many city services. These towns did not want to be taxed to pay for the same improvements in other towns. A protracted discussion ensued as to whether the towns should merge, and, if so, what was the most judicious way to establish the new city.

Some argued that Cutler City, along with Taft, would benefit most from the development of Siletz Bay, which was thought of as “a sleeping giant,” ripe with possibilities for business and recreation development. The argument for consolidation asserted that development of the Bay would have a much greater chance for success with a unified city of 5,000 behind it.

Delake and Oceanlake consolidation advocates argued that they would each benefit from forming a single unit to tackle projects. Oceanlake, for example, had a sewage disposal plant, while Delake had none. Residents and visitors who strolled the beaches in Delake found themselves splashing through sewage oozing off the sandstone bluffs and floating down the streams. Critical health problems had not occurred up to that point because the population had been small, and tourists were fewer in number. Some areas only got by because there was little year-round use of existing homes. A lasting solution to sanitation, police and fire problems was needed, and many thought a solution could not be found without merging the neighboring towns.

Each town had advantages: Oceanlake had a big business district; Taft had Siletz Bay; Nelscott the artistic community; Cutler City had a spirit of independence and self-sufficiency; Delake was the center of Devils Lake and D River tourism.

Finally, a survey was conducted in Cutler City, Oceanlake and Taft to determine the best way to consolidate these towns. The three mayors of the towns—Jerry Parks of Oceanlake, Roselie Pompel of Delake and Manville Robison of Taft—met and agreed they would jointly head a committee to study the problems and advantages of consolidation. Committees were formed, and polls taken. By February 1964, more consolidation planning meetings were held in the towns from Roads End to Cutler City. In March 1964, a vote regarding consolidation of the area from Oceanlake to Cutler City was set for May 15, 1964.

The vote for consolidation in May of 1964 was a disappointment to members of the consolidation committee. Defeated by a margin of just seven votes, city and town officials in favor of consolidation immediately set about to explore the possibility of compromises with those who objected to consolidation. Taft had the largest number of opponents to consolidation. At issue was Taft's sewer levy, which would remain Taft's sole responsibility. Would Taft then have to assume a share in the taxes for other towns to have sewers? Taft's residents wanted these questions resolved before consolidation. Other opponents objected to portions of the new city's proposed charter. Motivated by the overwhelming favorable vote of most of the populace, the consolidation steering committee members continued to meet regularly and to push vigorously for compromises that would mean eventual success.

Finally, in December of 1964, Oceanlake, Delake, Nelscott, Taft and Cutler City voted to consolidate as one city by a narrow margin. The new city still had to elect a mayor and city council, as well as establish a city budget before it became official and ready to do business on March 3, 1965.

When it was clear that using any one of the five cities' names for the consolidated city would be too controversial, a contest was held to find a new name. Many voiced loud objections to any name proposed that was like the name of any existing town. A committee was formed that proceeded to hold a contest in the *New Guard*. Five of the names that were submitted were selected for a vote by residents. "Surf City," submitted by school children, got the most votes, but objections were made by citizens who didn't want a "honky-tonk name" for the new city. Even though many people thought the final choice was "unoriginal," it was the least controversial, and Lincoln City was born.

IT'S LINCOLN CITY NOW !!!

December 10, 1964

It's LINCOLN CITY by a margin of three votes ! The Taft counting board went over returns in that city a second time following Tuesday's election before a member admitted "Well, you beat us."

The returns, complete by 10 p.m. are unofficial and a recount may still be sought by opponents in Taft.

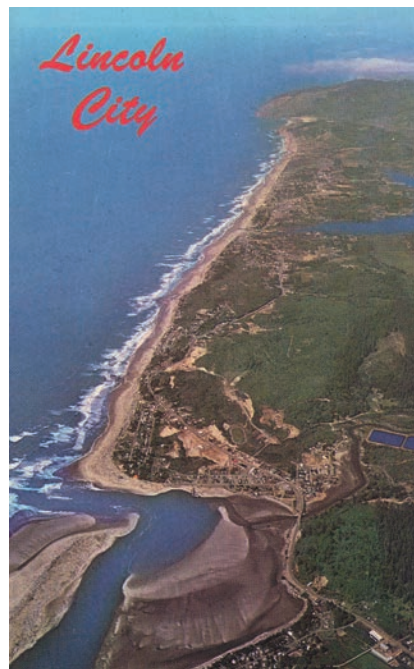
While results also were close in Cutler City, the vote there will be combined with Nelscott for official tabulation making the unincorporated area vote 158 yes to 126 no, a safe majority.

Election returns by precinct were:		
	YES	NO
Oceanlake #1	197	45
Oceanlake #2	146	71
Delake	198	98
Nelscott	85	57
Taft	115	112
Cutler City	73	69

Legal steps still to be taken before the new city functions include election of a council of seven, one from each of the five areas, one at large and a mayor at large. This council, duly elected,

will, as an early order of business name citizens to assist in forming a budget which must then be approved by vote of the people to form a tax base. Financially, LINCOLN CITY probably will not exist until July 1, 1965, start of the new fiscal year for cities. Payments from state funds certainly will not be made until that time.

State officials, in fact, may call for a census of at least Nelscott and Cutler City before releasing gasoline tax and liquor tax refunds amounting to nearly \$10 per person.



APPENDIX

Street Name Changes

After incorporation as Lincoln City streets were renamed alphabetically and numerically. Original names are listed on the left, new names on the right.

TAFT

Schooner Avenue	East 50th St.
Pacific Avenue	51st St.
Pine Avenue	Ebb Ave.
Lincoln	48th St.
Sunset	Coast Ave.
Rhododendron	Keel Ave.
Manzanita	Jetty Ave.
Spruce	47th St.
Laurel Ave.	Northern portion of
Keel	

NELSCOTT

Acacia Avenue	Beach Ave.
Jefferson Avenue	29th St.
Marview Avenue	Anchor Ave.
Overlook Drive	35th Pl. & Beach Ave.
Park Avenue	Coast Ave
Seaview Avenue	Anchor Crt.
Wallace Drive	35th St.
Washington Drive	32nd St.

DELAKE

Lake Blvd.	22nd St.
Columbus	21st St.
Hoyt	20th St.
Lincoln	19th St.
Broadway	17th St.
Summit	16th St.
Raymond	15th St.
OceanLake	14th St.
Williams	13th St.
Christie	12th St.
August	11th St.
Brookside	10th St.
Sunset	8th St.
Pacific View	Harbor Ave.
Rhododendron	Inlet Ave.
Coast	Jetty Ave.
Roosevelt	Keel Ave.

Hall	Lee Ave.
Rex	Mast Ave.
Darrell or Por	Neptune Ave.
Knob View	Oar Ave.
Lakeside	Port Ave.

CUTLER CITY

Grandview Road (East of highway)	S 54th Dr.
Cutler City Road (Running N and S)	S Jetty Ave.
Cutler City Road (Running NW and SE)	S Keel
Highway Blvd.	S 62nd St.
Arden Avenue	S 63rd St.
B Street	S 64th St.
Cason Street	S 65th St.
Brunswick Avenue	S 65th St.
Cutler Street	S 66th St.
Castle Street	S 68th St.
Canal Street	S 67th St.
Derrick Street	S 69th St.
First Street	S Ebb St.
Second Street	S Fleet St.
Third Street	S Galley Ave.
Fourth Street	S Harbor Ave.
Fifth Street	S Inlet Ave.

WECOMA AND OCEANLAKE

N 10th Street	N 39th St.
N 9th Street	N 38th St.
N 8th Street	N 37th St.
N 7th Street	N 36th St.
N 6th Street	N 35th St.
N 5th Street	N 35th Crt.
(NW of Rhododendron)	
N 5th Street	N 34th St.
(NE of Rhododendron)	
N 4th Street	N 33rd St.
N 3rd Street	N 32nd St.
(East of Collins Ave)	
N 3rd Street	N 31st St.
(West of Collins Ave)	
N 2nd Street	N 30th St.

Continued

WECOMA AND OCEANLAKE

Continued

1st Street	N 28th St
S 2nd Street	N 26th St.
N Scenic Drive	N 25th St.
1st Street	N 24th St.
(South of North Scenic)	
Zene Street	N 23rd St.
Lake Boulevard	N 22nd St.
Columbus Street	N 21st St.
Hoyt Street	N 20th St.
Lincoln Street	N 19th St.
Sunset Street	N 18th St.
Broadway Street	N 17th St.
Summit Street	N 16th St.
Raymond Street	N 15th St.

Oceanlake Street	N 14th St.
Williams Street	N 13th St.
Christie Street	N 12th St.
August Street	N 11th St.
Brookside Street	N 10th St.
Pacific View Ave.	Harbor Ave.
Rhododendron Ave.	Keel Ave.
Hall Ave.	Mast Ave.
Rex Avenue	Mast Ave.
Port Avenue	Neptune Ave.
Knob View Avenue	Oar Ave.
Lakeside Avenue	Port Ave.

NOTE: Anchor Avenue is only in Taft Heights and Nelscott. Dune is only in Nelscott. Ebb, Fleet, and Galley avenues start in Delake and go south.

Historic Cottages

Several types of cottages and homes were built in the early development of Lincoln City. Not all of the towns, or all of the historic cottages, are included in the following description of architectural styles, only those that represent these styles or those with a known history of occupation.

ARCHITECTURAL STYLES

Folk (National)

Houses in the Folk style were built in the post railroad era. Ease of transport enabled builders to use modern materials and building techniques. However, the style predates the railroad era. The basic form of a Folk house is rectangular with a gabled roof. Sometimes, two squares or rectangles intersect to form an “L” or a “T.” Folk houses were typically built with little or no attention to changing tastes and fashion and generally lack adornment.

Craftsman

Craftsman is the most prevalent form of architecture in historic Taft. This style was primarily inspired by the work of two California architects, brothers Charles and Sumner Greene. They practiced together in Pasadena from 1893 to 1914. Around 1903, they began to design simple Craftsman type bungalows. In contrast to earlier houses, where servants were employed, bungalows were a simple, inexpensive and functional house. Craftsman designs were given much publicity in architectural publications and popular magazines such as *Good Housekeeping* and *Ladies Home Journal*. As a result, Craftsman bungalow pattern books were widely sold. Some even offered completely cut packages of lumber and detailing that were to be assembled on site by local labor. Nationally, Craftsman (design began to fall from favor in the mid-1920s. Few were built after the 1930s. Most of the examples of Craftsman architecture in historic Taft date from the mid to late 1920s.

Features of Craftsman design include a low-pitched gabled roof (occasionally hipped) with a wide, unenclosed eave overhang. Roof rafters are usually exposed and supplemented with decorative (false) beams or braces underneath the gables. Porch roofs are supported by tapered square columns or ped-

estals that frequently extend to the ground level. In historic Taft, none of the Craftsman homes has the typical large porch supported by columns. High winds and abundant rainfall probably made this design element impractical. A few of the Craftsman homes in historic Taft might originally have had a large porch that was later walled in and converted to living space or simply enclosed.

Spanish Eclectic (also sometimes called Spanish Colonial Revival)

Only one example of Spanish Eclectic, the Robison House, exists; it is in historic Taft. This style uses architectural elements borrowed from the entire history of Spanish design. These include Moorish, Byzantine, Gothic and Renaissance details.

The style is identified by a low-pitched roof, usually with little or no eave overhang and red tile covering. Usually, this style house includes one or more prominent arches above a door or principal window. The exterior wall is usually stucco. This style became popular after the Panama California Exposition in 1915. The exposition's buildings were designed by Bertram G. Goodie, who had previously authored a study of Spanish Colonial architecture.

Spanish Eclectic homes were more commonly built in California, Arizona, Texas, and Florida. This style reached its height of popularity in the 1920s and early 1930s and rapidly fell from favor during the 1940s. Several Spanish Eclectic homes recently were constructed near the Inn at Spanish Head.

Modern

Most of the modern structures in historic Taft are outside the time scope of this project. The few examples of modern architecture that are old enough to be considered historic are of the "Minimal Traditional" style. This was a compromise in style that came with the economic depression of the 1930s and became extremely popular after World War II. This style is very eclectic, borrowing architectural elements from a variety of styles but lacking decorative detailing. Modern styles will gain in significance as historic perspective on this period is reached.

HISTORIC HOMES AND COTTAGES

CUTLER CITY AREA

The Kangas House, 6429 SW Highway 101. This classic Craftsman house was built in 1929 by a Finnish carpenter. It was very large for the times, probably because Matt Kangas, the original owner, had



Kangas house with barn on the left

seven children to accommodate. The house includes a large kitchen and dining room as well as five bedrooms. The small house the Kangas family lived in previously was put on rollers and moved a few yards to the west to make room for this larger house. The small house burned down in the 1950s.

“Old Gold” cabin in Cutler City, 6409 Harbor Avenue. This Craftsman cabin, owned by Flo and Dean Rogers in the 1930s is likely the one still at 6409 Harbor although that is not certain. The style of the cottage is highly representative of Cutler City residential architecture pre-World War II.



“Old Gold” cabin, owned by Flo and Dean Rogers in the 1930s, pictured above (l to r): ca. 1933, with Flo in garden, and 2007.

Dean Olson’s house and gardens in Cutler City, 1136 SW 69th St. The history of this home is unknown up until the time Dean Olson purchased it in 1973. Its significance stems from the gardens created by Mr. Olson that were well known in Cutler City throughout the 1970s and 1980s. Today the house appears structurally unchanged since the 1970s. The surrounding gardens are a reminder of the property’s former glory.



6045 SW Jetty (l); 6040 SW Jetty (r)

6045 SW Jetty. Although no definite history is known about this small folk cottage, it stands in a location described as being the site of George Cutler’s home built in 1913. This is one of the few cottages built during this period that is situated to take advantage of a bay view.

6040 SW Jetty. This small bungalow has a lovely view of the bay and a brick fireplace.



1240-1248 SW 62nd St.



1240-1248 SW 62nd St. Although no definite history is known about these bungalow cottages, now rental units, it is probable they were among the early vacation cottages built in the 1930s and 1940s. They might have been Siletz Bay Auto Park cottages.



Left to right: 1219 SW 62nd St.; 1151 SW 62nd St.; 1040 SW 62nd St.

1219 SW 62nd St. This tiny bungalow cottage was likely built in the early 1930s. It might have been an original rental cottage in the Siletz Bay Auto Park, just across the street from a group of cottages. Note the decorative whale at the top of the porch gable.

1151 SW 62nd St. This early cottage with some Craftsman features has a lovely fenced-in garden. The house faces the street with no bay view. No known history.

1040 SW 62nd St. This delightful cottage is enhanced by some unusual trim at the top of the porch columns.



Left to right: 6436 SW Fleet St.; 6526 SW Ebb St.

6436 SW Fleet St. This charming cottage with brick fireplace is greatly enhanced by its freshly painted appearance and white picket fence.

6526 SW Ebb St. This cottage with small, gabled front porch appears to have had some modifications. The sides seem to be later additions to the small cottage. The exterior detail on the porch gable and porch railing give this cottage its unique look.

6623 SW Ebb St. This charming Craftsman style cottage has a raised front porch under an overhanging eave. The turned columns and porch railings give this cottage its appeal.



6623 SW Ebb St.



Left to right: 1045 SW 69th St; 6106 SW Fleet St.; 6301 SW Harbor Ave.

1045 SW 69th St. This corner bungalow is greatly enhanced by several colors of exterior paint. It appears to have been raised from the ground at some point, no doubt due to flooding as it is very close to the beach.

6106 SW Fleet St. This cottage appears to be slightly modified since it was built some time around 1930. Modern vinyl windows have replaced original windows, and the garage now appears to be a part of the living quarters.

6301 SW Harbor Ave. One of the most delightful cottages in the area, this lovely, shingled home with some Craftsman features has some wonderful old growth trees on the property. Its fresh paint and well-kept appearance adds to its appeal.



6444 SW Inlet St. This home was most recently owned by Mr. Ed Johann, former president of the Cutler City Community Club. The home's gardens and unusual exterior decorations are in keeping with historic Cutler City.

6448 SW Galley St. Although the house at this location may be historic, it has several modern additions. This home is notable for its unusual fence made of driftwood, very much in keeping with historic Cutler City.



*6444 SW Inlet St. (above)
6448 SW Galley St. (below)*

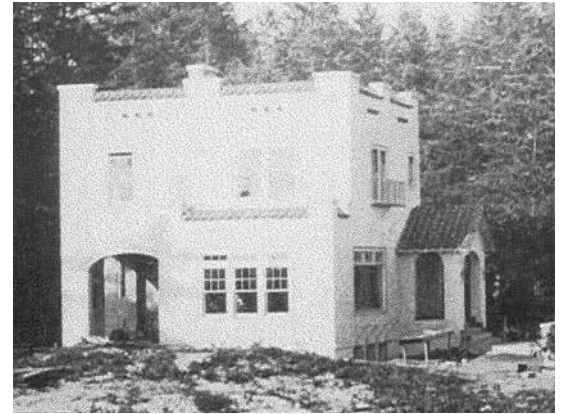
TAFT AREA

Spanish Eclectic (also sometimes called Spanish Colonial Revival) Robison House, 4370 S.W.

Dune Street. The Robison House is the only example of Spanish Eclectic in North Lincoln County., the Robison House, exists in historic Taft. The exterior of this four-bedroom, two-story stucco home appears to have been altered very little since its completion in 1928 or 1929. Based on photographic evidence, it appears the openings of the original drive-through garage on the first floor were converted into windows and remodeled into living space. This house remains in use as a residence. Much of the original surrounding acreage has been subdivided.

According to Fred Robison Jr., son of the house's original owner, construction was not possible until the completion of the Oregon Coast Highway. Robison recalled his father saying, "Just once in my lifetime, I'm going to build a house, and I'm going to build what I want."

Constructed for \$25,000, it was, by far, the most elaborate home in North Lincoln County in its day. The stucco work was done by a contractor from Portland. When completed, every room in the house had an ocean view. The floors were oak. The interior was trimmed with eucalyptus. The bathroom, along with the kitchen countertops, was tiled. Robison landscaped the surrounding acreage with trees and shrubs he collected wherever he traveled. Many of the redwood trees, Port Orford cedar and apple trees planted by Robison are still standing. The Robison family used this house as its primary residence until selling it in 1965 or 1966 to Mr. Walden, who was an executive with the Lincoln Bank of Taft.



Cottage, 1251 51st St. Built by Jess Stone about 1910, this house was moved in 1924 across Schooner Creek from Longcoy for merchant and dairy farmer Charles F. Robertson. Robertson used it as a vacation home. Its original location can be pinpointed by the stone fireplace that was not moved with the house on 54th Drive. It can be seen in the brush just off the road on the righthand side before reaching the Lincoln City sewage treatment plant. It is one of only two houses still standing that were built at Longcoy. Later owned by DeJardin, Fred Robison, and others. In the 1930s, it was a rooming house. The house features a two-story, rectangular, unadorned wood frame with equilateral-hipped (pyramidal) roof. Significantly altered and additions have been made on the back of it. The diamond-shaped window above the front door may not be original, but it does appear in a 1930s photograph of the house.

Two Cottages, 854 & 844 S.W. 50th St. (south side). Sitting side by side, these two units are similar in size, design and construction. The two cottages appear to be examples of slightly modernized, minimalist, Craftsman design from the 1930s. Both have side-gabled roofs with a very small, centered, cross-gabled front porch. The 844 unit has a hipped roof; the 855 unit does not. The 855 unit has a cinder block foundation and the original vertical five- and six-pane wood-frame windows throughout. The 844 unit has similar windows, but the front pair have been replaced with aluminum-frame windows. Apparently during this remodeling project, the original siding around the windows was replaced with noncompatible plywood siding. At the time of this survey, no information was available on their history.

Craddock Cottages, 1123 51st Street (Later Ocean Shore Apartments). Built by Mr. and Mrs. Robert Craddock, this complex originally consisted of eight "bungalow" cottages. It was planned to open on

June 10, 1930. Each cottage was constructed as a duplex with a living room at each end of the building and a garage between. Each unit was equipped with a shower-bath with hot- and cold-running water. By 1939, they were owned by Mr. and Mrs. Louis Miller, who then sold them to their nephew Alfred Getzelman (1894-1995) and his wife, Beatrice, recent arrivals from Elgin, Ill. During World War II, the Coast Guard Beach Patrol used some of these cottages as housing until relocating to what was once Dodson's Store at the west end of 51st Street. The Getzelmans, who managed Craddock Cottages for 20 years, added 10 units to this complex. When the Getzelmans sold out to Mr. and Mrs. O.B. Fuller in 1951, this complex consisted of twenty-two units with a sleeping capacity of 102 people. According to ODOT Cultural Resources Specialist Rozalind Kinney, the best representative cottage of these units is located on the 50th Street side and is a good example of an Oregon Coast auto-age motel unit. These side-gabled duplex units have a small, covered, cross-gabled porch. It appears that all the centered garages dividing the duplexes have been walled in and converted to living space.

Two Craftsman Cottages, 1134, 1142, 51st Street (south side). These cottages were built by Fred Robison in the 1920s. They might have been moved to this site since they do not appear in a photograph from the 1920s. According to one early-day resident, Robison built four cabins in a campground (Taft Auto Camp perhaps) to house schoolteachers. Later, these cabins were moved to 51st Street. A substantial addition has been made at the rear of unit 1142. These are good examples of one-story Craftsman-style cottages on the Oregon Coast. Both have a low-pitch gabled, hipped roof with a front porch that reflects the main roof line.

Two Craftsman Cottages, 1204, 1214 51st Street (south side). These cottages were built by Fred Robison in the 1920s. Based on photographic evidence, the most significant alteration of the exterior of these buildings is the walling of the front porches. The original chimney has been replaced with a larger one in a different location on the 1204 unit. These two small, one-story, Craftsman-style cottages are sited next to each other. Both have a low-pitch gabled roof and decorative beams under the gables. They also have decorative stickwork above the front door.

Craftsman Cottage, 1231 S.W. 51st Street. Built about 1928, this building is a good example of a one-story, wood-frame Craftsman style cottage. This side gabled house has a hipped roof with a wall dormer and decorative braces under the gables. According to ODOT Cultural Resources Specialist Rozalind Kinney, this cottage probably would not qualify as National Historic Register property unless it was part of a multiple listing.

Craftsman Cottage, 1232 S.W. 51st Street. Based on a photograph on page 71 in Volume III of the *Pioneer History of North Lincoln County, Oregon*, this structure was last in a row of approximately seven identical or nearly identical cottages that lined Pacific Avenue. This row began just behind Robison's store on Coast Highway. By 1949, only two of these units were still there. Unless the others have been moved elsewhere, this is the last of these cottages that were probably owned by Fred Robison Sr. Recently known as Lee Gray's Glass Gallery and Gardens, this small, side-gabled cottage has a wide eave overhang with decorative braces under its cross-gabled front porch.

Craftsman Cottage, 1205 S.W. 51st Street. This was the home of Dr. and Mrs. Dittebrandt. Dr. Dittebrandt practiced medicine in Taft from 1926 until retiring from practice in September 1935. The cottage is a good example of a 1928 one-story, wood-frame Oregon Coast cottage. According to ODOT Cultural Resources Specialist Rozalind Kinney, this cottage probably would not qualify National Register of Historic Buildings unless it was part of a multiple listing.

NELSCOTT AREA

Minimal Traditional House, 722 SW 28th. This is a front-gabled, single-story home with a small open porch and moderately steep pitched roof. While it lacks much architectural adornment, faux window shutters and dormers are a nod to Colonial Revival styling. It appears to have been unaltered except for the installation of modern aluminum or vinyl-framed windows. Near this house is a matching, not-attached single car garage.

Folk House, 564 SW 29th. This small front-gabled, single-story home has a small enclosed porch and a moderately steep pitched roof. The subtle architectural ornamentation found on this structure is Craftsman inspired. The roof has a slight eave overhang. On each side of the centered front porch is a pair of vertical windows. It appears that additions, perhaps three, have been made on each of the eave walls.

Minimal Traditional House, 572 SW 29th. This small house is single-story, side-gabled, with attached single car garage, centered front porch, and a cross-gabled roof without sidewalls. The garage might be an addition because its roofline is slightly lower than the house.

Minimal Traditional Cottage, 611 SW 29th. Small, single-story, cross-gabled wood frame cottage. This structure appears to have been significantly altered. At the back of this structure appears to be a sizeable cross-gabled section. This may have been an addition, not part of the original structure. The front porch has a hipped roof set slightly lower than main structure. The unique Craftsman inspired porch has stone railings and roof supports.

Craftsman Cottage, the “Gray Hackle,” 538 SW 32nd. According to a guide to historic home sites and buildings prepared by North Lincoln County Pioneer Museum, this cottage was built in 1926. For many years Ben Hur Lampman owned this home. It was a vacation retreat for this author, respected newspaperman, Oregon Poet Laureate, and avid fisherman. Lampman wrote many of his editorials for the *Oregonian* and short stories while staying there. Lampman’s and other authors’ presence in Nelscott, combined with Nelson’s library, attracted literary vacationers to Nelscott. Built on a hillside this cross-gabled cottage has a small walled-in front porch at its center. The roofline directly above the entrance is hipped, whereas the cross-gabled section on its west side is not. There is a garage below the living quarters on its west end. The porch has small arched windows and a chimney up against it. Each side of the house has vertical multi-pane windows that are certainly original to this home. The west section, an addition built sometime after 1951, has a garage below it.



Minimal Traditional House, 633 SW 32nd. For many years this was the home of Nelscott developer Charles Nelson and his family. At one time, it was a showplace of Earl Nelson’s gardening enthusiasm. Today the large monkey tree in the front yard stands as the lone remainder of Nelson’s plantings.

Folk Structure, Overlook Motel, 3521 SW Anchor. This structure, the combination of two houses, is situated directly above the ocean and offers an incredible ocean view. Certainly, its proximity to the harsh ocean has led to many modifications to this structure over the years. This assumption was

confirmed on this establishment's web site. In a brief section on its history it states this building was constructed in the 1930s and "was added onto and updated through the years." A 1950 directory entry indicates that at that time it was known as the "Overlook Apartments" managed by O.C. and Margaret Gardner. In 1971 it was converted to an "apartment/condominium." Each unit is individually owned. The conversion to condos coincided with the arrival of some of the first condos on the Oregon coast, such as the Inn at Spanish Head. It is a small, single-story, cross-gabled wood frame home. Built on a hillside it has a daylight basement. This structure has very little architectural details and might have been originally side-gabled and later had an off-centered cross-gabled section added at its front entrance.

Craftsman Cottage, 3538 SW 35th. Perched atop a hillside high above most of historic Nelscott, this above-average-sized (for this neighborhood) one-story wood frame home has a side gabled roof with a pair of small, matching, shed-style dormers on each side. It appears the windows on the west (ocean view) side might have been removed and replaced with oversized picture window replacements. Below this house is an attached two-story cross-gabled addition that might be an extra bedroom or guest quarters. The bottom story is a garage. This addition matches the house nicely and might have been part of its original construction.



Folk House, 3611 SW 35th Place. Folk Houses such as this one with Craftsman inspired details were popular from 1910 up into the 1930s. This one is a one-story, square house with a pyramidal roof and has a few Craftsman details such as a slight roof eave overhang. The siding is a "rake shake" style popular into the 1950s. At the south end is a front-gabled garage and what might be an addition connecting the house to the garage.

Folk House, 3631 SW 35th Place. This single-story, cross-gabled house has a large shed style dormer centered directly above the centered front porch. Subtle Craftsman details include generous roof overhang and shed dormer. Many of the windows appear to be the original wood frame single pane, single hung variety. Obvious modifications to the exterior of this home include the construction of an attached single-car garage and enclosure of the porch.



Minimal Traditional House, 521 SW 37th. Built into a hillside, this well-maintained two-story home has an "L" shaped footprint or ground plan. Its cross-gabled roof has a moderately steep pitch and two chimneys. The chimney on the south end is placed outside against the exterior wall. It was probably added after its original construction. There is a large second-story wrap-around porch on its west side. The area below the porch is walled in and appears to be living space. There is very little architectural adornment on this structure.

Folk Cottage, 3048 SW Anchor. This is the only structure built on the east side of present-day SW Anchor Avenue, north of present-day SW 32nd. Small single-story cottage with a low pitch, side-gabled roof. Several small additions are evident that are compatible with the original simply designed structure. Plain wood single siding. Very little architectural adornment.

Folk House, 3071 SW Anchor. This structure appears to be a modernized and minimized Prairie design. The single-story rectangular home has a low-pitched, simple hipped roof with a generous overhang. The exterior wall facing Anchor Avenue has two matching sets of three vertical single hung windows. The house sets atop a hill that affords it a commanding ocean view. Below it, at the street level, is an unattached two-car garage.

Folk House SW Anchor. This variation of folk design was popular in urban areas from 1905-1930. This two-story home has a rectangular footprint or ground plan. The pyramidal roof has a generous eave overhang. Window placement is symmetrical with a small centered porch supported by two posts. Window and siding on this well-maintained home appear to be recent replacements, not reflective of its original construction. This home sits atop a small hill. The hillside has been reinforced with a nice river rock and cement retaining wall and stairs that appears to be vintage.

Folk House, 3105 SW Anchor 3147. This large side-gabled one-story home is a Craftsman inspired design. It has shed style dormers that run for nearly the full width of the moderately steep pitched roof. Its location atop a narrow hill above the ocean necessitates it have a small entry porch at the ridge end wall, not typical of this style of house. The exterior siding appears to be a recent replacement, not compatible with the original design of this home. It has an unattached one-car garage below at street level.

Folk Cottage, 3220 SW Anchor. This small, side-gabled, two-story home is Craftsman design inspired. It has small dormers on its moderately steep pitched roof and was built into a small hillside. The street level basement contains a single-car garage. This cottage was made asymmetrical with the addition of a small walled-in porch. The exterior siding appears to be the wood “rake shake” type popular into the 1950s.

Craftsman Cottage, The Green Onion, 3233 SW Anchor Ave. Built in 1925 and in 1928 the “Green Onion” consists of two cottages built by the Anderson family. Originally, they had no insulation and were habitable strictly in the summer months. It had what was believed to be one of the first bathtubs in Nelscott. A line formed in front of the Green Onion of people possessing a nickel and a towel in hopes of taking advantage of the tub. The bathtub has since been removed and is in the collection of the North Lincoln



County Historical Museum. In 1986 Bev Ulbricht, whose family was a frequent summertime tenant of the Green Onion, purchased it and completed a full renovation. This structure consists of two single-story cottages and a two-car garage all of which are attached. The largest (and most likely the original 1925 cottage) is cross-gabled with a small hip on each gable. The 1928 cottage is a small cross-gabled structure. The garage has a roofline to match the original 1925 cottage.

Minimal Traditional House, 3251 SW Anchor Ave. Minimalized Colonial Revival architectural details. Side-gabled with a moderately steep pitched roof with two pedimented style dormers. This two-story structure is built into a hillside. A flat roof, single-car garage is attached to the bottom story with a railed deck on its roof. Main entrance, a walled in cross-gabled porch, is on the second story. River rocks were used in the construction of its foundation and chimney.



Folk House, 3324 SW Anchor Ave. This small front-gabled, single-story home has very little architectural adornment, and its exterior appears to have been altered little from its original construction. Window placement is asymmetrical. Some of the original wood-frame, single-hung windows are in place, as is the multi-pane glass front door. The front porch is uncovered. There is a small shed-style addition on the south eave wall. The roof has a slight eave overhang.

Folk Cottage, 3332 SW Anchor Ave. This small, side-gabled, single-story cottage has a few Craftsman details. The roof has a small hip at each end and a generous eave overhang. The front porch, covered by an angled extension of the roof, runs the full length of this structure. At the center of the porch roof is a small cross-gabled section. The front of the house is symmetrical with the front door at the center and replacement, aluminum frame windows on each side.

Minimal Traditional Cottage, 3340 SW Anchor Ave. This side-gabled cottage has Colonial Revival design influences apparent. The roof has two pedimented style dormers. The front porch runs the full length of this structure and is covered by an angled extension of the roof. The porch is probably not original to this structure; the window placement is symmetrical, and the front door is at the center of the porch. The windows are modern replacements.

Folk House, 3423 SW Anchor Ave. This very large side-gabled, two-story house has a Craftsman-inspired design. It has oversized (both in terms of height and width), shed-style dormers on its moderately steep pitched roof. There is a large, cross-gabled addition at the back of this structure that does not reflect the original design of the house. The large front porch (possibly an addition) stretches across the entire front of the house and has been partially walled in. The main entrance appears to be on the second story. The windows throughout this house have been replaced with asymmetrical picture windows.

Folk House, 3436 SW Anchor Ave. Currently, the Sand Castle Motel operates this building, which is located across the street. Based on historic photos it appears to have been built sometime after the completion of the Nelscott Apartments building (1935) and prior to the late 1940s. It has always been a lodging establishment. This very large, side-gabled, two-story lodging establishment of Craftsman-inspired design lacks a front porch. It has oversized (both in terms of height and width) shed-style dormers on its moderately steep pitched roof. The dormer in the back has a section that continues down beyond the eave wall and serves as an addition to the first floor. At the north gable end is a chimney constructed with river rock.

Minimal Traditional Cottage, 3443 SW Anchor Ave. When Nelscott was getting its start, this structure housed its first grocery store. This is a well maintained, side-gabled, single-story cottage with very little architectural adornment. Original wood frame windows have been replaced with sliding aluminum windows. The front is symmetrical with the door at its center and one horizontal window on each side. There is a very small cross-gabled porch roof over the main entrance. It is located just north of the beach access at the end of SW 35th street.



Folk House, 3503 SW Anchor Ave. This well maintained, side-gabled, two-story house of Craftsman inspired design has shed-style dormers on its moderately steep, pitched roof that extend to its exterior walls. Roof eave overhang has decorative beams under the gables. At the north gable end is a chimney constructed with river rock. Attached to the north gable wall next to the chimney is a small side-gabled addition. Located just south of the beach access at the end of SW 35th street, it is remarkable this house still stands given its proximity to the ocean.

Minimal Traditional House, 2834 SW Anchor Court. This is a nicely maintained, side-gabled, single-story cottage has very little architectural adornment. The front of the house is asymmetrical with a pedimented dormer at the south end of the roof. Below a dormer is a shed-style addition that might cover what was once a garage door opening. The small enclosed front porch has a cross-gabled roof.

Folk House, 2834 SW Beach Ave. This type of side-gabled asymmetrical house with an extended back eave wall section is known as a “saltbox.” The vertical single-hung windows are symmetrically placed. The small front porch (probably an addition) is fashioned like an oversized shed dormer. The attached garage is in the back corner of the southernmost gable end.

Folk House 2928 SW Beach. This side-gabled, single-story house has a steep-pitch roof with a small cross-gabled roof over the centered front entry. The front door has a pair of vertical single-hung windows equidistant from the front door. The south gable end has a recently constructed deck accessible from the attic.

Folk House 2950 SW Beach Ave. This is a single-story, cross-gabled house with a moderately steep pitch roof, a small front porch with walled-in cross-gabled roof, and slightly oversized vertical single hung windows. It has a red brick chimney on the north gable wall.

Folk Cottage, 2950 SW Beach Ave. This single-story, side-gabled house has a low steep-pitch roof with a generous eave overhang. Small centered walled-in front porch with cross-gabled roof. It has a shed-style addition on one side and rustic plain, unpainted wood shingle siding. The windows are aluminum replacements.

Minimal Traditional House, 3115 SW Beach. This house has an “L” shaped layout with a single, dominant, steeply pitched front gable. The overall shape of this house often appears in Tudor-style homes. The front entrance is at the corner of this structure and connects the two gables. This is a well-maintained example of a modernized and minimalized Tudor styling popular in the 1930s.

Minimal Traditional House, 3130 SW Beach. The basic design and size of this house appears to be identical to the previously listed house, 3115 SW Beach Avenue. “L” shape layout with a single dominate steeply pitched front gable. The wood frame windows in this home appear to be original. The dominant gable has a pane of triple ribbon windows.



*3115 SW Beach (above right)
3130 SW Beach (below right)*

Folk House, 3146 SW Beach Ave. A photo dating from the 1930s reveals this structure once had log walls on all four sides of the ground floor. The basement was a two-car garage, and the top dormers are recent additions. This structure and two other log structures in Nelscott probably were built by contractor Elie J. Joyal who came to Nelscott in 1929 and died in 1933. This extensively remodeled home incorporates a mix of many design styles. The three-story, side-gabled house has a gambrel roof resembling the general shape of many older barns. Each side has a large full-length shed style dormer with yet another full-length gable on top of each of them. One log wall on the main ground-level story is visible on its north side.



Folk House, 3210 SW Beach Ave. A photo dating from the 1930s reveals that the general exterior appearance of this house has changed very little. Changes over the years include the replacement of rotten logs in the late 1970s and the addition of a doorway to facilitate the operation of a beauty shop based in this house. This structure and two other log structures in Nelscott were built by contractor Elie “Shorty” J. Joyal who came to Nelscott in 1929 and died in 1933. This is a unique log home of Folk and Craftsman design

with two, front-faced, cross-gables. The general configuration of this house resembles a traditional log design known as “fox trot,” which features two separate sections with a breezeway between each. In this variation of the traditional design the breezeway has been walled-in with logs connecting the two units. The roof eave has a generous overhang with exposed roof rafters.



Minimal Traditional House, 3218 SW Beach Ave.

This home was constructed in the 1940s, and its exterior appearance remains virtually unchanged. Recently a replacement chimney was installed. The general shape of this home is somewhat similar to the Minimal Traditional/Tudor style homes at 3115 and 3130 SW Beach Avenue.



Minimal Traditional House, 3227 SW Beach Ave.

This side-gabled, one-story house has a moderately steep roof. The open porch has a very small cross-gabled roof without sidewalls. The built-in garage, on the opposite end of the front door, is also cross-gabled and extends slightly beyond the eave wall. The garage may have been extended. There is very little architectural adornment on this structure.

Minimal Traditional House, 3232 SW Beach Ave.

This house probably was built by Herbert Shears who, with his wife Nell, operated Nelbert Cottages on Acacia Street (present day Beach Ave.). Shears typically installed at least one arched window in each structure he built. This is a front-gabled, one-story

home with a moderately steep roof pitch. The small walled-in front porch has an arched window that is not repeated anywhere else on this house. A large chimney, probably an addition, is attached to the front gable wall.

Minimal Traditional House, 3257 SW Beach Ave. This house was built by Herbert Shears who, with his wife Nell, operated Nelbert Cottages on Acacia Street (present day Beach Avenue). The Shears family lived in this house for many years. Shears typically installed at least one arched window in each structure he built. This house has been well maintained and renovated and is a front-gabled, story-and-a-half with a small walled-in front porch at its south corner. The porch entryway, windows and attic window at the gable end are arched. The small addition on the north eave wall is reflective of the home's design and construction. The building has "rake shake" siding. The roof has no eave overhang.



Minimal Traditional cottages, 3263 and 3265 SW Beach Ave. These two cottages were built by Herbert Shears in the late 1940s. Shears, with his wife Nell, operated Nelbert Cottages on Acacia Street (present day Beach Avenue). Nell operated a weaving business in the east end of this unit. The Shears lived in the west end. Later these two cottages were converted into their present form, a duplex consisting of two similar small, connected, single-story, cross-gabled cottages with an arched front door entryway and wood "rake shake" siding. One has a drive-in garage.

Minimal Traditional Structure, 3278 SW Beach Ave. Built in the late 1930s, this structure started as a small cabin. A large addition to the south and the dormers came later. This house has a large, side-gabled structure with a pair of matching large cross-gabled wall dormers and a moderately steep roof pitch with eave overhang. The Neo-Colonial design touches include the dormers with the faux shutters.

Folk Cottage, 3305 SW Beach Ave. The original owner of this home was Louise Hoskins, a sister of Nan Nelson (nee Maloney), wife of Nelscott founder Charles Nelson. The lot was selected by Hoskins shortly after Nelson platted his development. This cabin has been a vacation hideaway for members of the Hoskins family for three generations. When Lewis Hoskins retired in 1981, he and his wife, Lois, became full-time residents of this cottage. It is a rustic front-gabled cottage with unpainted wood shingle siding. There is a large



hipped cross-gabled dormer on the north end. The dormer appears to be an addition, as does an section on the south eave wall. This home has an attached single-car garage and an attached shed-style roof over the front porch. The roof eave has a generous overhang.



Folk Cottage, “The Sisters,” 3317 SW Beach Ave. Similar to the previously listed cottage (3305 SW Beach Ave.) located next door, this house was owned by Nelscott founder, Charles Nelson, and has been the property of the Hoskins family many years. This cabin was named for the three daughters of Lewis and Lois Hoskins. They and their families continue to use it as a retreat. The large, hipped, cross-gabled dormer on this cottage is on the south end. This cottage lacks an attached garage. The front-gabled porch roof is reflective of the main roof.



Craftsman Cottage, 3019 SW Coast Ave. This cottage was originally a rental unit of Nelscott Auto Park. It was probably built in the mid to late 1920s. It is a single-story, front-gabled cottage with a small front-gabled roof over the centered front entry. It features a generous roof eave overhang, and the porch gable has open decorative radial stick work. The roof has wood shingle siding, and the windows are symmetrical, aluminum-frame replacements. A small single car garage is attached to south eave wall, an angled continuation of the roof.

Craftsman Cottage, 3102 SW Coast Ave. This cottage was originally a rental unit in Nelscott Auto Park. It was probably built in the mid-1920s. It is a small, front-gabled cottage with small, off-centered front-gabled roof over the front porch. There is some roof eave overhang. The siding is modern plywood. The windows are asymmetrical.

Craftsman Cottage, 3110 SW Coast Ave. This cottage was originally a rental unit in Nelscott Auto Park. It was probably built in the mid-1920s. It is a small, front-gabled cottage with a small, off-centered front-gabled roof over the front porch and some roof eave overhang. It is built into a hillside with a basement entry and appears to have living space below street level. The siding is modern plywood, and the windows are asymmetrical, some with faux shutters.



Craftsman Cottage, 3122 SW Coast Ave. This cottage was originally a rental unit in Nelscott Auto Park. It was probably built in the mid to late 1920s. It is a single-story, front-gabled cottage with a very small roof over the centered front entry with some roof eave overhang. The siding is modern plywood, and the windows are asymmetrical with some aluminum frame replacements. What appears to have been a small, single-car garage, an angled continuation of the roof attached to north eave, has been walled-in and converted to living space.

Folk House, 3127 SW Coast Ave. This single story has a pyramidal roof. The hipped roof addition at its north end is compatible with the design of the original structure. The small centered wood deck porch is supported by 4' X 4' posts. Windows are asymmetrical; all are modern double pane with vinyl frames.

Craftsman Cottage, 3128 SW Coast Ave. This cottage was originally a rental unit in Nelscott Auto Park. It was probably built in the mid-1920s. Before modifications this unit might have been identical to the cottage at 3122 SW Coast Ave. The front entrance appears to have been moved to the eave wall. This single-story, front-gabled cottage has a very small roof centered over a front entry with some roof eave overhang. The siding is plain wood single. Windows are asymmetrical with vinyl frame replacements. The small, single-car garage attached to north eave wall, with an angled continuation of the roof, has been converted to living space.

OCEANLAKE AREA

Craftsman Cottage, 1334 NE Keel. This small rectangular one-story wood frame structure with front gabled roof has a small porch, which is also front gabled. The siding appears to be original wood. The windows also are wood frame.

Craftsman Cottage, 1334 NE Mast. This small rectangular one-story wood frame structure has a steep, side gabled roof. What were probably multi-pane windows have been replaced with single panes of glass. The wood siding probably is not original. The cement foundation has incorporated river rocks.

Craftsman Cottage, 1514 NE 11th. This is a nicely maintained, small, single-story, wood frame residence with a front gabled roof and front porch and a pair of original vertical wood frame windows on each side of the paneled front door. The porch has decorative radial stick work, and the roof pitch is much steeper than the porch. It has two small, shed-style additions on the east side.

Craftsman Cottage, 1716 NE 11th. This is a nicely maintained, small, single story, wood-frame house with front gabled roof and front porch. It has one wood-frame window to the left of front door. The roof pitch and front porch match. The wood-frame windows are intact and appear to be original as is the siding. This structure has a small shed style addition in back.

Craftsman Cottage, 1538 NE 12th. This one-and-a-half story has a steeply pitched, side-gabled roof. The front has a simple, shed-style porch overhang. The roof eve has a generous overhang. The original wood frame windows have a set of three vertical (known as ribbon style) windows on each side of front door. It lacks the decorative details typical of Craftsman homes. This structure is sited on a large lot with Spruce trees. The unpainted wood siding probably is a relatively recent replacement.

Craftsman Cottage, 1538 NE 13th. This structure is single-story, wood-frame, with front-gabled roof and front-gabled front porch that goes the full width. The roof pitch of the porch is slightly less steep than the cottage. The eve overhang is generous and has a few decorative braces. The wood-frame windows appear to be original.

Craftsman Cottage, 1610 NE 13th. This eclectic cottage is probably the best example of classic Craftsman-style architecture in the Oceanlake section of Lincoln City. It features a one-and-a-half-story wood frame with front gabled roof and front porch. The front porch is supported with a pair of square columns with Corinthian capitals (a Neoclassical design element). The generous eve overhang has decorative braces. The roof line has subtle Oriental-style curves at its base. Transomed wood frame windows appear to be original. This cottage has a basement with a garage door to the right and below the front door.

Craftsman Cottage, 1774 NE 13th. This is a small, one-and-a-half story wood-frame cottage with a steeply pitched, side-gabled roof. The small, centered, cross-gabled front porch has decorative braces typical of Craftsman homes. The roof eave has a generous overhang. The house has original decorative multi-pane, wood-frame windows. It is one of the few cottages in Oceanlake with some of the decorative details typical of Craftsman homes. This structure is nicely maintained and appears to have been recently renovated in a manner sensitive to its original design.

Craftsman Cottage, 1716 NE 14th. This is a simple rectangular one-and-a-half story wood frame cottage with a steeply pitched, front-gabled roof. The roof eave has a generous overhang. A small porch is centered and has a nearly flat roof that has been walled in. The front porch is not likely original to this cottage. The wood framed transomed windows appear to be original.

Craftsman Cottage, 1340 NW 14th. This is a two-story, side gabled, house with a large, shed-style dormer and a large, cross-gabled porch roof with overhead stick work that radiates outward. Otherwise this house lacks the decorative details typical of Craftsman homes. Windows have been replaced with modern aluminum frames. What was a brick or rock chimney has been walled over with plywood. Otherwise there appear to be no significant structural alterations.

Craftsman Cottage, 1414 NW 15th. Small single story, front gabled wood frame cottage. The off-center front porch is also front gabled. All windows are single pane, probably replacements. Classic Craftsman design with virtually no decorative details.

Craftsman Cottage, 1323 NW 16th. This is a small, single L-shaped, wood-framed house with a cross-gabled roof. Much of the original adornment, if it had any, has been removed. This house has probably been significantly altered. The front cross gable section of this dwelling is most likely an addition. Appears to have originally had a built-in garage that has been walled in.

Craftsman Cottage, 1325 NW 16th. Small single-story side gabled roof home with separate small garage that appears to original to the home. Much of the original adornment, if it had any, has been removed. Windows have been replaced with aluminum frame windows of the correct design. Siding has been replaced with plywood.

Craftsman Cottage, 1451 NW 16th. Small single-story side gabled roof home with a small, centered, cross gabled walled in front porch. Roof eave has generous overhang. Much of the original adornment, if it had any, has been removed. Windows replaced with one pane picture windows.

Craftsman Cottage, 1457 NW 16th. This is a small, single-story with a side-gabled roof and a small garage that appears to be original to the home. Much of the original adornment, if it had any, has been removed. Windows have been replaced with one-pane picture windows. Porch has been walled in. It appears the pitch of the roof has been significantly altered.

Craftsman Cottage, 1254 NW 17th. This is a two-story, cross-gabled house with large, shed-style dormers on each side. It appears to have been completely remodeled. Structurally, it appears to be in tact with few modifications to the original design. There is very little ornamentation, perhaps having been removed. The siding has been replaced with modern plywood, and the windows are modern with vinyl frames.

Craftsman Cottage, 1332 NW 17th. This nicely maintained, one-and-a-half story house has a wood-frame structure with details such as the hipped roof and wide eaves, but it has a modern looking, seemingly appropriate porch with a hipped gabled roof. The windows are vertical and narrow and are original

or appropriate replacements. There is a large chimney and six-sided window near front door.

Craftsman Cottage, 1442 NW 17th. This is a small, single-story with a small, front-facing gabled porch and extended rafter ends. This is probably a remnant of an auto park that, based on a Sanborn map, still functioned as such in 1951.

Craftsman House, 1511 NE 13th. This above average size (for this neighborhood), one-and-a-half story wood frame house has a front gabled roof and shed dormers and appears to have a basement. The eave overhang is generous with decorative braces. The walled in cross gabled front porch has windows, most likely a recent addition. Non-compatible aluminum frame windows are a recent replacement. The basic structure and original exterior design of this structure appear to be intact.

Craftsman House, 1637 NE 14th. Above average size (for this neighborhood), this one-and-a-half story wood-frame home has a side gabled roof with large shed dormers and appears to have a daylight basement. The house has an interesting foundation with river rocks incorporated into the cement. A large, attached, garage addition on its northeast corner is not compatible with the original design of the house.

Craftsman House, 1815 NW Harbor. This house has a large, three-story side gabled roof with shed dormer with four vertical windows that stretch nearly the full length of the roof. The second story has a balcony porch along the full length of the house. This structure appears to be unoccupied and in need of numerous repairs.

Folk House, 1300 NW 14th. This is a two-story wood-frame “salt box” style, gabled residence. The siding appears to be original or original style. A side-entry porch stretches across the full length of its front. The windows have been replaced with non-compatible aluminum frames; otherwise, the exterior of this structure appears to have been altered very little.

Folk House, 1351 NW 16th. This is a small, single-story cottage, side-gabled with a small, cross-gabled porch, river rock chimney, and rake shake siding.

Folk House, 1313 NW 17th. This house is a single story and is cross-gabled. The cross-gable section at the rear of the house is higher than the main roof line and might be an addition. The wood shingles and windows are original. In the front yard of this home is the sign commemorating the honeymooners of 1837, placing this structure in what was once the heart of Devil’s Lake Auto Park.

Folk House, 1421 NW 17th. This house has a side-gabled roof with a small cross-gabled, walled in front porch with a curious, dual-pitched entry door. It appears to have a large structural addition.

Craftsman House, 1411 NW 14th. Most recently, this house has been the location of Gentle Woods, a garden, plant and gift store. It was originally a residence. The structure has a large, centered dormer. The building is side gabled with a semi-steep roof pitch and very little decorative details. Some of the windows appear to be original with wood frames. Some are compatible replacements. At least one is modern in design. Certainly, this house once had a large front porch as was typical with Craftsman homes. The porch has been replaced with a very large arbor.

Minimal Traditional, 1426 NW 15th. Most recently this building has housed Heart and Soul. It appears originally to have been a dwelling. The structure is two-story with side gabled roof, very little adornment, and shake siding probably a recent modification.

Craftsman Cottages, 1600 NE 14th. Most recently, this structure was known as Hyde Park, operating as apartments. The complex includes approximately six very small, simply designed and constructed Craftsman style cottages, probably the remains of a 1930s auto court. All are simple, rectangular-shaped structures with a medium pitched roof with a generous eave overhang. Most have plywood siding.

Minimal Traditional Cottage, 1523 NE 12th. This is a side-gabled, one-and a-half story house that appears to be an early example of Minimal Traditional styling with very little adornment, small cross off-centered, walled-in cross-gabled porch, and rake shake siding. The front porch is a simple shed style. The roof eaves have no overhang. Two single-pane aluminum frame picture windows are replacements. It might originally have had a built-in garage, now walled in and converted to living space.

Minimal Traditional Cottage, 1012 NE Keel. This side gabled, single-story home appears to be an early example of Minimal Traditional styling with very little adornment. Small cross off-centered walled in cross gabled porch, rake shake siding. Roof eaves have a slight overhang. Single pane picture windows are probably replacements.

Minimal Traditional Cottage, 1200 block NW 14th (exact address unclear). This side-gabled, single-story home appears to be an early example of Minimal Traditional styling with very little adornment. It has a small off-center, cross-gabled porch and rake shake siding. This small cottage has some craftsman design details, a large eave overhang and a nice river rock chimney. Some of the windows are recent aluminum replacements.

Minimal Traditional Cottage, 1320 NW 16th. This is a front-gabled, single-story cottage that appears to be an early example of Minimal Traditional styling with very little adornment. The front gabled porch and the multi paned windows illustrate subtle Craftsman design elements.

Minimal Traditional Cottage, 1411 NW 17th. This side-gabled, single-story cottage appears to be an early example of Minimal Traditional styling with very little adornment. Original wood frame windows have been replaced with sliding aluminum windows. The front cross-gabled porch might not have been walled in originally.

Minimal Traditional Cottage, 1420 NW 17th. This side gabled single-story cottage appears to be an early example of Minimal Traditional styling with very little adornment. Original windows have been replaced with aluminum frame picture windows. The front cross-gabled porch looks like it has been walled in and expanded since original construction

Minimal Traditional Cottages, 1444 & 1444 NW 16th. This Pair of similar cottages sited very close to each other has a side-gabled roof rake shake siding, probably original, and very little adornment. Windows have been replaced with aluminum frame picture windows.

Minimal Traditional Duplex, 1343 NW 14th. This duplex is a side-gabled Minimal Traditional style with cross gables at each of the two main entrances, rake shake wood siding, and modern window treatment. This building was quite likely a remnant of an auto court, and probably dates from the late 1930s.

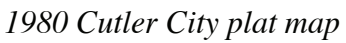
Minimal Traditional House, 1244 NW 17th. This is a nice example of Minimal Traditional styling with very little adornment. The front porch with small gabled porch appears to be original.

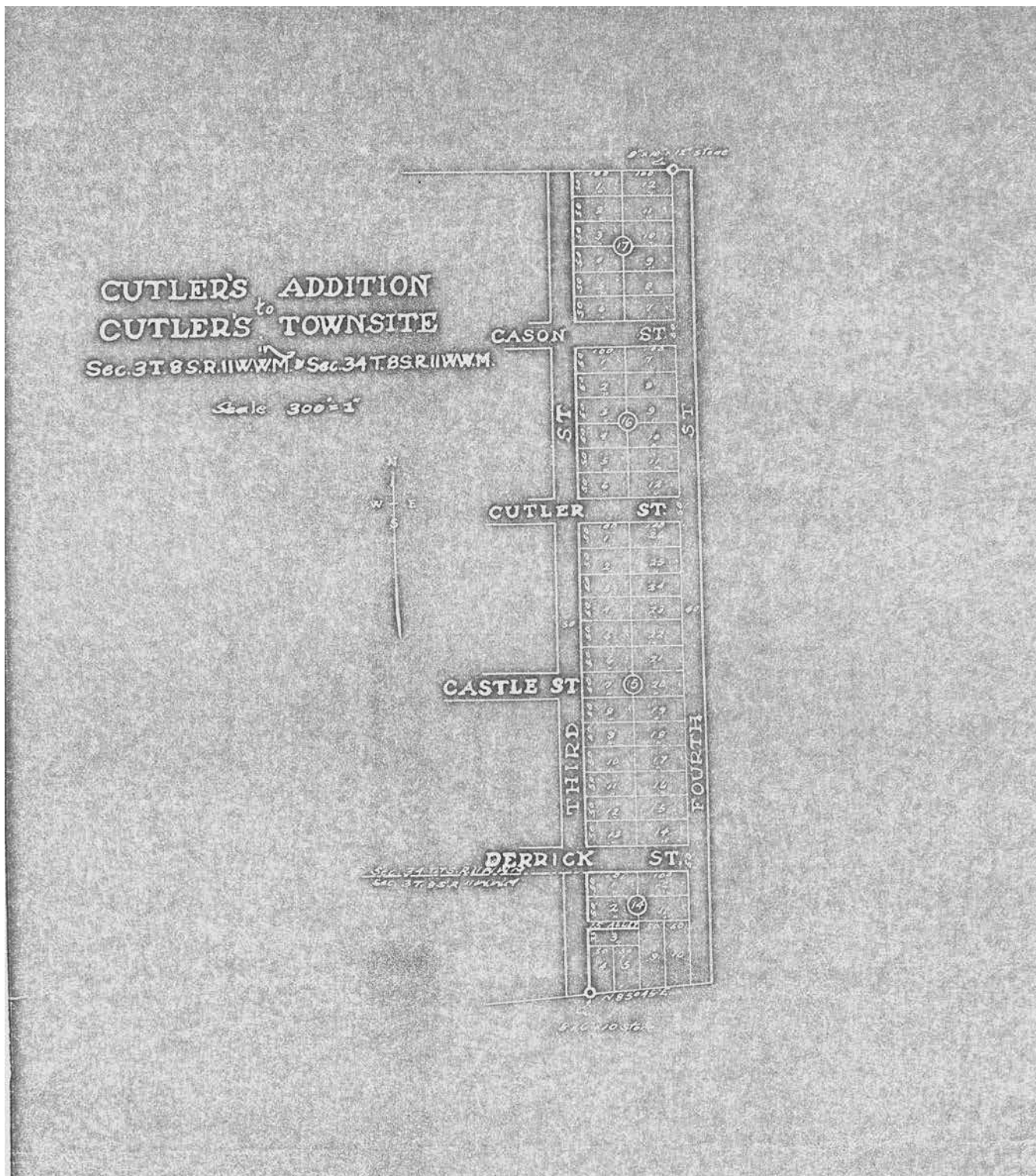
Mrs. White's Cottages, 1511 NW Harbor. Today rooms 1 through 5 of the Sea Gull Beach Front Motel are what remains of what is believed to have been the first lodging establishment in what was then Devil's Lake Park. It was built in the 1920s by a woman known to locals simply as "Mrs. White." Each

of the original 22 units was heated with a wood stove. This was one of the first modern auto courts with garages in North Lincoln County. In 1940 it was sold by Mr. and Mrs. Lute Wisemuch to Mr. and Mrs. A. Hussy and LB. Cannon. It was later purchased by Mr. and Mrs. Ralph Henry and renamed Henry's. In 1965 the Henry's daughter Louella took over ownership. She owned it at least through 1976.

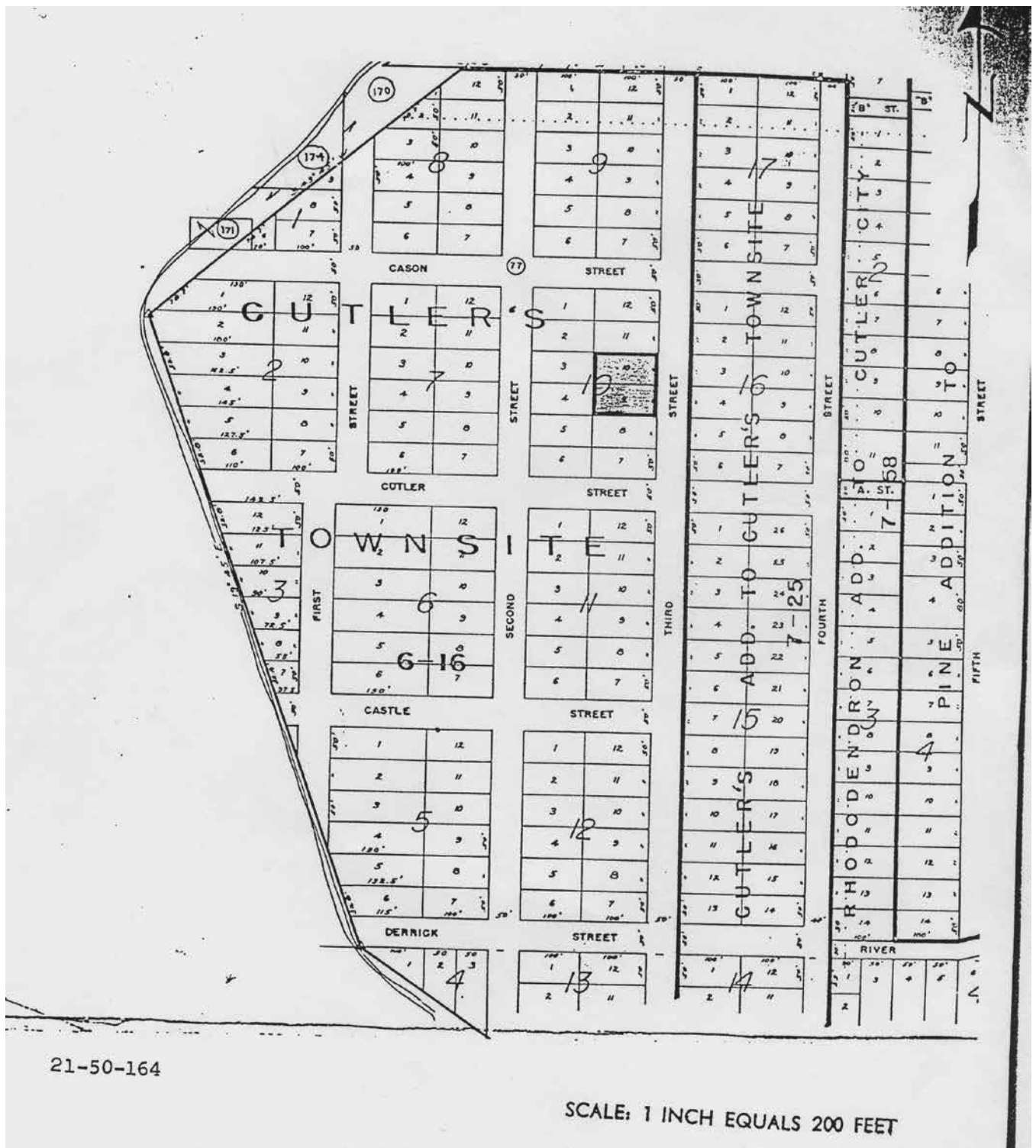
Schmidt House, NE 12th and Oar. This house was built in the 1920s for the Schmidt family. Dora Schmidt, a nurse, also used this house as a birthing center.

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Cutler addition to Cutler City



Rhododendron and Pines addition to Cutler City

SCALE 1 IN. = 200 FT.



* SURVEYORS CERTIFICATE

APPROVALS

1871 ~~Conley~~ Co. Assessor
 No. 14 Sept. 1871
 --- ~~Conley~~ Co. Surveyor
 Date Sept. 1871
 --- ~~Conley~~ Co. Judge.
 Date Sept. 1871
 --- ~~Conley~~ Co. Justice Commissioner
 Date Sept. 1871
 --- ~~Conley~~ Co. Commissioner
 Date Sept. 1871
 --- ~~Conley~~ Co. Clerk.
 Date Sept. 1871
 --- ~~Conley~~ Co. Sheriff.
 All Taxes paid up to and including year 1875
 1876 ~~Conley~~ Sheriff.

Subscribed and sworn to before me this 11th day of Apr 1922
 Notary Public for Oregon
 My Commission Expires April 28 1924

DEDICATION

[illegible]

Nelscott Land Company
by W. W. Scott
President
by Chas. P. Nilsson
Secretary

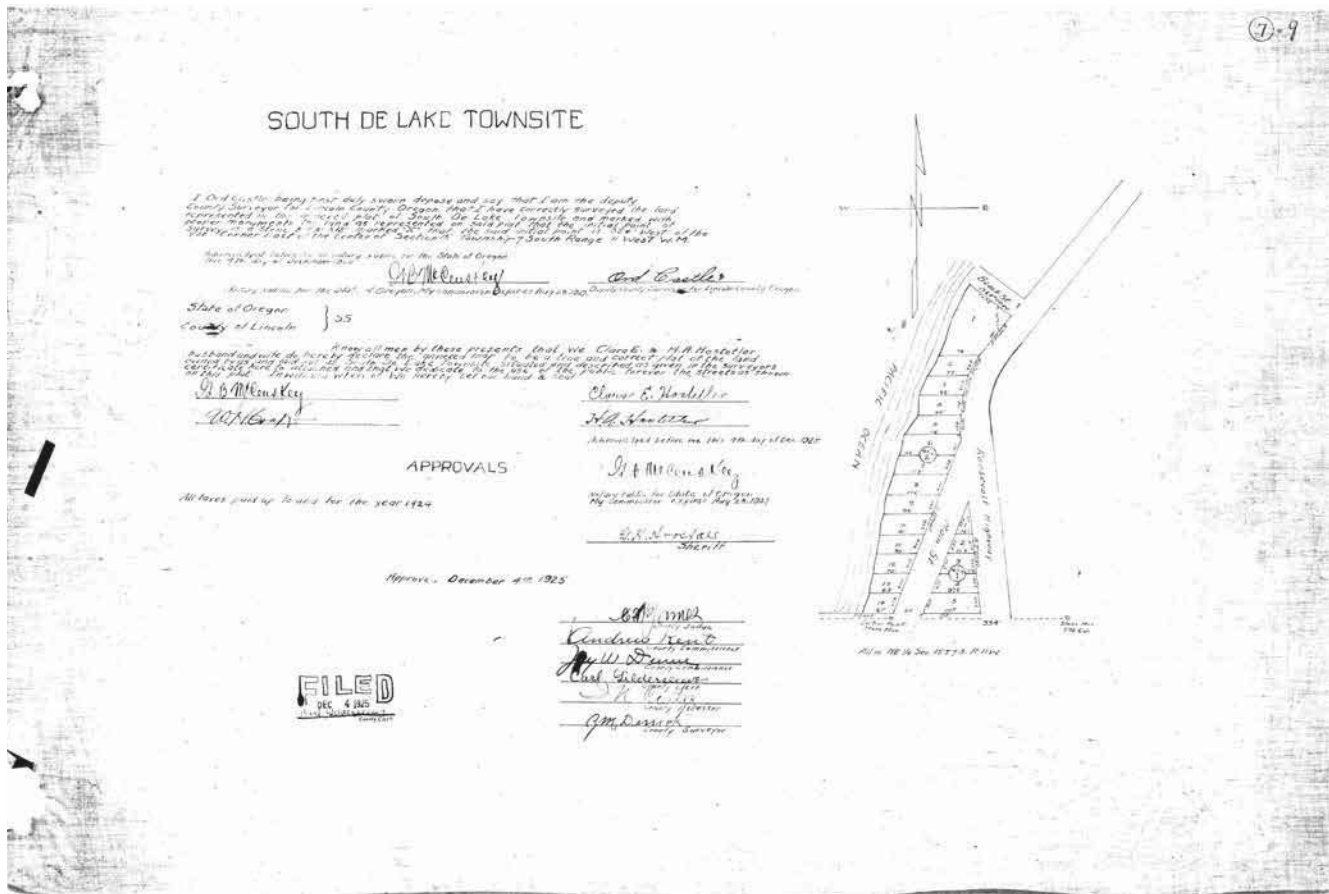
ACKNOWLEDGMENT

State of Oregon } ss.
County of Clatsop)
I, H. C. Galt, on the 11th day of April, 1907, did appear before me, who being duly sworn and believing me to be a Justice of the Peace, duly qualified for that duty, that he is the Secretary of the Clatsop Lumber Company, a Corporation, and that the seal of said Company, a Corporation, was signed and subscribed by said Corporation to the ordinary of the Board of Directors, and the said ordinary as President of said Corporation, Secretary, being both to me personally known, and the said ordinary is true and correct and a deed of said Corporation.

I, Matthew Wheeler, have been duly sworn and have read and my material to the day and year last above written.

Notary Public for Oregon
My Commission Expires
April 8 1917

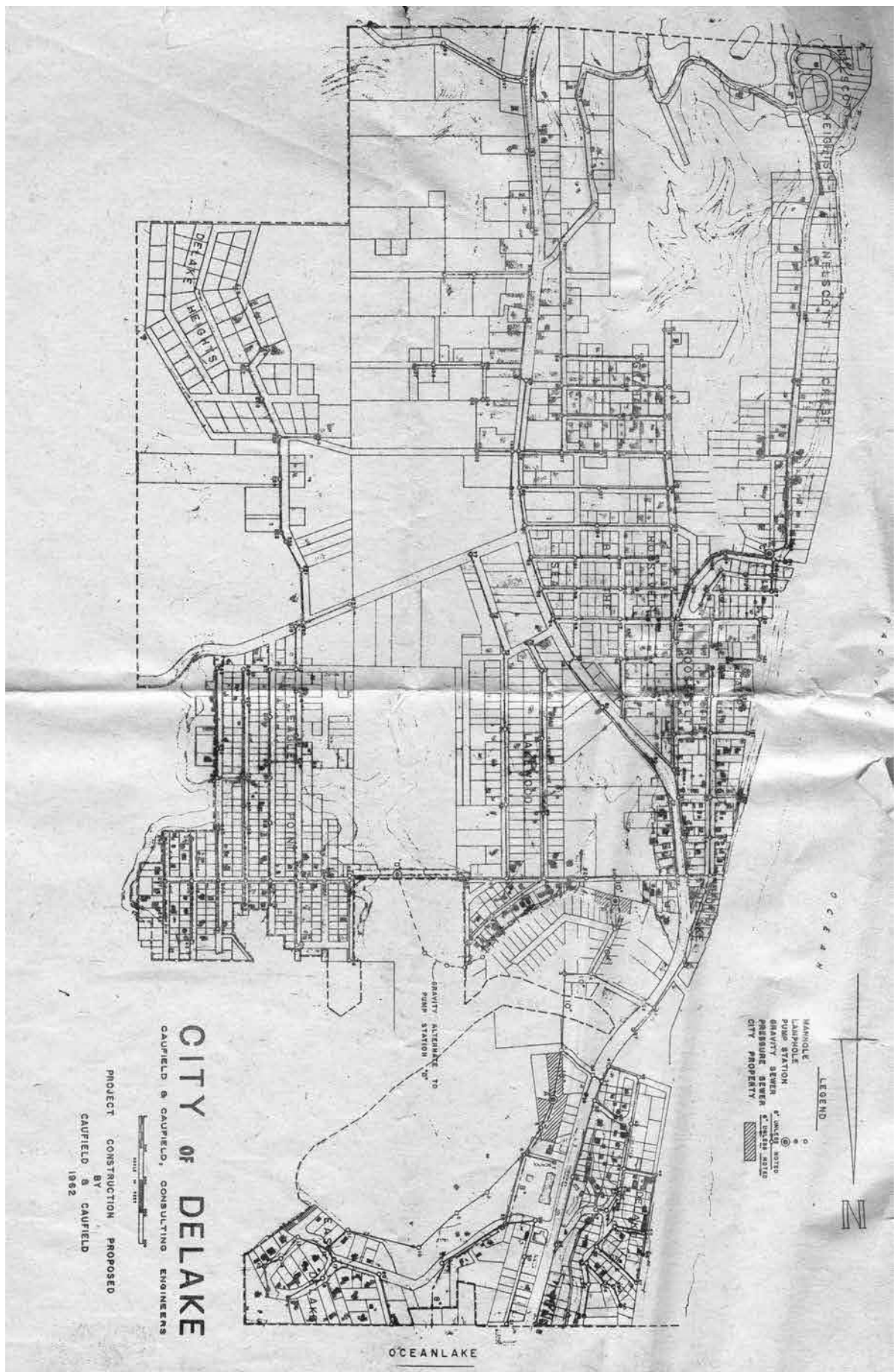
First addition to Nelscott Beach



South Delake Township



East Delake map



City of Delake Map

⑦-3,3

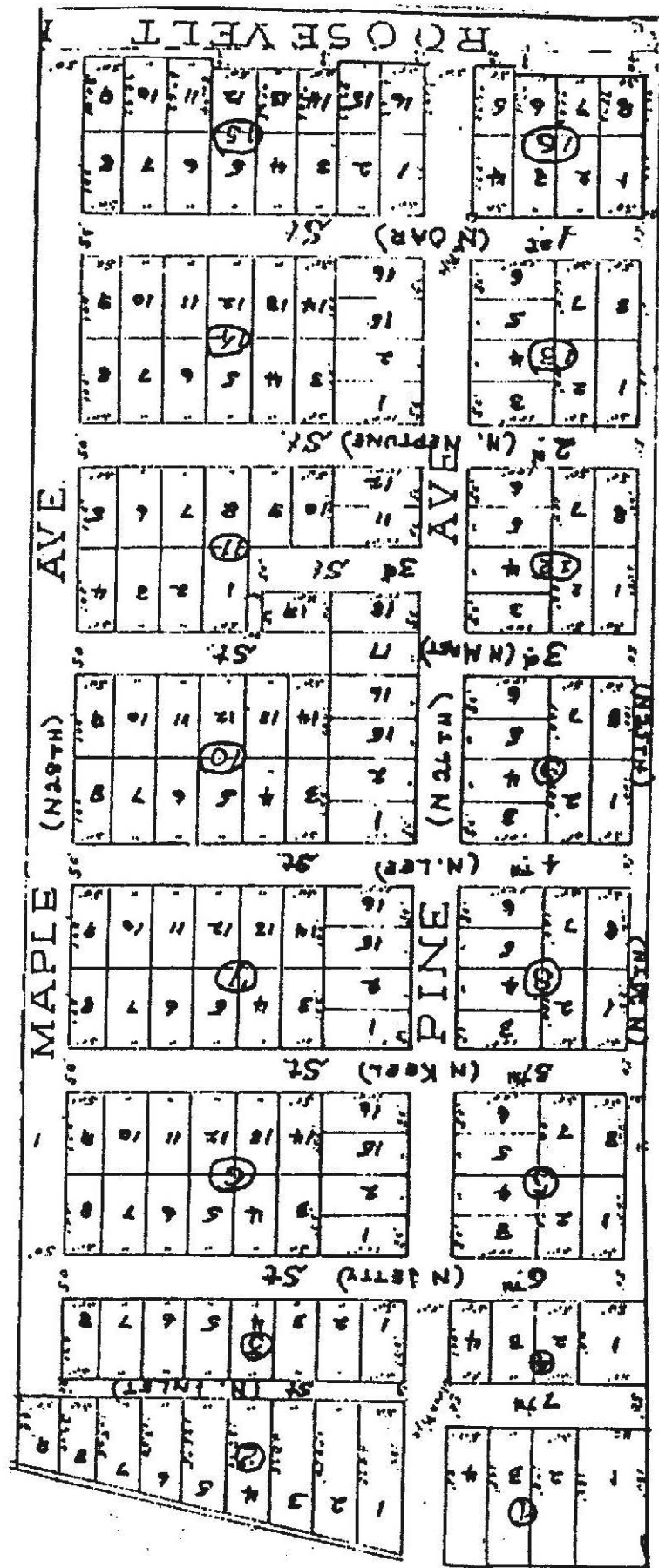
Second Addition to South Delake



Exemptions were reported the 12 day of February 1968 at Three Local Co. Oregon
R.E. Bellin County Clerk St. Helens County Judge
W.C. Brown County Assessor County Comm. - Astoria
LB Ambler County Register L.T. Hunt County Comm. - Astoria

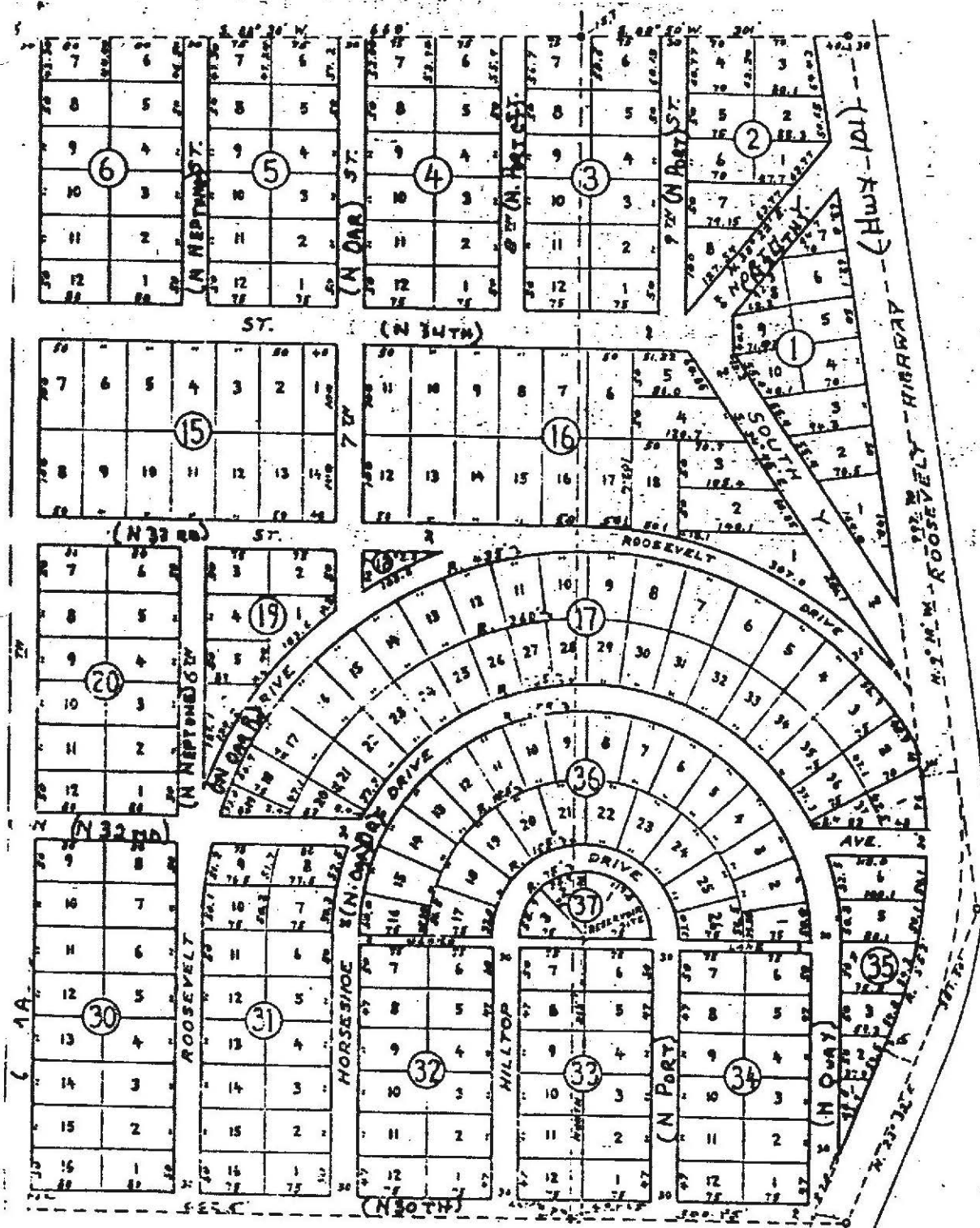
All taxes on the above property
 have been paid
Timothy R. Kile Sheriff

Second Addition to Delake

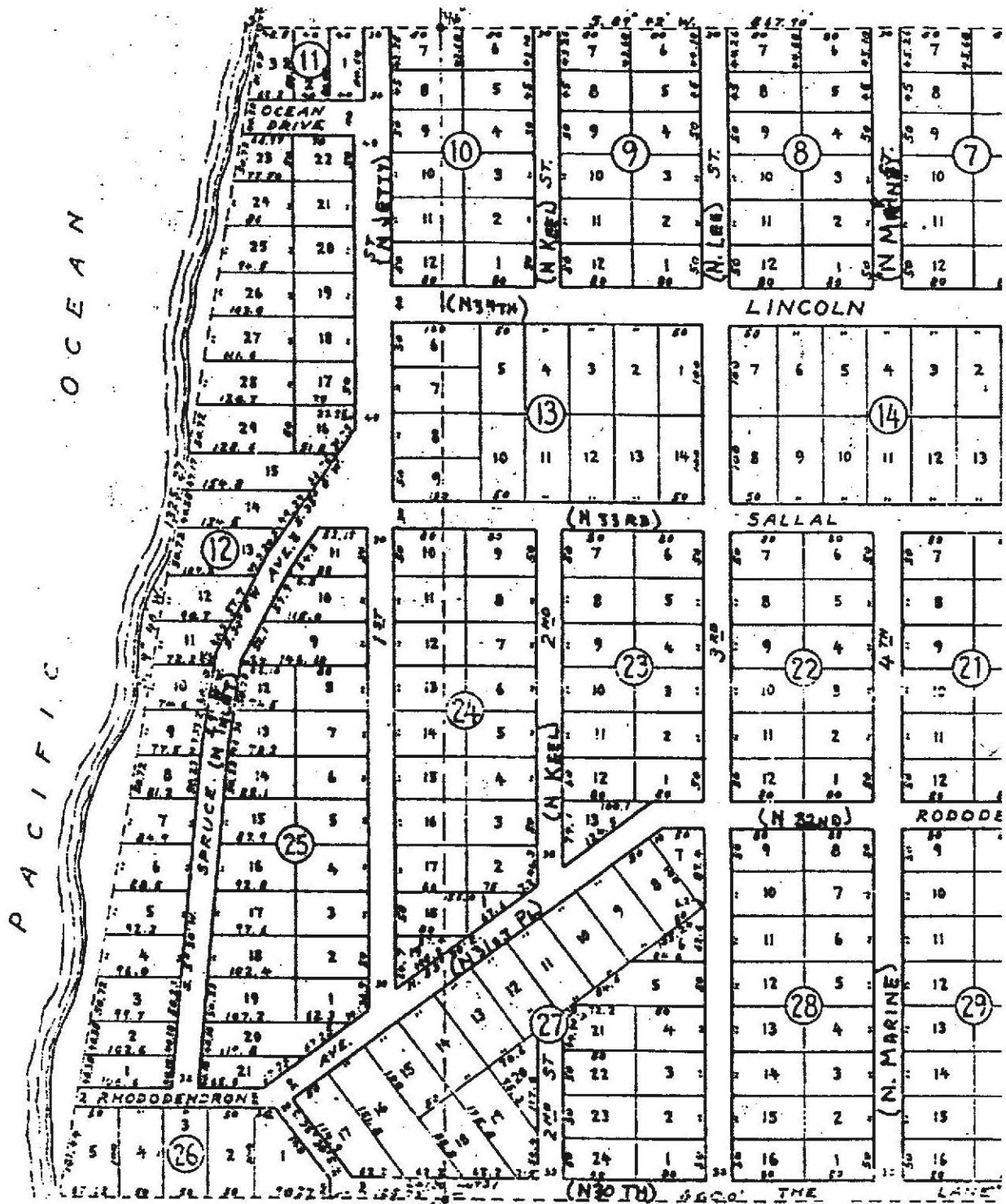


Wecoma: Braemar townsite

WECOMA BEACH
 (Blocks 1-6, 15-20 & 30-37)
 East Portion

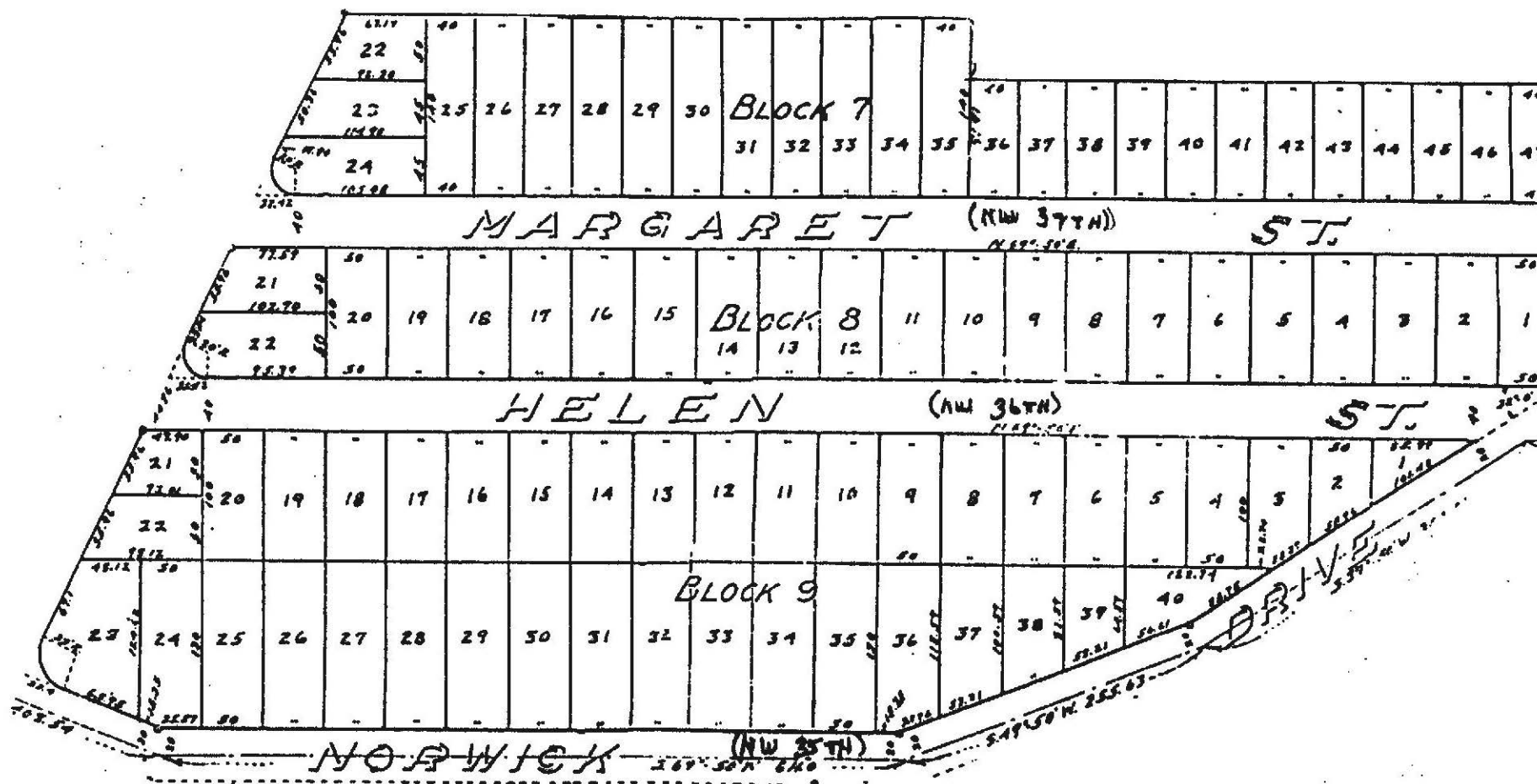


Wecoma Beach east portion



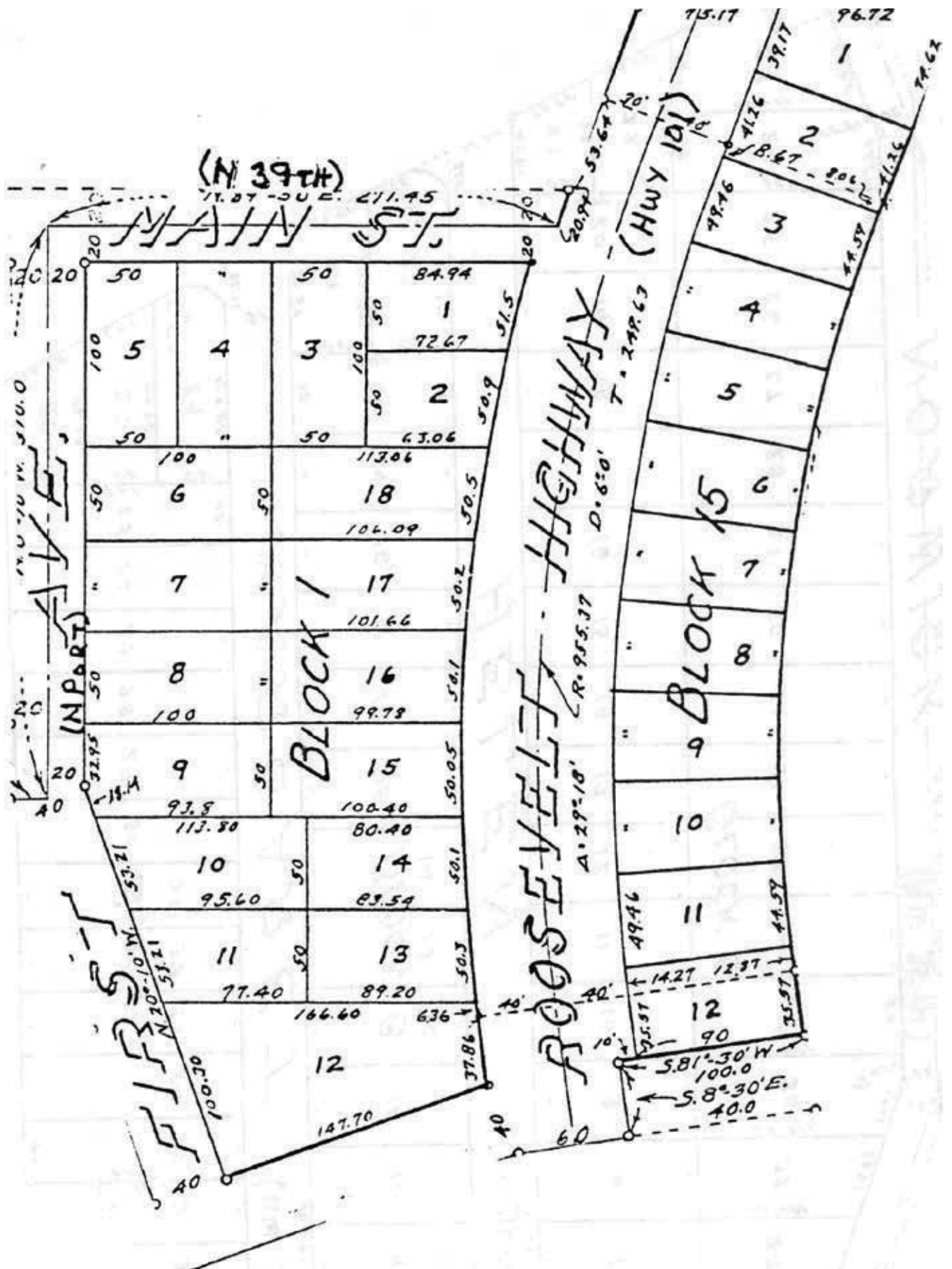
WECOMA BEACH
(Blocks 7-14 & 21-29)
West Portion

Wecoma Beach east portion

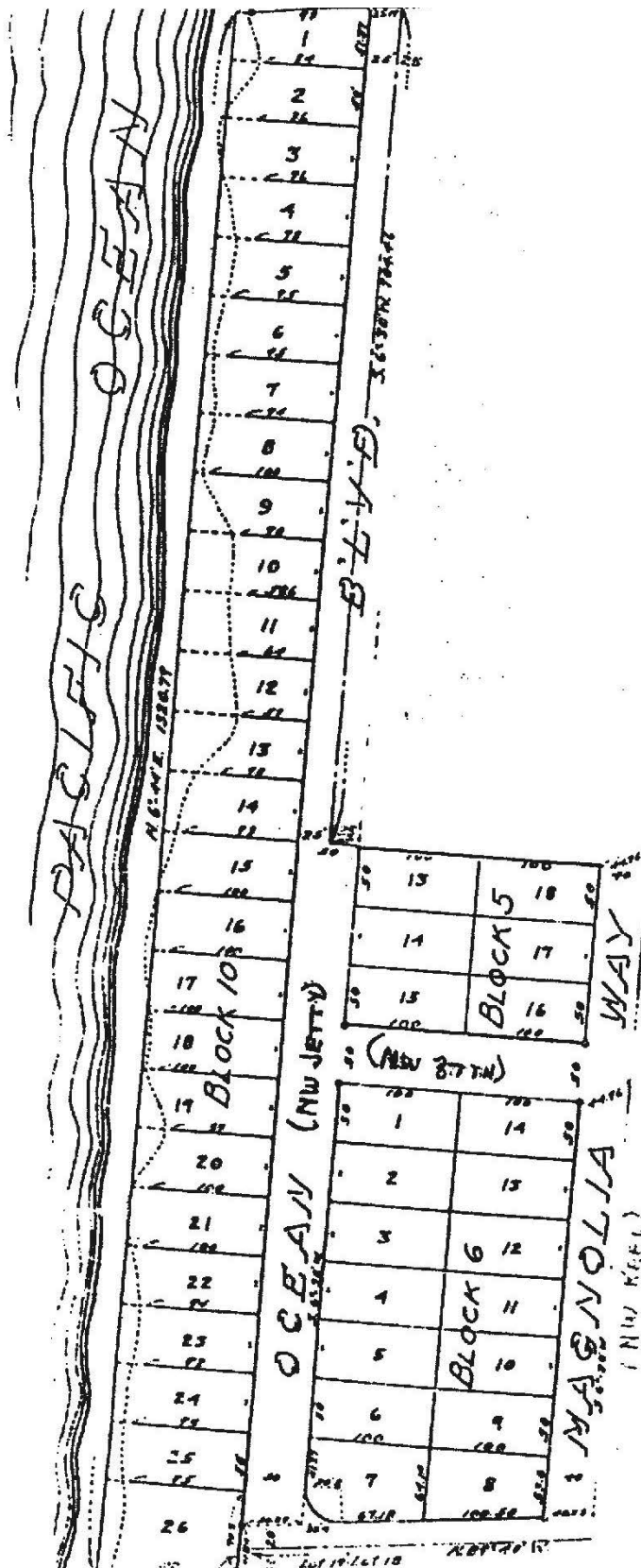


NORWICK'S 1ST ADDN TO
DEVILS LAKE
(Blocks 7 - 9)
Central Portion

57-D



Norwick's first addition to Devils Lake east portion

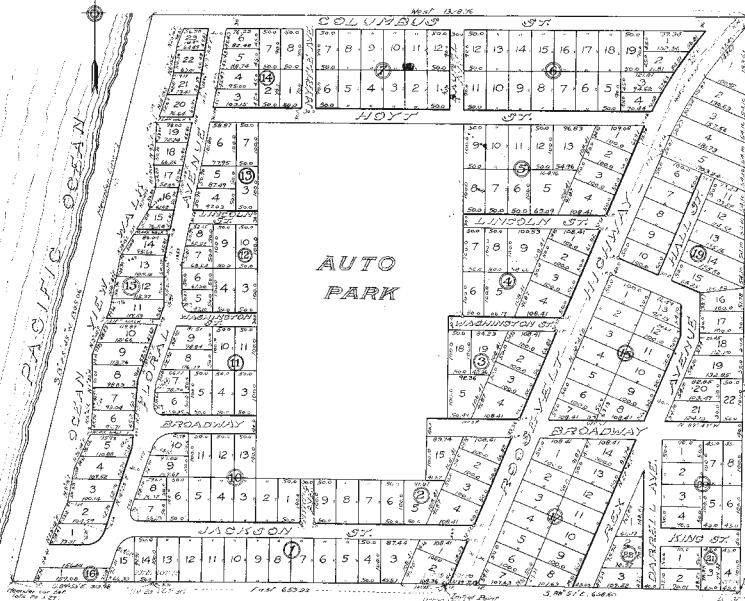


57-E

IN SECTION 10, T.7 S. R.11 W. W.M. LINCOLN COUNTY, OREGON.
March 1926. 309 ft. 1 in. 100 ft.

Surveyed By: BRADLEY & STOEHR
421 Chamber of Commerce, Portland, Ore.

Curt Niedelstein

[illegible]

In presence of
John H. H. H.
John H. H. H.

[illegible][illegible]

Subscribed and sworn to
before me this 11th day of
March, 1925.

George A. Hall
Notary Public in and for Oregon.
My Commission Expires 1st Dec.

Approved Jeff W. Smith
Andrew Kautz County Commissioner

All taxes from _____ to _____ are "Paid"
Chas. J. S. Smith
 Sheriff

Approved W. H. Carter
Assessor
May 6 1925

Approved May 6 1925
J. M. Darrick
County Surveyor

Approved 10/16/12
W. J. Little
County Judge

Attest
Curtis M. Little
County Clerk

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