

Enchanting, Unforgettable  
*Roads End*



Anne Jobbe Hall

# Roads End

## Historical Context Statement

Researched and written by Anne Jobbe Hall



Historical photographs are courtesy of the North Lincoln County Historical Museum. The dedication of its founders, Board of Directors, and staff to collect and preserve historical photos and maintain a research library makes historical documentation of the area possible. Reprints of photographs are available at the museum.

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## Table of Contents

Description . . . . .	4
Native American Habitation prior to 1894 . . . . .	5
The Coast Reservation and Allotments . . . . .	9
Early Settlement 1895 – 1930 . . . . .	12
Life at Roads End . . . . .	20
Present Day . . . . .	46
Notable People, Families, and Groups. . . . .	48
Historic Businesses, Sites, and Homes. . . . .	67
Natural Features . . . . .	77
References . . . . .	82
Appendices. . . . .	83
Appendix A: Annexation History . . . . .	83
Appendix B: Water System History . . . . .	90
Appendix C: Sanitation History . . . . .	99
Appendix D: Maps . . . . .	101

## Description



*"There is an enchantment about Roads End that the visitor never quite forgets."*

(Telephone Register Company Directory - 1950)

Roads End is a Pacific cove of stunning natural beauty and charm. Bounded by the Pacific Ocean to the west and Roads End Villages to the east, it extends two miles north along the Oregon coast, from the 45th parallel near NW 50th Street to NE Williams Court. The name Roads End derives from its location at the end of the Salmon River Road, now Highway 101, in the far northwest corner of Lincoln City.

Logan Road, the main thoroughfare, divides the area into two distinct sections. On the west side of the road, a single line of beachfront homes sits atop a rocky cliff. On the east side, a mix of older beach cottages and modern homes fill the area and continue up and over the ridge. A short distance down Logan Road is Logan Creek, named for the Coast Reservation allotment holders who originally owned the land. Logan Creek, lush with plants, birds, and wildlife, flows from the eastern ridge, down the hill, and under the road at Roads End State Recreation Area. The site provides parking, restrooms, and picnic tables for day visitors. A pebbly path beside the Recreation Area is one of three public access points to the beach.

Along the shore, seashells, driftwood, and stones enhance the natural beauty of the sand and sea. On sunny days when the ocean is calm, gentle waves eddy around large rocks near the water line, creating unusual sand layouts and small bays. The beachscape changes daily, depending on wind, waves, and weather. One day, the sand looks pristine, scrubbed free of debris. The next day it is strewn with giant logs or plastic washed in from an overnight storm.



Ocean waves vary from lovely and gentle to fierce and dangerous. Even when the ocean is calm, “sneaker waves” can appear suddenly, rolling past the tide line to knock unsuspecting beachgoers off their feet.

As the beach narrows and the cliff behind it rises near Roads End Point, built structures disappear, and the shore takes on a timeless quality. At the foot of the Point, jagged, volcanic rocks form tidepools teeming with colorful sea stars, sea urchins, and anemones.

The Point is impassable most of the year, blocked by incoming ocean waves. When the tide is especially low, however, it’s possible to clamber around it to discover hidden coves, a secret beach, and rarely seen ocean caves. Sea lions bask in the sun in this secluded place.

Offshore sits Poly Rock, a favored spot for cormorants to roost and dry their wings. The Rock’s serene beauty amidst the chaos of waves makes it a popular subject for artists and photographers.

From atop the Point, the community’s northern boundary, the Siuslaw National Forest, the Salmon River Estuary, and Cascade Head are visible, stretching north along the Pacific shore.

## Native American Habitation prior to 1894

The story of the place now known as Roads End began long before Europeans set eyes on its secluded shore. Indigenous people inhabited coastal Oregon for thousands of years, enjoying abundant natural resources, including sea lions, whales, shellfish, ocean fish, salmon, deer, and elk. They thrived in this part of the Pacific Northwest; their rich culture evidenced by their basket weaving, beadwork, and story-telling. (Beckham, Stephen Dow)



*Native American plank house*

Indigenous people of Oregon built houses of cedar or sugar pine, plank structures that sat slightly below ground level with a hearth area at the center. Northern coastal plank houses were sometimes over one hundred feet long and had several hearths and partitions separating family areas. Weather permitting, native people lived under the open sky when they traveled from one seasonal camp to the next. (Confederated Tribes of Siletz Indians website, <https://www.ctsi.nsn.us/>)

Villages operated with complete local autonomy for the most part. Sometimes, however, there was a recognized headman for a region that included several individual villages. Headmen were mostly planners, organizers, and mediators, unlike European governors. When issues between individuals or groups caused conflict, headmen acted to resolve the issue, usually with a fine or other negotiated settlement. (Confederated Tribes of Siletz Indians website, <https://www.ctsi.nsn.us/>)



*Aerial View of the Salmon River Estuary*

The Salmon River Estuary, sheltered on both sides from harsh winds and weather, was home to many native people. They called the river Nechesne and revered it as a giver of life. In addition to providing fresh drinking water, the Salmon River was a significant food source. Deer and elk, drawn from the shelter of thick forests to drink, were easily trapped or hunted along its banks. Steelhead trout, Coastal Cutthroat trout, salmon, eel, and edible crustaceans, were caught with fishing weirs and spears. During the spawning season, salmon were so abundant they could be scooped from the mouth of the river with bare hands. (McArthur, Lewis A., and McArthur, Lewis L) (Nelson, Earl M.)

The first recorded appearance by white men occurred in the summer of 1788 when Captain Robert Gray sailed his vessel, the Washington, close to the shore at Roads End. Salmon River Indians occupied the area at that time. Indians who lived in villages between the outlet of Devils Lake and the Salmon River sighted his vessel, and some ventured out in

their canoes to observe the strange visitors. (Berreman, Joel V.) (Haswell, Robert)

As more and more non-native people began visiting the coast early in the early 19th century, diseases they brought such as measles and influenza decimated the native population. By 1835, the number of native people living between Siletz Bay and the Salmon River had dwindled to only a few dozen. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 2) (Haswell, Robert)



“Smallpox was one of several diseases transmitted during these visits. Our people had no resistance to these diseases, we have all heard this, but I don’t know if any of us can really understand the physical, social, cultural & political devastation that was the effect. It is estimated that during each of the major pandemic episodes, from 75% to 90% of the population was killed. In some localized areas, whole large villages disappeared.” (Confederated Tribes of Siletz Indians website, <https://www.ctsi.nsn.us/>)

In June 1826, the first recorded expedition of white men traversed this section of the coast. Alexander Roderick McLeod led an expedition for the Hudson's Bay Company over Cascade Head to the Salmon River Estuary and south along the coast. (Skene, Peter Ogden)

Most people came via the Salmon River Trail. The trail follows the Salmon River, winding through thickly forested mountains to the Willamette Valley in the east. Once an elk trail, native people used it as an inland route for seasonal migration, widening and defining it with their passage. (Nelson, Earl M.)

In 1837, Jason Lee, Cyrus Shepard, and their brides traveled by way of the Salmon River Trail from the Willamette Valley to spend their honeymoon at the beach. The trail became a military road in 1849 when Lieutenant Theodore Talbot and his men used it as a return route after exploring the Siletz River region.

People of European origin intermittently passed through this area in the late 1840s and 1850s, especially after the establishment of white settlements on Tillamook Bay in 1852. Before 1851, cattle drovers from the valley brought herds west over the Salmon River Trail to pasture in the salt marshes along the river. (Nelson, Earl M.)



*Government Hill on the Coast Reservation at Siletz*

After the establishment of the Coast Reservation at Siletz in 1856, soldiers regularly passed through the area. By 1875, white squatters had moved onto the northern part of the Siletz Reservation, and increasingly in the 1880s, took up lands just north of the Salmon River in southern Tillamook County.

Because the native population had been decimated before white settlement, little is known about the original people or their way of life from them. Shell middens, campsites, and burial grounds, which might have provided clues, were destroyed. Shell-midden materials were used to pave roads, campsites were ravaged, and graves dug up and pillaged. Through indifference, ignorance, or by intent, non-native people obliterated almost all evidence of the centuries-long habitation of Indigenous people along the Pacific coast.



*Shell middens, Indian refuse piles, marked the sites of their encampments along the coast. The size of one such shell midden found just across Siletz Bay from Cutler City in the late 1800s, indicated hundreds of years of native habitation at this site.*

“There was nothing but grass and sand dunes from Logan Creek south, until you came to the huckleberry and salal north of where Shiloh is now (Chinook Winds Casino and Resort). It was an Indian encampment, in fact. I found arrowheads and chips there when the wind blew out the sand down to hard pan. The chips were all over the place, so it must have been used quite a lot.” (Salazar, Vol 3 part 2, Grover, p 176)

“There wasn't any road or anybody living there. There wasn't a soul. So one day they started making a road down through there (Logan Road), and they had this grader or something going through there, and it dug up some of these Indian graves, and the road was covered with long strands of blue beads and ones made with these long white things, dentalium shells. Someone told me that the Indians used that white one to buy horses

and that they were very valuable.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 2, Muir/Hampton)

“Bob Branch lived here full time (at Roads End). He found skulls which he brought home. They had a brick wall at that time at their house, and he set them up on the wall. His mother made him destroy them. It was rumored that there was an old Indian burial ground.” (Salazar, Mildred, Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

Although much of the language of the original people has been deliberately eradicated, we can still hear it in the names of headlands, waterfalls, lakes, and rivers. Names like; Nastucco (Cascade Head), Nascowen (Neskowin), and Nechesne (Salmon River). (McArthur, Lewis A.)

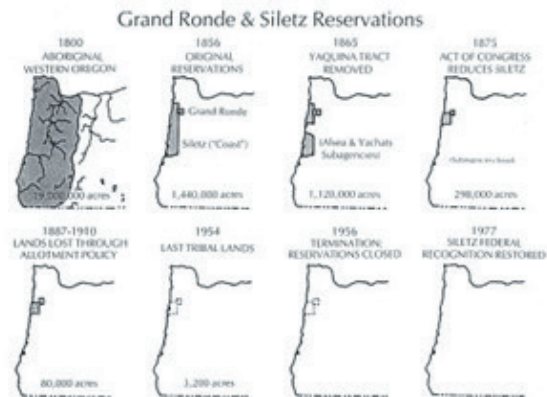
## The Coast Reservation and Allotments

When conflicts between native people and an onslaught of men seeking gold in northern California and southern Oregon became increasingly bloody in the late 1840s, the U.S. government stepped in to see if a peaceful resolution could be found. Treaties were agreed to and signed by native people, then ignored by government agents until November 9, 1855, when President Franklin Pierce signed an executive order establishing the Coast Reservation. The Reservation included land along the central Oregon Coast from Cape Lookout to the Siltcoos River, totaling about 1.1 million acres. (Beckham, Stephen Dow, *Requiem for a People*)

Thus began the forced relocation of hundreds of native people from southwest Oregon to the Coast Reservation. They began arriving in the summer of 1856 at the mouth of the Salmon River, transported in ships so overcrowded the journey often culminated in sickness or death. Those who came later were subjected to a bitter march from their homeland, allowed to bring only the few items they could carry. Upon arrival, poverty and disease diminished their population even more. Promised clothing, foodstuffs, and homes were not provided. In a letter written at that time, Indian Agent Robert Metcalf described the people living at Siletz as "wretchedly poor, and destitute of all the necessaries and comforts of life, except what is supplied them by the government."

Despite these hardships, three hundred acres of land were in cultivation on Reservation lands by the spring of 1857. Log cabins, an office, storehouses, a warehouse, a drug store, an issue house, a cook house, a blacksmith shop, a schoolhouse, and a hospital were all in various stages of construction at that time. (Beckham, Stephen Dow, *Requiem for a People*)

Still, bit by bit, large tracts of land were removed from the Reservation. On December 21, 1865, President Andrew Johnson signed an order throwing the oyster-rich Yaquina Bay section of the Reservation open to settlement. On March 3, 1875, the Coast Reservation became smaller still when Congress passed an amendment to its Annual Appropriations Bill for Fulfilling Treaty Stipulations. The Bill removed 700,000 acres of Reservation land south of the Alsea River and north of the Salmon River. When it went into effect, a total of 900,000 acres, about three-quarters of the original Reservation land, had been removed, and only about 225,000 acres remained. Three-quarters of the original Reservation land were taken in all. (Wilkinson, Charles)



*Coast Reservation Diminishing*

Then on July 26, 1894, both banks of the Salmon River and the coast south toward Boiler Bay were reserved by the Federal Allotment Act, known as the Dawes Act. After the Allotment Act, the opening of "surplus" Reservation land, and the sale of allotted land by tribal members, non-native homesteaders could legitimately settle the area. Over the next three decades, settlers came to the coast in increasing numbers via the Salmon River Trail. (Nelson, Earl M.) (Gibbs and Starling)

The Allotment Severalty Act emphasized severalty, the treatment of Native Americans as individuals rather than as members of

tribes. Its stated intention was: “to provide for the allotment of lands in severalty to Indians on the various reservations, and to extend the protection of the laws of the United States and the Territories over the Indians, and for other purposes.” By this Act, tracts of land up to eighty acres were assigned in trust management to specified Indians by the Allotment Commission working at Siletz from 1891 to 1893. (Wilkinson, Charles)

At first, allotments sounded good to native people. Individuals would be able to profit from their own labor, farming, logging, or fishing. Many people were in favor of allotment because they were tired of losing their homes, farmlands, fishing places, and other resources through reductions in their Reservation lands. The allotment of specific parcels to individuals would enable them to maintain property without the threat of it being taken from them. (Confederated Tribes of Siletz Indians website, <https://www.ctsi.nsn.us/>)

The long-term effects of allotment, however, were not good. The Allotment Severalty Act extended federal policies meant to erase tribal identities and communal life. It also greatly reduced tribal lands. Tribal members received allotments of approximately 80 acres each, a total of 44,459 acres allotted to 551 individuals. Reservation land not allotted was considered “surplus.” It was sold to the public for \$1.50 an acre, including more than 175,000 acres of valuable timber land. The tribe received a total of \$142,600 from the government’s sale of their land. (Confederated Tribes of Siletz Indians website, <https://www.ctsi.nsn.us/>)

Lola Widgeon was awarded one of these allotments in July 1894. She received a 25-year trust patent deed for a 73.14-acre allotment in the northernmost part of what is now Roads End. Like many Native American women, little is recorded about her life except for her marriage to John Hill in 1897. Although the

date of her birth is unknown, the 1896 census records Lola’s age as 69, making her 67 at the time she received her allotment. According to historian Earl Nelson she was the first person to reside at Roads End, but how and with whom is not explained. It is hard to imagine a woman of that age living in this remote area alone, though she might have. Perhaps she lived there with family members that Nelson fails to mention. Lola died on February 16, 1902. (Nelson, Earl M.) (Whitlow, Leonard A.)



*Louisa and Abram Logan*

Amanda Logan received an allotment of 76 acres in 1894, south of Lola Widgeon’s allotment. There is no record of Amanda ever living on her allotment. When she died in 1919, her allotment passed to her heirs, Abram Logan, Larkin (Larkie) Logan, and Annie Winkler. The legal order conveying the land stipulates: “to have and to hold the same

together with all rights, privileges, immunities, and appurtenances of whatsoever nature, there unto belonging unto the said heirs and in their heirs and assigns forever, in accordance with the terms of said order of to wit: to Abraham Logan undivided 1/3 interest, to Larkin Logan an unidentified 1/3 interest, and to Annie Winkler an undivided 1/3 interest, and there is reserved from the lands thereby granted, a right of way thereon for ditches or constructed by the authority of the United States.”

(Whitlow, Leonard A.) (News Guard, 6/10/76)

Abram Logan and his wife Louisa lived on the land they inherited from Amanda. The original Logan house and barn were near the head of Logan Creek above the ridge, several hundred feet down a narrow dirt road from where Logan Road turns directly left to the ocean. (Salazar, Mildred. The Pioneer History

of North Lincoln County, Vol. 3, Part 2)

Over the years, Abram and Louisa bought or traded for additional parcels of land at Roads End. They sold milk and leased land for pasturage. In 1928, they sold a parcel to D. N. Hendricks, and in 1932, B.J. and Esther Palmer bought a parcel from them. (Salazar, Mildred. The Pioneer History of North Lincoln County, Vol. 3, Part 2)

Mose Gillam received an allotment of eighty acres northeast of Roads End (Section 36, T6s, R11). His property was near the Holly Farm, close to what is now the Roads End Villages at Cascade Head. He divided the allotment into lots, leasing four of them to Mary Mannix in 1914. Mose lived on his land until he died in 1918. (Whitlow, Leonard A. II)

## Early Settlement 1895 – 1930

George F. Brown acquired land in the area that was either not allotted or returned to the public domain through the death of its owner. His homestead was at the far north end of what would become Roads End, a mile north and three to four hundred feet east of where the Hendricks home later stood. He filed on his homestead in 1901 and proved up on it in 1904. (Nelson, Earl M.)

In early 1909, Fred Butterfield of Siletz and Dr. Billings of Albany went into business together raising sheep. At that time, the Butterfields were the only non-native people living in Roads End. Butterfield and Billings ran five hundred head, grazing them on land leased from the Logan family. Goats could be seen roaming the hillsides for years after the family ceased operations in 1911. (Salazar, Mildred, Pioneer History of North Lincoln County, Vol. 2)

Bill and Laura Fendall settled at Roads End sometime around 1910. In 1913, they gave their property to their son, Jack. Then in 1920, Annie Winkler sold her interest in the Logan property to Jack Fendall and his wife Mildred, adding to their acreage. Jack was the first

person to welcome the Brown family when they came to Roads End in 1916.

“There was a man there too. He had a head of blondish hair, combed in a high pompadour cut, and he tried to get us to talk to him, but my brother and I would have no part of him. Finally, we, having become warm from the comfort of the stove, went to sleep. This friendly man, Jack Fendall, covered us with a coat. Years later, when I was a grown young lady, he teased me about the time he had put me to bed. Jack was a friendly fellow, something of a worthless rascal, but I always liked him very very much.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)

The second owner of the original Lola Widgeon property was a former school teacher, Allan Lowe. Lowe ran cattle and grew hay for winter feed. Around 1916, he leased some of his property to John Lincoln Brown and his wife Margaret, who had been living on the Siletz River. After a harrowing journey by boat down the Siletz and up the coast, the Browns arrived at Roads End grateful to be alive.



*The Lowe farm leased by John Brown with distant view of house and barn.*



*Alan Lowe's home*

Orrice Brown (Adler) described life on the Lowe ranch at Roads End:

"The folks had gone into partnership with Alan Lowe. They were to maintain all the cattle. He owned the property. They had a five- or six-year lease, and we were to live in the house..." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)

"The Lowe ranch was rather large, 320 acres, and it had several features a child could love. From here on we had a view of the ocean about half a mile away. There was a hill about 800 feet elevation, commonly called Hogback, but really christened by Mrs. Lowe. The real name of that mountain is mount Temecula, the Evergreen mountain. This hill was our cow pasture where I walked, I rode, I climbed, and I ran many times. I love the spot on the top of the hill near the geodetic marker where the white violets used to grow. They blossomed in the spring. And there were lovely springs on that mountain, water springs which flowed year-round, and I'd like to climb to the top of Hogback and look out far across the ocean, dreaming of faraway places. I still love to dream of such places. But there was one place, freshly level above one spring about two thirds of the way up to the top where grass grew in early summer. Once I recall watching the wind blow this grass and thinking how like ocean waves it was. I would lie face down in this grass and breathe deeply. What a lovely, fresh, earthy smell. I can still smell it. And I still love to see



*Brown family with Orrice (Brown) Adler (rear seat near side) in horse drawn wagon with milk can, 1917.*

the wind blowing across grass making green waves." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)

"On the ranch there was room to run, to ride, and to roam. Dad raised hay for winter feed but I was not too concerned about haying except that I loved to sneak up behind the load of hay and catch a ride on what they called the reach. It was a coupling pull out from the hay rack and I'd ride on the end of that and bounce up and down and dad chased me away every time he would see me. For those who may not know, when a wagon was to be used for hauling hay the regular wagon box was replaced by a rack, a frame mounted on the wagon gear. Well, haying time lasted quite a while, as the grown-ups usually put up about forty to sixty tons of hay each year. There were twenty-five to thirty dairy cows to feed, three or four horses, eight to ten young stock, and a few sheep, plus sometimes extra cattle raised for beef." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)



*John Brown on hay cutter*

“None of these activities concerned a child so much, as we had to go to school when we could, and all children have their own world of activities. Of course, we did have some chores to do in season. Keeping the big wood box filled with wood, gathering garden vegetables, feeding chickens, and feeding calves were some things I remember doing. But we did have fun, too. In summer we went to the beach, but we were never allowed to go alone. There we would play in the sand, gather agates, and pick up driftwood, which was used to burn in the stoves in the wintertime. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)

The beach was not only a source of food, it was also a source of fuel. Wood collected off the beach provided fuel for cooking and heating for the residents of Roads End.

“Wood was abundant and I remember being told that one summer we picked up, gathered, and hauled some thirty-five wagon loads of wood. Now, dad and Johnny, my cousin, didn't like to chop or split wood, so we gathered pieces that were satisfactory for burning without having to do the chopping job. We also had a riding horse, Patsy. She was my favorite, very gentle. Frankly, I was afraid of every one that we had except her. Riding was necessary in such an isolated place, so it was not considered a pastime or pleasure.” (Salazar, Mildred, Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)



*John & Ida Brown on horseback on the way to Otis*

Orrice's difficult, yet nonetheless idyllic life at Roads End, came to an end when her parents and Mr. Lowe had a falling out.

“Well, Alan Lowe had been a school teacher at one time and he had been married and had one son. Now, what happened to his wife we don't know. We never did hear. But then he married a lady. She apparently had been married before because she was the mother of Frank Murray, who married Anna Resch. Frank Murray told us that he thought that Alan Lowe had done away with his mother. They found her dead at the foot of the stairs in the old house. Well, that's just supposition, because there was never any case made.

Anyhow the years went on, and there was a disagreement between Mr. Lowe and the folks. But the folks, being stubborn, decided they were going to stick out their lease come hell or high water. Well, one August night just at the end of haying, the barn was caught on fire with three horses turned loose that had been tied with half-inch halter ropes on the barn. We suspected arson and dad followed that through. He found quite a lot of evidence, but there was never any case brought against Lowe. He had insurance on all the buildings, but he did not have insurance on the horses or anything like that. Well, that was my first encounter with seeing a building burn. It was three o'clock in the morning on a late August day and the house was perhaps 150 yards from the barn, and the fire was so intense that I couldn't put my hand on the window glass. We had no water to fight it. All we had there was a well at that time. However, the folks stayed on and eventually decided that we would go down to Drift Creek.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)



*Alan Lowe's barn and livestock*

A lake situated north and a little east of the Hendricks residence was named Coon Lake by pioneer Thomas Melvin Burton due to the prevalence of raccoons around the lake. The spring-fed lake, sometimes called Lost Lake, sits about fifteen feet above sea level and covers a little over an acre of land.

In the mid-1920s a young man named William Delzell came to the area to teach at the old Otis school on the Salmon River. While looking for a place to live, Bill found Coon Lake. Thinking the lake was an ideal place for a nature lover to create his own Walden Pond, he bought it and some land adjacent to it. There was no road. Before he could do anything, he had to build a trail through the tidelands to get to his new home. Building a cabin in that remote location required a lot of slow, arduous work. Bill brought lumber down the river by boat and then carried it on his back along a trail that connected with another one that led up into the hills, down a sloping hillside, and around two sides of the lake to his building site on the lake's south shore.

Nevertheless, Bill thought the peace and happiness he had found well worth the effort. When he wasn't teaching, Delzell went exploring, studying the flora and fauna of his domain. When the weather was bad, he read piles of books and magazines he carried miles to his home. Like Thoreau, Delzell was not interested in keeping a tidy house. There was always a litter of tin cans inside and outside

of his house. The fifteen or twenty goats he had did their best to reduce the accumulation of tin, but they proved unequal to the task. (Nelson, Earl M.)

During a school vacation, Bill took a trip to Canada where he met an attractive Austrian actress, fell in love, and married. He painted a rosy picture of his cabin, told her of the fine view from his place, and described in glowing terms the wild rhododendrons blooming on his hillside north of the lake. When Bill brought his wife home, she was greatly surprised, seeing the one-room cabin and litter lying everywhere. Soon, the charming, talented woman changed the house and grounds until it conformed to what she had envisioned. As the tin cans vanished and a beautiful flower garden took their place, the cabin became a home. D Hendricks recalled spending many lovely evenings at the Delzell home, describing Bill and his wife as fascinating conversationalists and said the cooking was superb. (Nelson, Earl M.)

William Delzell was Jimmy Gentry's first teacher at the school on Three Rox Road. Jimmy lived across the Salmon River from Delzell. To get to school, his parents took him across the river by boat. He walked up the beach to where Delzell kept his twelve-foot, dory-type canoe, then Delzell paddled them both to school. When the schoolhouse moved farther away, Denzell rode a bicycle to school. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)

The enchantment of Walden was harshly shattered when the school board accused Bill of an infraction of the rules. When they dismissed him the Delzells moved to Salem. Friends looked after the house, but vandals broke in and stole things from time to time. Then, either accidentally or on purpose, someone set fire to the house. D Hendricks, out looking for lost sheep, found nothing left of the house but some glowing embers. (Nelson, Earl M.)



*Hendrick farm, 1929*

Today anyone trying to find Coon Lake and Bill's Walden will find it difficult without a guide. Trees obscure the lake from the site and alders grow where the house and garden once stood.

Following the building of the Coast Highway north of Neskowin in 1923, and the completion of the Salmon River Highway in 1928, the once isolated coast attracted increasing numbers of visitors and potential residents. (News Guard, 7/1/1976)

Beach towns came alive. New businesses appeared in response to the influx of visitors from Portland and the Willamette Valley, and landowners sold lots to city dwellers for vacation homes.

Mr. and Mrs. D N. Hendricks came to the area in 1926 to establish a beach resort community. They purchased a large land parcel located in the northern part of the cove, then owned by Laura Fendall. Hendricks built his first house near present-day 78th Street and Logan Road. The Hendricks also purchased parcels to the south from George F. Brown and Abram and

Louisa Logan. (Salazar, Mildred. Pioneer History of North Lincoln County. Martha Conley)

“When D Hendricks came in and built the first property up here, he had to come in with teams of horses on the beach. There were no roads at all. All of the materials had to be brought in by team and wagon at low tide on the sand.” (Salazar, Mildred. The Pioneer History of North Lincoln County, Vol. 3, Part 2)

Hendricks' experience bringing in building materials convinced him to build a road before developing his property. So, he plowed, graded, and graveled a road from his home at the far north end of the cove to the highway two miles south, a tremendous undertaking. The road Hendricks built was later named Logan Road for the Logans, the first allotment holders. (NewsGuard, 4/1/1976)

Next, he platted his land into sections and lots that could be easily sold. He filed the town site with the Secretary of State in 1926, designating the strip of land between Logan

Creek and the Hendricks residence, and from the beach to the top of the ridge, as the townsite named Roads End. When he finished that work, Hendricks built a water system. The reservoir was near his home and large enough to serve his family, farm, and future residents. This, too, was a huge commitment of time, materials, and money, but necessary if Roads End were to become a sustainable place to live. (Nelson, Earl M.)

Mr. and Mrs. Richard F. Wisner and family, the Butlers, and the Van Slykes bought lots from D. N. Hendricks in 1927 and 1928. They jokingly referred to themselves as the "first families" of Roads End. (Salazar, Mildred. Pioneer History of North Lincoln County. Martha Conley)

These first residents camped out in tents to begin with, then, little by little, they built cottages to serve as summer places, weekend cabins, or fishing shacks. They were built in stages with the help of local labor as time and need dictated.

Eric and Roberta Butler built the first house on the oceanfront, a charming little home called the Vibrant. (Salazar, Mildred. Pioneer History of North Lincoln County. Martha Conley)



*Wisner home 1927*

The Wisners were the third family to build on the beachfront but the first to complete their cottage in 1928. They did all the planning and much of the work on weekends and during vacation periods. (NewsGuard, 7/1/1976)

“Mr. Wisner considered the cottage a place

for his family to live very closely with nature. He encouraged much rugged outdoor activity and rejected some of the amenities that others thought so necessary to life at the beach. Mrs. Campbell told us that oil lamps were used for many years, several hanging on the walls with reflectors. All of the cooking was done on wood stoves. These stoves, with a large fireplace, provided the only heat in the house until six years ago when a gas heater was installed. Hot water was provided through the use of the coils at the back of the fireplace. The stoves, along with the large fireplace, provided the only heat in the house until a gas heater was installed. Hot water was provided through the use of coils at the back of the fireplace. As for replacements they made in the cottage over the years, they added two chimneys, three fireplaces, three wood stoves, four sets of curtains, two fences, and three sets of steps down to the beach.” (Salazar, Mildred. Pioneer History of North Lincoln County. Martha Conley)

According to their daughter, Mrs. Richard Campbell, there were always children to play with as the community grew. They visited back and forth, hiked on the hills and beach, picked and shelled peas, picked huckleberries, swam in Devils Lake, and sometimes in the icy cold ocean. At night, there were bonfires on the beach or card playing at someone's house. One family had particularly good radio reception and sometimes on Friday nights, everyone would gather to listen to Black Chapel and eat homemade fudge. One of the favorite Wisner family walks was to Coon Lake on the north slope of the hill that stretched down to the mouth of the Salmon River. When the huckleberries were ripe, they were rewarded with a cobbler at the end of the hike. During the week when Mr. Wisner was at work, the family was left without a car. So they walked to Wecoma and Ocean Lake by way of the beach or Logan Road and the highway. (Salazar, Mildred. Pioneer History of North Lincoln County. Martha Conley)



*Having fun at the beach circa 1929.*

“There was always more outdoor work to be done. The two Wisner boys were employed by Mr. Hendricks to work in the pea field and as they grew older they were asked to supervise the pickers and keep records of the transaction on boards used to box the peas from market. They eventually were old enough to drive the truck to the produce market in Portland, and also helped herd the flock of sheep Mr. Hendricks kept, and occasionally helped with the shearing.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2)

Women often worked alongside men. In addition to cooking and caring for the house, women braided rugs for the floors, made blankets out of sample wool material from Janzen knitting mills, and washed and polished the chimneys of the coal oil lamps. Everyone was responsible for keeping the wood boxes full, and they all took turns cutting logs with the cross saw on the beach. (News Guard, 7/1/1976, Mrs. Richard Campbell)

“There was nothing quite like a wood stove at the beach for warmth and cooking. Our second stove was really a beauty, a monarch, with iron work on the sides and front of the oven depicting a ship in full sail. The warming ovens were indispensable for warming food plates, cups, and saucers, and even the silverware when it was really cold.” (News Guard, 7-1-1976, Mrs. Richard Campbell)

Lawrence Lloyd came to Roads End in 1928, shortly after D Hendricks opened up the area. He bought land and started building a cabin with his wife Jewel as a vacation home. Their cabin, the fourth on the oceanfront, was completed in early 1930. Mr. Lloyd settled permanently in Roads End in 1943. (News Guard, 5/13/1976)



*Early Roads End homes*

While D Hendricks waited for his dream of building a beach resort in the cove at Roads End to materialize, he raised sheep. In the late 1920s, a rumor spread that wild goats were roaming the Roads End hills. This rumor resulted in a hunting spree. Only 19 out of his herd of 175 goats survived. The “wild” goats belonged to D Hendricks. Even more fantastic was the rumor about wild horses. The horses proved to be one horse belonging to Jack Fendall, allowed to run loose over the Fendall property. (Salazar, Mildred. Pioneer History of North Lincoln County. Mrs. Campbell)

Eventually, Hendricks thought he could use the grassy meadows on the east side of Logan Road to grow something other than hay. So, when he heard of a low-growing, dwarf variety of peas that could survive ocean winds, he became a pea farmer. D intended to grow enough peas to ship to Portland and the Willamette Valley. He hired local people to help, staggering the planting to keep his fields producing until late fall.

By August 1928, Hendricks had his first harvest from the nine acres of peas he had planted. He shipped a large quantity by truck to Portland soon after harvest, where they arrived fresh and found a ready sale. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2)

## Life at Roads End



*Beach at Roads End 1930s*

### The 1930s

As more people came to the coast in the early 1930s, competition for tourism dollars intensified. Town promoters and Chambers of Commerce created festivals like Taft's Redhead Roundup, special events to draw people to their town rather than another. New development was slow, however, as money to acquire property and build homes became scarce due to the stock market crash in October 1929. (News Guard, 7/1/1976)

When the full force of the Great Depression hit Oregon cities, people came to the coast to live rather than vacation. On the coast, they could hunt in the forests, fish in the rivers and ocean, and collect naturally produced foods like berries and clams. Lodging was inexpensive compared with the city. Some men who had built vacation homes in north Lincoln County brought their families to live year-round while they kept their jobs in the city.

“After mother and I moved to Roads End, we used to run a bill at Ocean Caves store. In fact, we bought all our groceries and got our firewood through Ed and Jenny Laver, and later Earl and Ruth Hall. When the Halls first came to Wecoma during the Great Depression, they had lost everything, and the Lavers offered them a tiny place in the store. There they had a few stools where they served seafood. Later, they built a seafood market at Otis. You could always depend on fresh crab, fish, salmon, whatever.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“This was during the Great Depression. I was always a beachcomber myself and I used to fish off of the rocks for salmon and red snapper and just any bottom fish we could catch. And then of course we had the peas and the pea fields, and we always had a big garden, so we had just everything out of our yard and the ocean. We made our own bread and our own soap.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“My garden was in a protected spot, more or less, from the ocean wind, and I had just about everything in the garden that anybody would want and especially a green vegetable, because this soil was full of nitrogen. Cabbage and all green vegetables just grew like crazy around here. Lots of peas! I had corn and tomatoes and different things, but I had to protect them from the ocean winds. The southwest wind was especially bad. We usually built a windbreak from wood planks and things, and maybe plastic.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“A lot of people went to the beach and sawed up logs and split them for firewood and sold it. It wasn't too good for metal stoves, since the salt soaked into the wood and that ate into the metal, but that was what people heated with, mostly. And it was there for nothing but some hard work.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)



*Logs on the beach*

One summer in the 1930s, a man called Cap and his wife discovered Roads End and parked their old trailer house in a grove of beach pines.

“Once when we had a run of anchovies wash in on the tide and get trapped at the Point, Cap was one of the few people who knew what to do with them. He picked them up much as one would do with hearing. It seems to me that Cap and his wife returned two or three summers and then we never saw them again.”

(Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)



*Anchovies wash ashore, 1930s.*

In February 1931, Harry Thorpe and W.H. Dalrymple appeared at the mouth of Logan Creek and began sluicing beach sands for gold. They hoped the venture might provide them with a steady income. The miners created quite a stir, and there was much supposition among local people about how much gold they recovered from the creek. It couldn't have been much, as they were soon disillusioned and moved on. Speculation about gold on the beach continued as it could be seen sparkling against the dark sand. Extracting it and separating it from the sand was no easy task, however. (Martha Conley, News Guard, 4-1-76)

“There's gold on some of the beach sand. It has to be black, black sand. Most of the sand on the beach is too mixed up with the light sand. Gold is very difficult to separate. First, you have to get the magnetite out, which is iron ore, but it's magnetic, so you can draw it out with a magnet. The other minerals have to be heated where there's perfect ventilation, like outside, since it's

heated along with mercury, and the fumes are poisonous. But that change drives the gold out. Hardly anyone tried working the sand for gold at Roads End... Of course, everybody picks up their ears when somebody says gold. You can pan black sand, I've done it. But I'd certainly never risk the bit with the mercury." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

The Sea Gull Apartments, erected on the southern ridge above the beach at Roads End, opened in June 1931. The apartments, rented by the week or by the month, were the first in Roads End.

Then, in March of 1932, a rock quarry opened in the northeast section of town. The quarry was to supply gravel for the Roosevelt Coast Military Highway they were building from Otis to Kernville. Because the quarry's rock crushers required power, electricity was installed in Roads End in 1932. (Anders, C. M.)

D Hendricks' dream of building a resort community still hadn't materialized in 1931, so he planted more peas, expanding his farm to ten acres. By August of 1932, the pea harvest at the farm required twenty-two people as Hendricks brought 1,000 pounds to market daily, leaving Roads End at 1 a.m. to reach the early morning farmer's market in Portland. Local stores bought them too, and people came to the farm to buy a bag or a bushel "over the fence." (Martha Conley, News Guard, 4-1-76)



Roads End beach, 1920s

Hendricks' pea farm became a major employer in the area during the Depression, providing jobs for residents of Roads End and other nearby towns at a time when paid work was hard to come by. Kids, too, worked in the fields and helped D on his trips to market, guarding his cargo against pillage while he conducted business. (Martha Conley, News Guard, 4-1-76)

Martha Conley first heard about Roads End when Hendricks advertised for pea pickers in the Salem newspaper. Martha thought pea picking was a great way to have a vacation and earn money at the same time.

"The first I heard about Roads End, I was visiting with some friends, and they were telling about Mr. Hendricks advertising for pea pickers. This was one time that my children and my husband and I had a summer that we could come to the beach and have a vacation and still make our own way. We bundled up the kids and came over to pick peas. It was 1936. The pea season started in the late summer on account of they shipped them into Portland. Hendricks trucked them in at night to the early market for the green vegetables in the summer." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)



Hendrick pea farm covering the east side of Logan Road

"Mostly, we came over to camp with our families, and we all had to go back to Salem to put the children in school. Very few families lived here year-round then. They were mostly summer people who just came over from Portland or

other places for the summer and had to go back.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“Eric and Roberta Butler had the first house that I can remember on the oceanfront... The Gooley house was started that summer when we were picking peas (1936). It was built by the people who owned Young’s Gown Shop in Portland. I think the price was \$12,000 and we thought that it was terrific. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)



*Hendrick pea farm 1936*

Dan Rees came to Oregon in 1910 and filed on a homestead of 160 acres in the foothills near the head of the Salmon River. Then in 1936, after working ten years in logging camps and farming various tracks of land, he bought the Lowe place in the northeast section of Roads End, some 360 acres. He raised cattle and sheep and grew food, improving the farm considerably and adding to the house. (Nelson, Earl M.)



*Dan Rees*

“Dan Rees was a character! He made homebrew beer. Everybody used to go there and drink homebrewed beer, especially the men. Old

Dan used to have the boys in on Saturday night an awful lot, and I know so many times long toward evening he’d come out in the backyard. My husband liked the beer. I can see him yet... He liked beer and Limburger cheese.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“I can remember that Dan Rees said that water was only good for washing your socks. I could remember him bringing logs off the beach that were as big as he was. He was an awful strong old fellow. He was all kind of bent over, and he’d bring these huge logs that he’d cut up and burned in the fireplace.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“Dan and Kate spent most of the time on the beach picking rocks and fishing. Dan hacked steps in the rock called the Hogback near the end of the Roads End Point, so he could get into the first cove north of the Point. The fishing in the cove was wonderful, of course, and the rock beds were excellent. Dan and Kate would bring out crabs and kelpfish, cod, you name it, and they knew how to prepare sea anemones and some of the more unusual marine life so it would be edible.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

In addition to making beer, Rees spent time growing flowers and gathering agates and other semi-precious stones on the beach. His agates were the envy of other serious rock collectors.

“A little shop had agates, but I was more interested at the time in old Dan Rees’s agates. He had the best collection of agates that I’d ever seen. He polished his own, and he’d come around here and beach comb and got floats, too. I’ve got my house full of floats that I found in those days, and agates too. I got a polisher after a while and did my own. But old Dan Rees really knew what he was doing. He had a wonderful collection of agates.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)



*Agate collecting on the beach.*

Rees was eccentric when it came to money. He didn't trust the banks and warned others against them.

"Dan Rees owned a lot of the land east of Hendricks farm, but unlike Hendricks, he didn't farm much. Dan was famous for burying his money in the ground in tin cans. He didn't believe in banks. He'd have to go out every so often and dig the cans up since they'd rust away. Nobody ever had any idea where the cans were buried, but when he found them, he'd bring the money inside, hang it out in the house to dry, put it in fresh cans, and go out and bury it again. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

When the Conleys came to Roads End in 1936, there were still only five cottages on the beachfront.

"When I came here there was just a gravel road. It took a good car to come in and out all the time. There was no blacktopping at that time and not for years." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

In 1938, the Conleys built their first home at Roads End, the first on the east side of Logan Road. They christened it "The Good Ship Conley."

"I can tell you one thing, the oceanfront people thought we were little Indians on this side of the road, and they didn't even want us on the beach. My kids were isolated because they'd throw apples at them! We were on the

wrong side of the road!" (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

The Conleys bought forty acres in another tract, which they subsequently traded for five acres in Roads End. They called the new property the "Conley Addition," subdividing it into sixty lots and selling most to individual buyers over several years. Five lots they kept for themselves. They built houses on each of these, living in one while they built the next. (News Guard, 4/1/1976)

Like many others, Arthur Weaver and his wife Carrie sought refuge from harsh economic conditions when they came to North Lincoln County in 1929.

"The Weavers were ridiculed by some people because they didn't have much money. They, along with a lot of other people, came into this area in the Great Depression, after they lost their livelihood and had to try to start over. People could live off the land, fishing, gardening, and gathering wild berries in season." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

The Weavers lived on Devils Lake when they first came to the area. Shortly after, they moved to Roads End, drawn by the abundance of agates and other semi-precious stones they found on the beach.

"Art Weaver used to fish a lot, and he'd stop and bring us some kelpfish or whatever he happened to catch. They came here in the 29 depression and first lived over by the lake, I don't know exactly where, and then finally bought a lot at Roads End. I often met them on the beach, but Carrie never wanted to talk to anybody too long because it would spoil what she called her electric eye, which meant it ruined her focus for picking rocks. We had a lot of fun over that." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)



*Hunting for agates near Roads End Point*

Other early residents had the same interest. Ruth Grover, Dan Rees, and Lawrence Lloyd combed the beach for agates, comparing and admiring one another's collections. After living at Roads End for almost fifty years, Lawrence Lloyd said his most prized possessions were the agates he collected from the Roads End beach. Some of the agates in his collection were as big as oranges; others were tiny with unusual markings. (News Guard, 5-13-1976)



*The Roads End Agate Mill*

By the end of the decade, the Weavers had collected thousands of prized agates, gems, and stones. They wanted to put their collection on display and see if they could turn their hobby into a money-making business. So, in 1939, Art and Carrie opened the Roads End Agate Mill on what was then NW 47th Street where it curved onto Logan Road. Their shop was a big hit with agate collectors and rock enthusiasts out of town. (Anders, C. M.)

The Great Depression caused great hardship for people everywhere. Those who lived at Roads End had little money or leisure time. They worked hard to build and maintain their homes while earning a living. Still, kids found ways to get together to have a good time.

“There were always many children to play with as the community grew. There was visiting back and forth, hiking on the hills and beach, picking, and shelling peas, picking huckleberries, swimming at Devils Lake, and of course, in the icy cold ocean.

At night there were bonfires on the beach or card playing at someone's house. One family had a particularly good radio reception and sometimes on Friday nights, we would all gather to listen to Black Chapel and eat homemade fudge. Another pastime was playing on the sand dunes. They were leveled years ago something we all felt was a great loss. (News Guard, 4-1-1976)

Roads End was out of the way from the other towns along the highway. If you didn't live there, you wouldn't pass through as you went somewhere else. Still, it was integrally connected to the larger community of towns that would one day become Lincoln City.

"We used to hike to Wecoma to get our mail. We went to Lohkamp's store and to Laver's grocery store. They delivered - the only ones around that did. We went to the movies every time the movie changed. We used to hike over the hills to what they called the girls camp,

the YWCA camp, and on the way over we discovered a couple of lakes that we called Lost Lake. I don't know if they are even there anymore." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

"Groceries were delivered daily from Ed Laver's Ocean Cave Store. The delivery boy, a Laver himself, drove the panel truck and appeared early in the morning bringing The Oregonian to residents and taking their grocery orders and outgoing mail. In the afternoon, the truck made the return trip, bringing the filled orders, mail, and maybe a friend or two who had come down on the bus. The delivery boy's coming and going was a highlight of the day for the young ladies vacationing in the community, and the hope of a date for the dance in Ocean Lake on Saturday night or a picture show must have filled many minds during summer afternoons."



*Beach fun, 1930s*

"... the kids all got together and had a good time. They had beach fires, wiener roasts, and smores. They'd hike to the movies or they rode bicycles to the movie at Taft and got rides with somebody's family to the skating rink. We never thought anything of it. The kids could go and come by themselves in those days. It wasn't like it is now." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

## The 1940s



*Aerial View of Roads End in the 1940, including Hendricks pea fields and the Salmon River Estuary*

There were still only a few permanent residents at Roads End in 1940 and 1941. For those who lived there year-round, raising sheep and farming were their chief occupations. Morris Kaufman describes the town when he arrived in 1940:

“When I started working in the rock was when I first came to work out here, which was in 1940. Roads End at that time was more of a pea patch than what it is, a residential area now. On the oceanfront there was probably, I don't know, there wasn't more than eight or ten houses in the whole development in Roads End. It was only a small road that took off Highway 101 here at the junction... It was just a single lane, gravel road that went up between the fence posts. It had turnouts. And actually,

all that ground going along the east side of the Roads End road was farmed at that time. There was a man in there that was raising lily bulbs in that area and both sides of Roads End road had lily bulbs in there at that time. Then when you went down to the bottom of the hill and went on north, why that belonged to D Hendricks. The west side had a few houses, very few, and about three houses on the east side... On the rest of the east side of Roads End there was all pea fields... These were the regular garden peas. (Salazar, Mildred, Pioneer History of North Lincoln County, Vol 3, Part 2, Kaufman)



*Beach fun, 1930s Morris Kaufman*

Although D Hendricks was still doing more farming than anything else when Morris Kaufman came to Roads End in 1940, he had not given up on his dream of creating a resort community.

“Hendricks had lots laid out down along the oceanfront there, and he kept prodding me, saying young fella you ought to be spending your money and buy some of these lots down here. Someday they're gonna be worth a lot of money. And at that time, he was selling them for \$500 apiece. If you wanted one on time, you could have it. He wasn't crowding anybody for money. But anyway, we never bought property there.” (Salazar, Mildred, *Pioneer History of North Lincoln County*, Vol 3, Part 2, Kaufman)

One of Roads End's first businesses, the Perkins Store, opened on the east side of Logan Road about this time.

“Perkins was a tiny little store with bare essentials. I think they just had coffee, milk, sugar, and a few canned things. I took care of it one time when they were on vacation. I should know! I don't remember the names of either of them, but they went on vacation one time and had me taking care of it for a couple of weeks... Later, they sold the store

and the new owners moved it to the west side near Logan's Creek and the bridge. (Salazar, Mildred, *Pioneer History of North Lincoln County*, Vol 3, Part 2, Conley)

When President Roosevelt declared war on Japan and joined the war in Europe at the end of 1941, everything changed in north Lincoln County, just as it did throughout the United States. D Hendricks, who had always employed local people to help grow and harvest his peas, had a difficult time finding men to work for him as so many were called to serve in the military. So, he employed women and teenagers too young to serve.

“When Jimmy was a junior in high school, he picked peas two years at Roads End for D Hendricks and saved \$125, at that time a lot of money, and bought his first car. He crossed the river by boat, walked the beach, and then hiked up the trail to Roads End. The pea field stretched from Hendricks' house on the hill at the north end down the slope southward to the site of the Dory Cove restaurant. It was a large pea patch, nine or ten acres, and many young people from the area picked for him. Every evening Hendricks took the peas to the farmers market on Market Street in Portland to be fresh for sale the next morning. Because of the ocean winds, Hendricks planted low dwarf bushes. They were packed into baskets or sacks. At the time Jimmy picked, only two houses had been built below Logan Road.” (Salazar, Mildred. *Pioneer History of North Lincoln County*, Vol 2, Savage/Gentry)

While tourist events brought visitors to coastal towns during the Depression, once World War II began, government restrictions kept them away. Gas rationing meant people had to stay close to home. This had a devastating effect on coastal businesses based on tourism. Some people stayed away because they feared an enemy attack by sea.



*Looking north to Roads End Point on the beach in the early 1940s.*

“Anyway, the threat from the Japanese Navy during World War II wasn't imaginary. People found floating mines on the beach occasionally. One I know about was found after the war near Depoe Bay. It had to be detonated. A friend of mine, Constance Cole, bought what she thought was an interesting metal float from a local gift shop. This was probably in the late 50s. I don't know when it was actually found. Anyway, she took it to her house in Portland, and one day smoke started coming out of it. She called the police, and a bomb squad removed it. One of the men on the bomb squad told her that if that thing had exploded, it would have blown up at least twelve square blocks.... I found a bomb on the beach near Roads End Point. It was cigar shaped, about eight or ten inches in diameter, and two feet long. I also found half of the outside shell of a spherical bomb. It was about three feet in diameter. That was on the beach off Cascade Head.” (Salazar, Mildred, Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“Supposedly, during the war, there were bombs dropped between Poly Rock and the beach. And according to rumors, the bomb got a submarine and bodies floated up on the shore. We were always looking for bodies on the beach. We saw the bombs drop. We were at Hendrick's home. This was 42 or 43.” (Salazar,

Mildred, Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

Blackout rules were strictly enforced throughout the war. Heavy, dark material and blankets were hung in the windows of every home. When traveling at night, people were only allowed to use their car's parking lights.

“During the war years, while not able to visit the cottage often because of gas rationing, we made sure that blackout curtains were adequate. Sometimes heavy Pendleton blankets were draped over the curtains to ensure a complete blackout. If we found it necessary to drive into Ocean Lake at night, we were warned to use parking lights only. (Salazar, Mildred, Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)



*Blimp patrolling the beach at Roads End*

“Our yard was a hill, and I remember stumbling around the yard at night to check the house and see that not even a crack of light showed. The flashlight had to have blue tissue paper over the end of it so that the light wouldn't shine out very far. Also, your car had to have a switch installed to dim the lights down to the point where you couldn't see very far ahead. Link Kyle, who had the garage in Ocean Lake, did that. It made driving at night very difficult. Not that we did much driving around, since gas was rationed. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

New development nearly came to a halt at the coast during the war. Building materials were scarce and builders scarcer still. Ruth Grover experienced some of these difficulties when she built her first home at Roads End at the beginning of the war.



*East side of Logan Road, late 1940s*

“In 1941, when I decided to build at Roads End, Hendricks had already sold a few lots along the beachfront, but he was reluctant to sell anything on the east side of the road since he farmed there. I wanted to live on the oceanfront, but my mother didn't. She just couldn't face being that close to the ocean. D finally agreed to sell me about an acre on the east side of Logan Road. There was room enough on the lot so that after the house was built, I had a huge victory garden. It was a full-time job, taking care of that garden.” (Salazar, Mildred. *Pioneer History of North Lincoln County*, Vol 3, Part 2, Grover)



*Ruth Grover's victory garden*

“When the house was built, World War II was just beginning. Frank Jellison was my builder. It was a terrible time to build. It was so difficult to get lumber that was any good, and at that time, everything was rationed, and there were all sorts of government regulations. You were only allowed so many square feet. In fact, I had a sheaf of paper, probably three or four inches high, of permits and rules and regulations. All the plumbing had to be next to each other. In other words, after the washroom, you had the kitchen, and they all had to be in line. We couldn't have a garage because our mean temperature didn't go below thirty degrees or something like that. We couldn't have an upstairs. We could have only one-bedroom downstairs, so we extended the studding to nine feet and that gave us enough room upstairs for a bedroom for me. My mother had the bedroom downstairs. So, all we could do is try to make some kind of structure that would fit into the regulations.” (Salazar, Mildred. *Pioneer History of North Lincoln County*, Vol 3, Part 2, Grover)

“It was difficult to get any lumber at all. I remember one load of lumber that was brought out to the building site. I think it was shiplap. They just dumped it off the truck. It broke into a thousand pieces and they had to come pick up the pieces and bring another load.” (Salazar, Mildred. *Pioneer History of North Lincoln County*, Vol 3, Part 2, Grover)

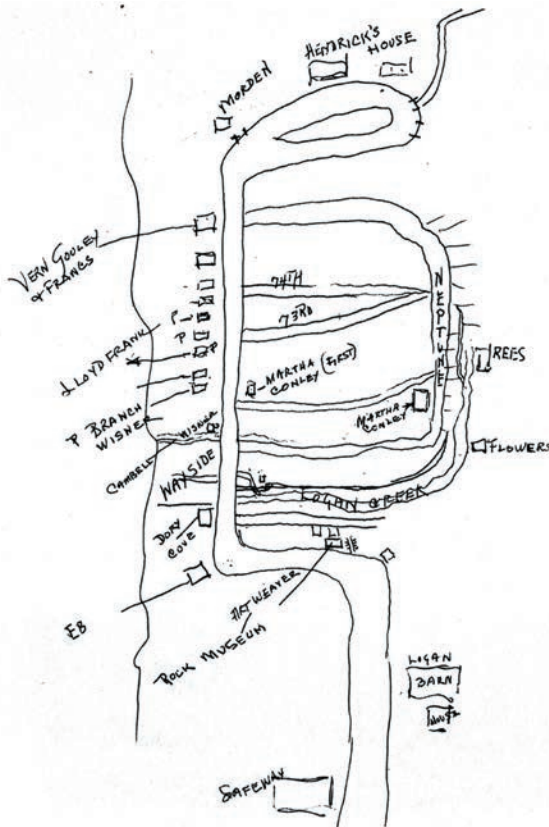
“And it was difficult to get workmen, builders, plumbers, or electricians, because so many of them left the coast when war was declared. I think some of them were afraid they'd be shot at and others were interested in working at high paying jobs at the shipyards in Portland. One plumber promised he'd plumb the house, and then he took off for the valley. He had another job of some kind. Anyway, it was just a total headache.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“Art Zerbe and his wife were among the residents who were here when mother and I moved into our new house. Art was called the Mayor of Roads End because he knew everybody, he knew what everybody was doing, and he knew what everybody needed, so he helped them get it. He lived right across the street from our house.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“Next were the Branches. He was a brick mason. He built the Roads End apartments with no floor plan whatsoever. He just started at the bottom and went up. When it was finished it looked very much like a brick barn.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“Lawrence Lloyd, a brother of Mrs. Branch, was here when I came. He was a handyman, painted, and did repairs. A woman named Ebberts lived right at the first curve on Logan Road going south. She kept very much to herself.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

Ruth Grover endeared herself to neighbors at Roads End when a storm brought eighteen inches of snow one winter. The snow covered the roads and stranded residents, leaving them without electricity for three weeks. Ruth brought supplies to people who were too old or ill to brave the weather, making the daily walk to Lohkamp's Grocery in Wecoma. Her compassion was not limited to humans. When numerous thrushes appeared looking for food on the snow-covered ground, Ruth and others bought hundreds of loaves of bread and scattered them on the snow. The long cold spell was too much for them, and most did not survive. (NewsGuard, 6/10/1976)



Ruth Grover's drawing of early homes location



Snow covers Roads End, 1940s

Before the Coast Guard arrived to guard North Lincoln County towns in 1942, coastal residents did their part to keep the western shore safe. While US Navy blimps patrolled waters just off shore, looking for submarines and mines, the Lincoln County Guerillas patrolled the beach.

“During World War II, there was a real fear of invasion along the coast. We were required to maintain blackout conditions after dark. Everybody had to have blackout curtains, and there was a group of men, did they call themselves wardens? Who checked every night to make sure no lights showed from any building. They were also supposed to report any suspicious behavior that might be construed as spying. Like taking pictures or whatever.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

The Lincoln County Guerillas patrolled the coast from Taft to Cascade Head, serving from 1941 to 1945. In addition to beach patrols, they constructed lookout towers to identify planes flying over the area. Local volunteers, many of them women, worked the watch towers. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol. 3, Edwards)

“There were observation posts built all along the coast, too. There was one in Ocean Lake and another in Three Rox, I know. Volunteers manned them, two at a time. We were supposed to look for airplanes, mostly, or ships or submarines, and report what we saw to a communication center in Portland. There were pictures of the different kinds of planes tacked over the windows of the observation post, so we could identify what we saw. The buildings were tiny, just barely room for two people. I always got paired with a woman who lived in Ocean Lake and took in laundry. She was enormous, so I guess I was the only volunteer small enough to fit in that tiny building with her.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“The gate at the end of Logan Road is across a trail that was used during the war. The trail went clear to the Salmon River. The Coast Guard patrolled it to look for airplanes or submarines. They had to row across the river to get to the observation post at Three Rox. In more peaceful times, the girls from the West Wind (YWCA) camp used to come via that trail and walk through Roads End and on down the line to Ocean Lake.”

During World War II, D Henricks curtailed his daily trips to the market in Portland due to gas rationing. In addition, he had a hard time finding workers as people left the coast to seek high-paying jobs in the Portland shipyards. Consequently, his sales dwindled.



*Shoreline circa 1940*

“When World War II hit, people went out of here like rats off a sinking ship. A lot of them went to the shipyards, of course. So it cut down on D's workforce pretty badly. He couldn't get people to pick the peas or even to hoe. But he kept trying to grow peas for a few years. He only planted the fields on the Roads End Point and east of that up beyond the old reservoir. After four or five years, he gave up on peas altogether and planted strawberries and got more sheep.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

When the war ended, Logan Road, which had been gravel since it was first built in 1926,

was finally paved. It took the entire summer and fall of 1946 to complete, due to a shortage of materials and equipment that had to be repaired rather than replaced. (NewsGuard, 9/12/1946)

In September 1946, a realtor, V. L. Muckler, announced the opening of the Foothills Addition to Roads End. The new development included sixty lots lying east of the road and sloping up the hill. The lots were staggered so that newly built homes would not obstruct their neighbor's view. Advertisements boasted sweeping eighteen-mile ocean views north to Roads End Point and south to Depoe Bay and level lots with black loam soil suitable for landscaping. The Roads End water system served the Addition, with electricity brought to the tract from Ocean Lake.



*Seagull Apartments beginning to slide off the hill.*



*Seagull Apartments coming apart.*

On December 13, 1947, it wasn't building materials that washed up on the beach but an actual building. A massive earth slide caused the Seagull Court Apartments, all seven units, to slide down the hill. The two-level apartments had been built on a bluff in Roads End in 1931. Unusually heavy rains that December engorged underground creeks and seeped under buildings. Fortunately, they moved out the occupants and most furnishings before the slide occurred. In a matter of days, the lower group of buildings slowly moved down the slope on a deep mass of watery clay. It carried them nearly upright to the beach below. The higher-level structures followed the mudslide down the hill over the next several days. Once the mud dried and solidified, they hauled the buildings down the shore and up through one of the access lanes to Logan Road. Eventually, they laid new foundations on lots just east of Dory Cove and placed the buildings on them, intending them to become livable dwellings. (NewsGuard, 5/6/1976)

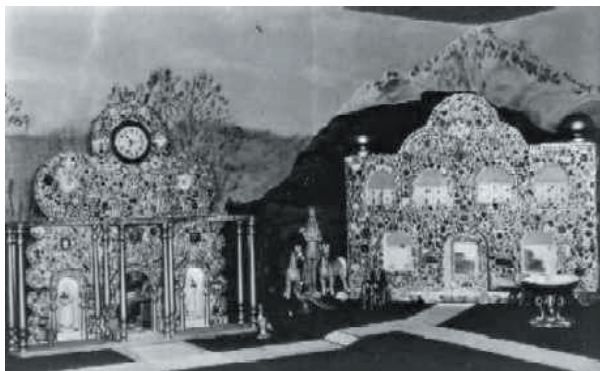


*Seagull Apartments after landslide*

In December of 1947, the first rumblings were heard regarding the incorporation of the towns from Roads End to Cutler City into one city. The idea gained no traction at that time. (News Guard, 4/22/1976)

In 1948, the Weavers remodeled and renamed their agate shop the Gem City Museum. The May 1st opening showcased thousands of polished agates and precious stones from all over the world. Remarkable objects made from agates and other semi-precious stones, including a miniature settlement, a Statue of Liberty, a lighthouse, a school, a church, homes, and even a collection of rare butterfly species from India and Madagascar were on display. Both the opening and business were a complete success. (NewsGuard, 4/20/1948)

The decade ended with a bang when a minor earthquake hit North Lincoln County in April 1949. No injuries or damage were reported. (Anders, C. M.)



*Gem City Museum*



*Gem City Museum display*

## 1950 - 1969

After WW II, gas and building restrictions were gone, and a ready workforce was available. Many nearby coastal towns experienced rapid growth. This was not the case for Road's End. Perhaps because it was more secluded, not situated along the Coast Highway, it developed more slowly. The 1950 telephone directory showed only twenty listings for homes at Roads End.



*Roads End homes, 1951*

On June 1, 1950, a mysterious explosion shook the area. At 9:10 pm, Roads End residents heard the blast and witnessed a cloud of smoke rising from an undetermined location. The concussion from the explosion shook buildings and knocked down some loose bricks in the neighborhood. Authorities, unable to explain its cause, said the explosion scene appeared similar to those caused by meteors. (Oregonian, 6/25/1950)

In March of 1952, the Coast Ad Club purchased a triangular-shaped piece of land at the junction of Logan Road and Highway 101. Club members thought the location ideal for a visitor information center as it was the first place a traveler arriving at the coast got sight of the ocean. The Ad Club constructed a small office building on the site, including restrooms and two large signboards on either side. The Information Center opened on June 28, 1952. (News Guard, 3-27-52, and 7-10-52)

Ruth Grover and several other local artists formed Cascade Artists in 1952. The group eventually opened a professional gallery they called the Cascade Art Center. For many years people thought it was one of the finest galleries on the coast. In 1955, Cascade Artists mounted an indoor-outdoor exhibition in the Oulman home at Roads End. (News Guard, 6-10-76)

A favorable straw vote to consolidate all the towns from Roads End to Cutler City was taken in March 1956. No further action was taken at that time. (Anders, C. M.)

In 1956, Martha Conley and her husband Brian retired, moved to Roads End permanently, and began construction of their dream home. Though a labor of love, building their home took two years and many long days of arduous work. The location at the top of a hill made the work especially challenging. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“For a long time, we had a little model of it, a little working copy... And I loaded the lumber on a platform and he pulled it with this little cart up the hill, and here come the lumber. For years the road stopped right before our little house. We paid to have the lines brought up here. And what road we had we had to put in just as we come up. But afterwards they put in the sewer and water and run a road back of us (Neptune) and went straight through where it had never been surveyed before for a road, so I don't know what belongs back here. We got the rock from the quarry on Immonen Road up there by the bridge and we picked it out and stacked it on the ocean. Down below we had a little trolley that came up the hill on the rails, our little railroad. We had a cement mixer and always these big yard loads of sand and gravel down there to make our own cement blocks. And he built a little wooden form to make 50 a day. He put boards up to stack them on and let them dry for a week, and then we had 50 ahead, and I'd put 50 in

the wall every day, and make 50 new ones every day. And he ran the sand and gravel and we worked together on it.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“We made the wall before we put the rock as a facer. The rocker wasn't as big as what we were doing. The rock was just a two-inch facer and we went up there and had real good choice at the old quarry before everybody had picked it over, and then we had the rock hauled downstairs. In our little fireplace in his den we had choice rock. You know we built the lower portion of our home first and then the second story, and we lived down there in a little house that we built until we got this one built. We used a better rock downstairs. By the time we got upstairs I had not so choice rock to work with. Our fireplace upstairs isn't quite as pretty as the rock downstairs.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

The Conley's home on NE 68th had a sweeping ocean view from Cascade Head to the curving shoreland many miles south. The red roof stood out against a green landscape in the winter and a kaleidoscope of colorful flowers, herbs, and shrubs in the spring and summer. The home was so magnificent locals nicknamed it “The Castle.” (News Guard 4/1/1976)

Roads End pioneer D N. Hendricks passed away on November 24, 1956. His wife, Helen Edsel, remained on the ranch for a year after his death. The property, consisting of 250 acres, including a house, barn, and various outbuildings, was sold to Robert and Martha Bell in 1957. Bob Bell was retired and not well enough to do the hard ranch work, so they leased out the sheep pastures and barn and lived in the house. The Bells lived in the home D Hendricks built beyond the gate at the far north end of Logan Road until 1999. (Martha Conover Bell, NLCHM oral history tape)



*Roads End Point 1950s*

Ten years after a small quake hit Roads End, another one shook the area in June 1959. This one measured 5 on the Richter scale. Some property damage was reported, mostly to chimneys, but no injuries or loss of life occurred. (News Guard, 6/10/1976)

In 1959, Bev Wells and her grandmother bought the small, dilapidated cabin sitting amid pea fields that had once belonged to Ruth Grover. They fixed up the cabin and enjoyed many happy days there.

In March 1960, Robert and Lee Ebersole sold the Roads End Water System to Wilbur H. Day and his wife Agnes Day. (Anders, C. M.)

Governor Tom McCall lived in an A-frame house at Roads End beginning in 1964. It was the only A-frame on the ridge, located about four houses from the south end. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)



*Governor Thomas Lawson McCall (1913-1983)*

“Tom McCall was a fine man. Excellent governor. Very friendly, both he and his wife. He came to some of the openings at the Cascade Artist Gallery. When we put up a new show, we'd have a champagne opening,

and it was quite a festive affair. Mark Hatfield stopped several times, but he was never as interested, I think, as McCall was. McCall was given a bad time about his remark that the tourists should come to visit but not stay. It was taken totally out of context, and it was a perfectly sound statement in context.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“McCall was the best governor we ever had, I think. He was tops in trying to protect our environment. We have laws on the books that have saved our beaches and rivers just because of him.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

In February 1964, as the advantages of incorporating adjacent towns into one city became more evident, another attempt to consolidate the area from Roads End to Cutler City was underway. All the towns required the same government services, such as fire protection, police protection, sewers, water, and local ordinances. A larger, combined city could provide these services more effectively and at less cost than any could do alone. Still, no town wanted to lose its independence or be taxed to pay for improvements in other towns they had already achieved by themselves.

Committees were formed and polls were taken. By February 1964, consolidation planning meetings were held in the towns from Roads End to Cutler City. In March 1964, it was decided that a vote for consolidation of the area from Oceanlake to Cutler City would be held on May 15, 1964, excluding Roads End. Possible reasons include the fact that the earlier poll of Roads End residents showed little support for consolidation. Roads End had no formal governing body or leader to represent them on consolidation committees. In addition, the area had few residents, only a couple of businesses, and at the time, a functioning water system with individual septic systems.



*Roads End looking south, mid to late 1960s.*

Consolidation Committee members were disappointed by the vote to consolidate in May 1964. Because it was defeated by a margin of just seven votes, town officials in favor of consolidation immediately explored the possibility of compromises with those who objected. (News Guard, 5/21/64)

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 and establish a budget before it became official on March 3, 1965. (News Guard, 12/10/64)

When the new City Council met and it became clear using any of the five cities' names for the consolidated city would be controversial, the Council formed a committee to find a name for the new city. The committee held a contest in the NewsGuard to see what name residents preferred. Five of the names 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 their city. "Lincoln City" was chosen as the most popular and least contentious. (NewsGuard, 12/10/64)

## 1970 to 2000

After five decades of slow growth, in the 1970s Roads End began to develop at a rapid pace.

"Roads End was always so beautiful, and it attracted more and more people over the years. People who came here when they were children thought, 'when I'm old and retire, I'm going to live at Roads End.'" (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

One of the first harbingers of change occurred in 1967 when the State of Oregon began looking for a site in Lincoln County to provide public access to the beach. Hearing they were looking to purchase land at Roads End, residents became concerned about the increased number of visitors the site would bring. They circulated a petition to stop the purchase and presented it to the Lincoln County Planning Commission. State Parks administrators responded to the Commission's queries by saying the purchase was part of a state plan to provide public access to the beach every three miles along the Oregon coast. Adding, the beach at Roads End was already used by a great number of people, and the



*Roads End State Recreation Area*

site would provide places to park and public restroom facilities.

Although the County Planning Commission rejected their complaint, residents continued contesting the plan with the State Highway Commission, but to no avail. In 1968 the State acquired property on the east side of Logan Road near Logan Creek from Harry Middleton and began construction on a State Recreation Area. (Oregon Parks.gov)

When the Oregon State Highway Commission adopted a rule to permit the daytime use of the Roads End Recreation Site on April 4, 1972, the Oregon Highway Engineer instructed staff to add water and install sanitary facilities. (News Guard, 4/6/1972)

Construction of the Roads End State Recreation Area was completed in 1972. That year, 158,396 people visited the site. From 1976 to 1977, the number increased to over one million. (News Guard, 3/2/1978)

Then in 1972, after learning it had a restaurant license, Roads End resident Roy Johnson and his partner Dr. Neal purchased the Perkins Grocery Store. Neal thought the spot ideal for a restaurant since the Roads End State Park with thousands of annual visitors was next door.

After much hard work renovating the place, the restaurant opened in July 1973. The entire Johnson family worked at the restaurant. Dr. Neal's two sons, who worked as fishermen during the summers, provided fresh fish. (Salem News, 11-30-2006)

The menu emphasized seafood, including a previously untried clam chowder. Both the chowder and the restaurant became immediate hits. Local people liked the large portions of good food and the family atmosphere. Customers kept coming back, encouraging more business with their word-of-mouth advertising.

As the restaurant got busier, the grocery

store floundered due to the opening of a new Safeway grocery store close by. So they closed the grocery store and concentrated on the restaurant, hiring local people to staff it year-round. The Dory Cove became a local hangout and Roads End landmark for thirty-three years. (Salem News, 11-30-2006)



*The Dory Cove restaurant*

The growing number of residents and visitors coming to Roads End meant an increased demand for water and sanitation services. The increased demand coincided with a need to overhaul the inadequate water system built by D Hendricks in 1928, as it was aging badly.

“The first water system was just a little tiny house up above D Hendricks' house, only two or three springs. And then, as he developed different sections of Roads End, he increased the water system. Anyway, it turned out that he had eight springs going into this reservoir... They was fed into that end. Then it had to go through a little shed where they had Clorox and stuff to purify it, and then it was high caliber Roads End.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“After D passed away, someone else took over the water system, and they had to have the water tested all the time. Finally, I think it was condemned or something and they had to do away with that system. Anyway, it was the same old thing, you had to make way for progress.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

The original Roads End Water System built

by D. N. Hendricks had been sold to Wilbur H. Day and Agnes Day in March 1960 . Twelve years later, in 1972, the Oregon Health Department identified serious health risks associated with the water supply and failing septic tanks at Roads End. It was clear something had to be done to remedy the situation, but what form that remedy would take remained unclear. For the next six years, water and sanitation issues plagued Roads End. (See Water and Sanitation appendices for a detailed, chronological account.)

The Lincoln County Planning Commission considered approval of a 490-acre, 1,400-lot, Sal-la-Sea II subdivision on March 14, 1972. Water and sewage services for the new development remained in question, however. (News Guard, 3/14/1972)

On April 4, 1972, the Sal-la-Sea II subdivision gained tentative approval from the Lincoln County Planning Commission. The Commission requested more information regarding vehicle access from Highway 101 to Roads End and said no further approval would be considered until a plan for water and sewage had been presented. (News Guard, 4/23/1972)

The Sal-la-Sea II subdivision purchased the Roads End Water System in June 1973 with the approval of the Public Utilities Commission. The new owners were to improve the water system and continue furnishing water to Roads End. (Oregonian, 6/14/1973)



*Roads End 1975*

The first Roads End Improvement Association (REIA) was formed in November 1972. Six residents were appointed to the executive committee, representing the majority of the residents and property owners in Roads End. The group organized to preserve current zoning, foster better living conditions, and maintain control of any changes by the County, State, or other governmental authority. (News Guard, 12/7/1972)

In 1974, Roads End sought incorporation as a separate city. State law requires any area lying within the urbanized area of an existing city (Urban Growth Boundary) and wishing to incorporate must petition the City for advance approval of such plans. Because of the proximity of the Roads End area to Lincoln City, approval from the City was necessary. A special meeting of the Lincoln City Council was called to address the issue on April 15, 1974. The Roads End Improvement Association, representing 462 members, requested the City Council adopt a resolution indicating the City's approval, stating that being incorporated as a separate city was the best way to resolve water and sewer

problems. An agreement was reached to form a negotiating committee from both Roads End and Lincoln City to discuss a plan agreeable to both parties. (News Guard, 4/11/1974) (News Guard, 4/18/1974)

A few months later in July 1974, Lincoln City denied the request for incorporation. The Mayor said it wasn't realistic for an independent Roads End to support itself, and the existence of two competing governments would complicate the problems of coordinating services in the area. (News Guard, 7/18/1974) (Capitol Journal, 7/9/1974) (Times Eagle, 7/11/1974)

On November 25, 1974, the Lincoln County Planning Commission approved a request to rename all the streets in Roads End except for Logan Road. The intention was to help emergency agencies more easily find area houses. Approval was given on December 17, 1974, and forty-seven streets were renamed. (News Guard, 12/5/1974) (News Guard, 1/2/1975)

“The streets in Roads End used to be easy to remember because they were named after the people who lived on them, like Martha St., and

Grover St., and Logan Road, which was named after one of the Indian families. Or like Quarry Road, which went to the Kauffman Quarry east of the junction of what is now Neptune and 74th streets.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

On April 15, 1976, the Roads End Improvement Association became a nonprofit corporation under the laws of the State of Oregon. This action reduced the Association’s liability and afforded other corporate benefits. (REIA newsletter - 4/15/1976)

According to the REIA Articles of Incorporation, the mission of the Association is: To improve the viability for the residents and property owners of the area historically known as Roads End; and to petition to the proper governmental authorities for the equitable enforcement of the laws, codes, and ordinances as they pertain to the residents and property owners of the area of Roads End; and engage in any lawful activity, none of which is for profit, for which corporations may be organized under ORS Chapter 61. (See Roads End Improvement Association appendix for complete REIA bylaws)



*Roads End 1977*

On June 27, 1978, an agreement between Lincoln City and the Roads End Water District to supply Roads End with water for twenty-five years was made. As part of this agreement, the Roads End Water District was to be

dissolved, the City would accept all assets and obligations of the District, and the City would complete the construction of the water system. All parties signed the agreement, recorded on June 29, 1978. (Lincoln City Resolution No. 78-17 Adopted 6/27/1978)



*Roads End Street view, 1980s*

In May 1980, the Roads End Improvement Association opposed the use of Port Lane to access Lincoln Palisades, a proposed 80-acre development on land recently annexed to Lincoln City. At a public hearing of the Lincoln County Planning Commission on May 6, 1980, a petition from twelve residents along Port Lane was read, listing five reasons residents opposed the project. Complainants thought the Palisades, a 241-unit development built on the east and west sides of Logan Road, would feed thousands more cars onto Logan Road, causing additional traffic congestion at the intersection of Logan Road and Highway 101. A professional study was proposed to determine what roads were needed to serve the expanding community. The Association said that the City would lose nothing by requiring an adequate road system be designed and built before approval was granted, adding the growing population of Lincoln City called for enlightened planning to ensure future access. (News Guard, 5-27-80)

In 1984, a six-foot ivory mastodon tusk was discovered at Roads End. (Oregonian - 4/6/1984)

“... Bob Beal, a retired mining engineer, found a Mastodon Tusk in the bank below Mordens’ house. Only a broken cross-section of it showed, and Bob thought it was fossil wood at first. He tried desperately to get somebody from one of the universities to look at it, but nobody could be bothered. Finally, he showed me a piece of it. I called a friend of mine, Dan McKeel, who's a micropaleontologist, and he contacted Dr. William Orr, a geology professor from the University of Oregon. Within a couple of days, Doctor Orr came down and dug it out. It was in three pieces and had to be put together and preserved with a special solution. It's now at the University of Oregon Museum (Thomas Condon Fossil Collection).” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

A couple of years later in July 1986, a longnose lancetfish was discovered at Roads End. They found the prehistoric fish flopping on the beach with a squid in its mouth. (News Guard, 7/23/1986)



*Roads End Point distant view*

The volcanic knob that forms the cove at the north end of the beach at Roads End still had not been officially named in 1995. The rock directly offshore was identified on navigational maps as Poly Rock, but there was no official identification for the volcanic outcropping. Most Roads End residents simply called it the Point, but since the early 1900s it had been unofficially dubbed Hendricks Peak, Pirates Peak (for the rock that resembled Long

John Silver), and Mt. Temecula. A committee of seven persons representing a cross-section of residents from Roads End and Lincoln City formed to consider names for the Point. (News Guard 10/18/95)



*The rock at Roads End Point called Long John Silver*

The committee chose the name Roads End Point, submitted it, and on November 12, 1998, the United States Board on Geographic Names made it official. Once the property of private land owner D. N. Hendricks, the Point is currently part of the Cascade Head Scenic Research Area, supervised by the Siuslaw National Forest and the Bureau of Land Management. (Letter from the U.S. Board on Geographic Names, 12/3/1998)

In August 1999, researchers from Oregon State University began operating an Ocean Surface Current Mapping System at Roads End. Measuring ocean currents is vital to the effective management of coastal resources. The system, consisting of two antennas, one transmitting and one receiving, collects data that measures waves on the ocean surface. (NewsGuard, 1/12/2000)

At the end of the twentieth century, once again, treasure-hunting beachcombers were drawn to the beaches at Roads End. This time they were not hunting agates, they were looking for art-glass fishing floats. In December 1999, Roads End joined Lincoln City in the Oregon Coast Glass Floats 2000 project. To celebrate the turn of the century,



*Finders keepers, art glass floats on the beach*

2,000 Japanese-style, glass fishing floats created by glass artists were placed along the beach from Roads End south to Taft. The promotion brought beachgoers to Lincoln City in droves. The months-long event continues to this day under the name “Finders Keepers.” (News Guard, 12/16/1999)

### 2000- 2013

The rapid growth in Roads End properties that began in the 1970s continued through the 1980s, the 1990s, and into the new century. By 2003, Roads End had 856 lots, 619 developed, and 237 undeveloped. Thirteen undeveloped lots and 118 homes were added after 1992. (NewsTimes9-12-2003)

In October 2000, the Roads End Improvement Association called a meeting of concerned property owners and asked Lincoln City’s City Manager, David Hawker, to attend. Hawker was asked to field questions regarding the contract with Lincoln City to supply water to Roads End due to expire in 2003. Residents wanted to know if there was the possibility of negotiating a new contract that might

include the annexation of Roads End into Lincoln City. The result of the meeting was the formation of a Water Committee, composed of eight volunteers who could negotiate with the City for a new water contract and to present feedback on the City's position. (REIA newsletter – January 2001)

The Water Committee determined that the only way to represent all of Roads End in negotiations to continue water service after 2003 was to form a new Roads End Water District. After approval by the Roads End Improvement Association, petitions to form a Roads End Water District were generated at the Lincoln County Court House on Tuesday, March 20, 2001, and began circulating on March 24, 2001. The petitions gathered represented 21% of the land in Roads End, 11% more than was required to form the district. They were filed on May 29, 2001, and verified on June 4, 2001. Lincoln County Commissioners approved the formation of a new Roads End Water District on July 18, 2001. (REIA Website, 2003)

To help disseminate information about the

newly formed Water District and other important community issues, the Roads End Improvement Association created a website on March 16, 2001. (News Guard, 3/21/2001)

The formation of an independent Water District did not end the problem, however. In 2003, the Lincoln City Council voted unanimously to deny water hookups to Roads End lots created after June 28, 2003, and to grant taps to lots created prior to that date only if certain conditions were met.

The 25-year contract entered into with Lincoln City in June 1978 provided water to existing customers and new development within the water district. A policy adopted in 1992, however, addressed the extension of water and sewer services to areas within the urban growth boundary. That policy limited service to one residential dwelling, regardless of lot size, and the property owners consent to annexation unless such service was provided by a written contract executed before December 1, 1990. (News Times, 9/12/2003)

The 1978 Roads End contract fit that exception. But City Manager David Hawker said the agreement that expired on June 28th could not be extended or renewed because it was made with the original Roads End Water District, which no longer existed, having been dissolved in 1978. (News Times, 9/12/2003)

“We were shocked and dismayed to find that the city would no longer be providing water hookups,” said Roads End resident Roger Middleton. “There are two contracts, one to provide water, and the other to operate the sewer system. The city has always provided water to operate the system. You can't separate the two, or you'll be in violation of the contract.” (News Times, 9/12/2003)

City Manager David Hawker recommended granting taps to lots created in Roads End before the expiration of the agreement if the property owners signed consents to annex,

and also sign an acknowledgment that if water service to Roads End was discontinued, it would include that property and the City had the right to set the rate for such service. As for additional lots, Hawker called the June 28, 2003, expiration a clear line of demarcation. He went on to say, “Water service does not continue after June 30, 2004, unless an annexation plan acceptable to the city and the new water district is developed by January 31, 2004.” (News Times, 9/12/2003)

Harry Rosenberg of the Roads End Water District said, “District officials cannot negotiate annexation issues for the people who live there. If the city is interested in Roads End, it should call for a vote of the people. We need long term solutions.” (News Times, 9/12/2003)

In January, the City Council adopted a resolution to continue water service to Roads End for another year under certain provisions. Council members opted to bypass more restrictive alternatives outlined by Hawker, including issuing no new water taps to any Roads End property until annexation has occurred; issuing no new water taps until the City's water future was assured; issuing no new taps to lots created after 1992; or issue taps but require an agreement acknowledging the city's right to terminate service. (News Times, 9/12/2003)

Then, in November 2011, Roads End property owners began receiving letters from Lincoln City giving them sixty days to consent to annexation or run the risk of having their water service shut off. The law required the City to obtain consent from a majority of property owners that had the majority of the acreage and property value in the area it wished to annex. The demand letters were part of the City's new consent to annex policy. (News Times, 12/12/2012)

Residents responded with tort claim notices from twenty-five of the roughly one hundred

property owners who had received demand letters. The notices were hand delivered by Brayden Criswell, first president of the REIA and Vice President of the Roads End Water District, to the Lincoln City Council at their January 23, 2012, meeting. Residents said the threat to shut off their water amounted to “hostage annexation,” adding they were prepared to sue for damages if the City followed through on its threat. Complainants said shutting off their water supply would cause health and safety hazards, and the mere threat of shut off had already damaged property values. They went on to say attempts like this notice were coercive and caused emotional distress. (News Times, 12/12/2012)

On December 10, 2012, the Lincoln City Council voted to approve an ordinance annexing 246 acres of Roads End. The City used the triple consent method to bring Roads End into the city limits, requiring the agreement of more than 50% of property owners, representing more than half the area and land value to be annexed. (News Times, 12-12-2012)

Despite the ordinance, Roads End residents continued to press their case that the annexation process was coercive. In January 2013, the Roads End Water District and Roads End Sanitary District filed an appeal against the annexation of Roads End with the Oregon Land Use Board of Appeals. On June 26, 2013, LUBA ruled against the appeal, affirming the process Lincoln City used to annex Roads End was valid. (News Guard, 7-17-2013)

As a result of annexation, overall property taxes in Roads End were expected to increase by an average of \$1,167 per home after a three-year phase-in. Annual City licenses for in-home businesses and rentals would be required, and a 9.5% transient room tax would be imposed on all vacation rental units. In addition, because the City levied a

5% franchise fee on utilities, gas and electric rates were expected to go up by a like amount. City Manager David Hawker predicted the annexation would bring about \$600,000 in new taxes and fees to the City of Lincoln City. (News Times 7-3-2013)

Benefits to Roads End residents from these taxes included increased police patrols, a reduction in water and sewer service rates equal to half of what Roads End residents had been charged prior to annexation, a savings of approximately \$467 per year for each home, improvements to gravel streets from a \$75,000 fund earmarked for interim repairs, and local 911 service dispatched from the Lincoln City Police Department rather than the Salem Center used by the Sheriff's Office. Residents would also be eligible to vote in city elections. (News Times 7-3-2013)

On July 1, 2013, Roads End joined Cutler City, Taft, Nelscott, Oceanlake, and Wecoma, officially becoming the seventh gem in Lincoln City's String of Pearls.



*Aerial view of Roads End Point from Lincoln City, 1980s*

## Present Day

Although we sometimes wish beautiful places would stay the same forever, growing populations require roads, houses, hospitals, police, and firefighters, services that make change inevitable. Present-day Roads End is a different place than when goats roamed its grassy hillsides. The open pea fields that once covered the east side of Logan Road are long gone. The small cottages that dotted the beachfront have been replaced by large, modern homes. Roads End is still beautiful, but longtime residents mourn these changes and have since the 1980s. The following quotes are from interviews conducted more than thirty years ago when Roads End was still governed by Lincoln County.

“When I first came to Roads End, it was one of the most exquisite places I had ever seen, and I traveled quite a lot by that time. There were very few people and hardly any homes. I think probably five or six permanent residents. You could walk the beach in the winter and never see another person. The hills were beautiful, covered with tall, waving grass, rifled by the wind. It was truly lovely.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“The way Roads End was laid out, a house would have its own protection for view, and now the way they crowded in and built pretty regular up and down, there's nobody saving a view. I wish they hadn't let the restrictions get ahead of them.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

Some Roads End residents, then and now, blame the growth of vacation rental dwellings (VRDs) for many of the unwelcome changes.

“I hate to say it, but it was a wonderful place when I came here, and I can't say that much for it now. It's become a rental district because the Lincoln County Commissioners won't

enforce the zoning. We are zoned R1A, single family residential, yet I can go down the street on a weekend and find houses with eight or ten cars parked outside and permanent signs up advertising them as rentals. There is no community anymore.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

Today, there are 907 tax lots in the R1 Roads End zone, 753 developed, and 177 of these licensed full-time vacation rental dwellings. (Lincoln County GIS Data layer, Lincoln City Planning Director Skinner, May 8, 2023)

The issue of too many VRDs is not limited to Roads End. It extends throughout Lincoln City and is seen in communities all along the coast. Although the problem is ongoing and not easily solved, creating ordinances to control vacation rentals is a top priority for Lincoln City government today.

Regarding the benefits of annexation, opinions differ. The following opinion statement is from Elaine Walsh and Cindy Thompson, former REIA presidents, and current Roads End residents:

“Many Roads End residents were concerned at the time that with annexation the City would substantially raise taxes, discourage the buying of homes by allowing the development of "nightly rentals" (now called short-term rentals), and thereby destroy both the beauty and sense of community in the area. Unfortunately, many of those worries came to pass with the annexation in 2012.

Due to the annexation, some of the oceanfront properties which were owned and occupied by generational family members as second homes were unable to afford the doubling of property taxes and increased city fees. As a result, some felt forced to sell their Roads End homes. From 2012 until the finalization of the City Zoning regulations in 2017, many of those homes were

purchased by others, who with City approved zoning changes, turned them into nightly rentals. The decade that followed caused a large increase of nightly rentals by many buyers who believed they could use their home as a rental also and offset the cost of their ownership and for investment purposes.

The REIA Board that followed annexation appreciated the need to work with City officials for a sustainable infrastructure and secured approval of the City Council to be recognized as the neighborhood association in Roads End. Subsequent Boards have continued to work with City officials to stop the disproportionate number of short-term rentals in Roads End, \*currently 18% of the housing stock, compared to 10% in the rest of the city, and advise the City of chronic problems like overcrowded housing, need for rule regulation and law enforcement, and the substantial increase in traffic, noise, garbage, parking, and other challenges associated with substantial growth.

It is noteworthy to recognize that many talented and gifted Roads End residents, past and present, have volunteered to serve on Lincoln City's Council, Planning Commission, Budget Committee, Parks and Recreation, as well as Library, Emergency Planning services, and Beach cleanup projects, recognizing their service to improve, not just their Roads End neighborhood, but the City as a whole."

\*Statistics not verified.

Some residents view annexation in a positive way. They say the City followed through on its promise to pave roads and provide better police and emergency services.

"Annexation was fought tooth and nail by most Roads Enders, but when all is said and done, we definitely benefited. The Lincoln City Mayor was invited to attend a meeting of Roads End and answer questions that concerned us, mostly the cost to us. Some objected to giving up rule. In the long run, it

has been beneficial and I believe most are glad we did. (Roads End resident, Peggy Davis)

Although City officials recognize the validity of concerns voiced by Roads End residents at the time of annexation, their focus is now on the future and implementation of Roads End Villages at Cascade Head Urban Renewal Plan, which will bring in millions of dollars of public improvement projects to the area over the next twenty years.

The Lincoln City URA commissioned this study to understand and preserve the historic nature of the community, honor the people and events that made Roads End what it is today, and begin envisioning what it could be in the future.

"We are the beneficiaries of the time and energy that has been invested by all those who have cared about this area from its inception almost 100 years ago." (REIA website, 2003)



## Notable People, Families, and Groups

### The Logan Family

Amanda Logan was among the first to receive an allotment in 1894, 76 acres in what is now Roads End. Although there is no record of her living on her allotment, when Amanda Logan died in 1919, President Woodrow Wilson gave a fee simple patent to her heirs. The legal order conveying the land stipulates: to have and to hold the same together with all rights, privileges, immunities of whatsoever nature, there unto the said heirs and their heirs and assigns forever, in accordance with the terms of said order to wit: to Abraham Logan undivided 1/3 interest, to Larkey Logan and undivided 1/3 interest, and to Annie Winkler an undivided 1/3 interest, and there is reserved from the lands thereby granted, a right of way thereon for ditches or constructed by the authority of the United States. (Whitlow, Leonard II)



*Logan family barn, east of Logan Road*

Abram Logan and his wife Louisa built a home on the land they inherited from Amanda near the head of a creek at the southeast corner of Roads End. Later, the creek was named Logan Creek, and the main road through the area was named Logan Road for the Logan family.

Over the years, Abram and Louisa bought or traded for additional parcels of land at



*Louisa and Abram Logan*

Roads End. They sold milk and leased some of their lands for pasture. In 1928, they sold a parcel to D. N. Hendricks, and in 1932, B.J. and Esther Palmer bought a parcel from them. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“I can remember Logans living over here in that old yellow house for years and years. Not long ago it was still there. The Logan's house, which would be north of Bi-Mart (Lighthouse Square), is gone. All that property is for sale.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

Relations between the Logans and their neighbors were complicated and not always cordial. Although family members were known for being friendly and helpful, prejudice against native people was rampant.

“My father would walk up to the house, speak to those inside, and return with the milk. The Logans leased pasture land and sold milk to some of the first families to buy land in the area. The Logans were important in my childhood. I can remember Logan living over here in that old yellow house for years and years. Not too long ago it was still there. The Logan house which would be north of where Lighthouse Square is today. Their place was right next to ours, and as a matter of fact, we spent lots of time together. Mrs. Logan was a former school teacher. She taught in an Indian school. She had a number of children. Many of

them died and they were buried in the Logan cemetery over near Salmon River. But the ones that I remember so distinctly were Lily, and Elmer, and Gus. They were the younger ones. We went to school together over at the school at the head of Devils Lake, and then years later of course we went to high school. We went to dances, although we were not allowed to date the Indian boys. I remember one time I got into real deep water and mother grounded me for a couple of weeks. I'd been to a dance up at Ocean Lake. I was a teenager, maybe 15 or 16 or maybe even a bit younger... Elmer Logan asked me to dance and I danced with him, and my big-mouthed brother went home and told mother.” (Salazar, Vol 3 part 2, Adler, p 149)



*Louisa Logan in full regalia*

“Well, getting back to the Logan kids, we learned to ride horseback with them. And I was as welcome in the Logan home as if I had been born an Indian. Abe Logan, the father, and dad didn't always get along, but Abe was so good to us kids. He was always gentle. He was always kind. If we were out hiking someplace or walking and he came along in the wagon, he would pick us up and give us a ride. So in my memory, the Logans were my first childhood real playmates. I don't know what happened to Lily and I don't suppose that even Elmer is still alive. I remember John and Jack Logan. They were twins. And there was the older one that lived over on the river. Jim is gone. Gus drowned in the Salmon River with his son and some others. They ran off the road. Gus left the logging business. Used the farm to borrow money on and that's how the Logans lost the farm. He was too much in debt with his logging business. Abeson Logan is gone. He had a son and children. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)

Logan family members, James and Abeson Logan served in the US military in WW I. Leonard Logan served in WW II. Logan family members who reside in north Lincoln County today are active members of the Confederated Tribes of Siletz Indians.

## John Brown & Family

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*John and Ida Brown, 1920*

John Brown and his family came to Roads End in 1916 to work with Alan Lowe on his sheep ranch. In an interview when she was eighty-three years old, Orrice Brown Adler paints a vivid picture of her life at Roads End, beginning with a harrowing, two-day journey down the Siletz River. Orrice describes the trip and the family's arrival at the cove that was their new home:



*Orrice Brown, 1922*

“A motley crew we made that long-ago day of July in 1916, as we left the dock at Mowery’s Landing on the Siletz River with our first stop to be tacked, now a part of Lincoln City, on Siletz Bay. Our final destination was Roads End, then a large ranch, which is about nine miles north of Taft. This group consisted of my parents, John and Margaret Brown, my sister Emily, cousin John, my brother Hamilton, and myself. And one small sky terrier dog named Clyde. In addition to the humans, the sculls were loaded with cattle, chickens, turkeys, covered wagon, hack, and oh yes, a pet canary.” (Salazar, Mildred. *Pioneer History of North Lincoln County*, Vol 3, Part 2, Adler)

Due to the river’s low, summertime water level, the trip became dangerous when their boat reached Siletz Bay.

“... Indeed, something was wrong. Very, very wrong. There was no sound of the launch motor, but we were moving, moving rather swiftly. I noticed that the water was rushing past us. Mr. Wood was cussing. Dad was cussing also. Mother had a look of fear on her face. Even the cows and horses seemed to be growing restless... The shouting, cursing, and pleading by dad, Mr. Wood, and Paul Chat (Chatterton) caused fear to rise in my juvenile mind. I began to sense that we were doomed very soon. We would drift head on into that white foaming water, the bar... Even my child’s mind realized that we would capsize in the Breakers. It was scary.”

“But wait, I was not to be drowned. My hero (Paul Chatterton) went into action, a real live Superman. He, leaping over crates, past horses, cows, and me, dashed to the aft end of the skull, where all the while, his little, small rowboat had been tied. He quickly untied it, jumped in, and with sure, swift, able hands, rowed it to the front of the launch. Securely tying it there, he, my amazing hero, strained at

the oars. He towed the launch and two heavily loaded scows, horses, cattle, wagons, canary, Sky Terrier dog, and six people, beaching us safely out of reach of that deadly outgoing tide.”

“Seeing the ocean on the drive up the beach was a thrill for me. However, I felt put down, as I had to ride in the wagon because of my cut toes. My brother was allowed to walk, playing cowboy, cracking a long kelp whip to frighten the cows. I recall that I was frightened also, but my fear was of the waves which sometimes washed through the wagon wheels. To this day, many years later, I still have awe and fear of the waves.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)



*John L. Brown and daughters, Emily & Ida, digging spuds, 1918.*

Orrice described life on the ranch as being one of hard work, adventure, and fun.

“On the ranch there was room to run to ride and to roam. Dad raised hay for winter feed but I was not too concerned about haying except that I’d love to sneak up behind the load of hay and catch a ride on what they called the reach... Haying time lasted quite a while as the grown-ups usually put up about 40 to 60 tons of hay each year. There were 25 to 36 dairy cows to feed, three or four horses, 8 to 10 young stock, and a few sheep plus sometimes extra cattle raised for beef. None of these activities concerned a child so much as we had to go to school when we could and all children have their own world of activities.

Of course, we did have some chores to do in season. Keeping the big wood box filled with wood, gathering garden vegetables, feeding chickens, and feeding calves were some things I remember doing. But we did have fun. In summer we went to the beach but we were never allowed to go alone. There we would play in the sand, gather agates, and pick up driftwood which was used to burn in the stoves in winter time.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)

Orrice’s difficult yet idyllic life at Roads End came to an end when her parents and Mr. Lowe had a falling out.

“Anyhow the years went on, and there was a disagreement between Mr. Lowe and the folks. But the folks, being stubborn, decided they were going to stick out their lease come hell or high water. Well, one August night just at the end of haying, the barn was caught on fire with three horses turned loose that had been tied with half inch halter ropes on the barn. We suspected arson and dad followed that through. He found quite a lot of evidence, but there was never any case brought against Lowe. He had insurance on all the buildings, but he did not have insurance on the horses or anything like that. Well that was my first encounter with seeing a building burn. It was three o’clock in the morning on a late August day and the house was perhaps 150 yards from the barn, and the fire was so intense that I couldn’t put my hand on the window glass. We had no water to fight it. All we had there was a well at that time. However, the folks stayed on and eventually decided that we would go down to Drift Creek.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)

## D. N. Hendricks

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*D Hendricks at Halloween party with friends. Top row, left to right, Mrs. D Hendricks, Scotty Everest, Gladys Hasselbrink, Tona Heisel, Letha Garrigus, Mrs. Tomjack, bottom row, left to right, Nig Everest, Lyle Hasselbrink, D Hendricks, Dean Collins, Joe Tomjack, in front, Beatrice Colvin*

D. N. Hendricks, known locally as D, was one of the first settlers to buy land at Roads End. D was a visionary, a businessman, and what people used to call a mover and a shaker. The land he purchased in 1926 at the north end of the cove extended from Roads End Point south and east over the ridge. Later, he added more parcels, until his holdings covered most of the east and west sides of Logan Road.

“Hendricks lived at the north end of Roads End on the Logan Road turn-around with his wife, daughter, and son. It's the house after you go around the circle at the north end of the road. Not the one through the gate. That's Mordens.' It's the house with the peaks that's right on the turnaround at the end of Logan Road. Years ago, there was a barn, a large barn, which he didn't clean out very often. The barn was for the horse or two that he kept and for his sheep, and he stored hay there in the upper

story.” (Salazar, Mildred. *Pioneer History of North Lincoln County, Vol 3, Part 2*, Grover)

D Hendricks' was a vital man with enormous energy who knew how to get things done.

“Well, Hendricks himself, to me was a southern gentleman. He could have been one hundred or fifty. All the time I knew him, he seemed the same age, and I don't know why, but he must have been way up in his seventies when I knew him, and he acted about fifty or sixty all the time.” (Salazar, Mildred. *Pioneer History of North Lincoln County, Vol 3, Part 2*, Conley)

Hendricks' dream was to create a beach resort community at Roads End by selling oceanfront lots to people living in Portland and the Willamette Valley. To accomplish this, he had to survey and plat his land first. Next, he had to build a road. D had brought building

supplies up the beach to construct his home and knew people would have to have access to their property if they were going to buy. He built a gravel road that extended the length of the cove that he named Logan Road. Finally, he filed his plat with the Secretary of State and got it officially recognized as a townsite. He called the strip of land between Logan Creek and his residence Roads End, an apt name as it was the end of the Salmon River Road.

While developing the townsite and waiting for people to buy his lots, Hendricks raised sheep.

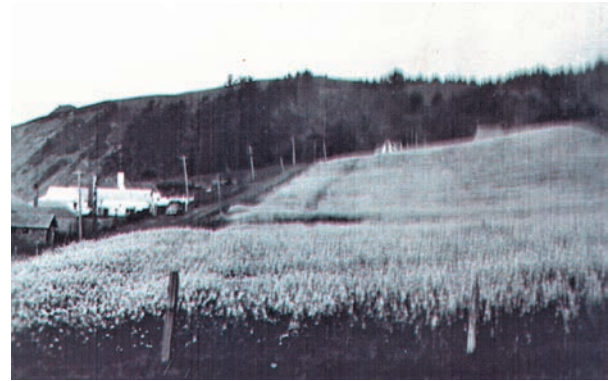
“Hendricks run sheep up on all the hills from here as far off as you can see, and he’d just call Sam, the old sheepdog, and turn him loose. Here come sheep from all over the meadow and up the trail to the barn where they were supposed to be. I used to just admire that old sheepdog so much. And he did the work for Mr. Hendricks, and he didn't do any work!” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

Longtime resident Helen Bice recalls a pack of wild dogs once herded many of Hendricks’ sheep off the cliff above the cove.

“Hendricks never fenced his sheep, and they got into everything. At least he never built fences that held anything, and he was always in trouble with his neighbors because his sheep would get out and chop up the lawns. His sheep got into my victory garden once and destroyed about 120 feet of garden peas. In fact, I got so angry at one of his sheep, I picked it up and threw it over my fence. I don't know where I found the strength to do it, but I was really angry. The sheep got up and walked off on its own, by the way. Now and then D would fix the fences, but I think a six-year-old could have done as good a job.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)

When only a few people bought D’s beachfront lots, he decided to farm his land. Hearing

about a dwarf variety that grew exceptionally well at the coast, he decided to grow peas.



*Hendricks pea fields, looking north.*

“Hendricks also farmed his land. He raised the famous Roads End peas here. They were known as seaside peas. Had a special salty flavor, I guess. He'd get up at 4:00 in the morning and take the peas to the Portland market. Logan Road was pretty bad then. It wasn't paved. It was just gravel and full of potholes. He'd go roaring down the road, usually hit a pothole, and the battery would fall out of his truck, so he'd have to get out and put it back in again. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

Ironically, peas, not resort homes, are what D was best known for, then and now.



*Hendrick's pea farm*

Hendrick’s second wife, Mista, purchased the property with him in 1928.

“Mista was from Salem. She was a doctor that took care of D when he was sick. Their money developed Roads End, and they had to come in and bring all the lumber in on the beach,

but that was earlier. Then they divorced and he married Merle, who was the school teacher. She married D after he and Mista divorced. Actually, D had four wives. Way back before we ever heard of him out here and he and Mista were married, and he had an older son that came out here to try to get John after his parents died. His stepmother wouldn't let him go, and little John was left stranded here without anybody, really, having jurisdiction over him.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

Merle and D had two children together, a daughter, Alice Ann, and a son, John.

“Merle Hendricks, who taught school over here, was young enough to be his daughter. Still, they seemed to be almost the same age. He was so young in the way he reacted and everything. And Merle was a wonderful cook.... Merle was the mother of Alice Ann.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“I remember the first time I saw Alice Ann, their little girl that developed the skin problem later. She was a beautiful child and had long braids and was the most popular little girl down here. Almost all at once she started some cold or low-grade ringworm on her legs that wouldn't cure up. Then they thought maybe it might have been some terrible disease or something, and they took her to every place they could check on and they couldn't do a thing about it. Finally, it developed into a skin rash that is incurable. I don't think they ever knew exactly, although some said it might be an allergy to sunlight.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“... the medical bills were horrendous. It was hard for many people to be around her, since she had various growths that were rather upsetting, but she came to the Art Center for classes. I helped her a little bit here at Roads End because she was interested in drawing.

D took her to the Mayo Clinic and to other clinics and doctors all over the country. This deforming disease was hard on the family, hard on the girl, and hard on the son. It was really unfortunate, and I don't think anyone ever diagnosed it. Eventually, the disease got so bad the family couldn't take care of her, and she was put in a home in McMinnville and died there when she was only about sixteen. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“They had a son, John D, Little John, who was a pretty child, and of course his mother died and left him alone. And D remarried and, I don't know. Something went wrong, he went into drugs, the last I heard. John didn't have half a chance because he didn't have anyone to protect him or stay with him.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“D remarried and built a nice new home for his new wife, Ella, up on the hill where he had always wanted to build. After D had cleared and flattened a place high on the beachfront, Bill Bice constructed the home as well as a sheep barn.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“The Groths bought Hendricks' beachfront house. It was a very English type house with a pointed roof. The hired man's cottage is just north of it. Groths bought this too.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Adler)

D Hendricks, like many people who do important things, was a complicated person. Although loved and admired by many, some of those who knew him found some of his behavior disturbing.

“I've been asked many times what D Hendricks was like and I've always hesitated in answering. He was good to his family. But he was not kind to the animals.

“He raised sheep, he owned a beautiful collie

sheepdog, and he had a buckskin horse. He was cruel to his animals, and that's something I can't forgive. He ran his horse up and down the hill to the south of us until it was white with lather, yet he'd be kicking it with his heels to get it to go faster and faster. I fully expected the horse to drop dead while he was on it.

"He had beaten the collie about the head instead of reprimanding it, and he had ruined the dog. But I think the crowning glory was when the family decided to go to Georgia to some medical clinic, and they picked up and walked out and left the collie, who had given birth to thirteen puppies, under the back steps, in a mess of filth with no water and no food! The neighbor girl who lived at the Gooley place, a high school girl, found her and came racing down to me.

"Well, we ended by bringing the thirteen pups and mother dog down to my place. I had a small building where I had raised chickens. Anyway, we managed to feed the pups. The mother would not nurse them. I had to catch her and hold her down while the

pups fed. It really was quite a chore. The girl helped some, but being in high school, she had other interests, and it just didn't work out as it should have. Anyway, we finally got the puppies grown up enough to wean. The girl did find homes for every pup, plus the mother. It was very hard for me to even talk to D Hendricks after that." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

D N Hendricks passed away in 1956. Early resident Martha Conley was unstinting in her praise for him and his wife and their efforts to develop Roads End.

"I'm sure there are a lot of folks still living in the Oceanlake area who remember the Hendricks, Merle and D, with love and affection. They never lived to see their dreams come true, but they got off to a good start, and we who live here and enjoy the beauty that is Roads End surely owe the Hendricks a lot... I would dearly love to see something named for Mr. Hendricks here at Roads End." (Martha Conley, News Guard, 4/1/76)

## Mr. and Mrs. Richard F. Wisner

The families of Mr. and Mrs. Richard F. Wisner, the Butlers, and the Van Slykes jokingly referred to themselves as the first families of Roads End. The Wisners have the further distinction of being the third family to build on the beachfront and the first to complete their cottage.



*Wisner cottage when it was first built in 1929.*

When the Wisners came to Roads End in 1928, they camped out in a tent. All the

planning and much of the work to build their home was done by Mr. Wisner and the family on weekends and during vacation periods. Getting building supplies into Roads End was problematic. The beach at low tide was often the best access for delivery of lumber and other materials as winter months made it difficult to drive a car over the dirt and gravel road from the highway to the cottage. The road was often a quagmire and getting the car around the sharp S bends, up the hills, and down the hollows of Logan Road was hazardous. Occasionally, the Wisner family and guests had to unload the supplies from the car parked at the junction of Logan Road and the highway, and pack them in a mile or so. (News Guard, July 1, 1976)

Richard Wisner considered the cottage a place

for his family to live closely with nature, so he encouraged outdoor activity. One of the family's favorite walks was to Coon Lake and over the north hill down to the spit at the mouth of the Salmon River. As soon as the huckleberries were ripe, they had cobbler to look forward to at the end of the hike. During the week when the family didn't have a car, they walked to Wecoma and Ocean Lake by way of the beach or by Logan Road to the highway. (News Guard, July 1, 1976)

The Wisners rejected some of the amenities others thought necessary. They didn't have water piped to the house in the early days; they carried it from a well up on the slope to the east and heated it through coils at the back of the fireplace. Electricity came to Roads End early, but the Wisners put off using it. For many years, they only used oil lamps and cooked on wood stoves. The stoves and a large fireplace provided the only heat in the house. Over the years, they added two chimneys, three fireplaces, three wood stoves, two fences, and three sets of steps down to the beach. (News Guard, July 1, 1976)

"There was nothing quite like a wood stove at the beach for warmth and cooking. Our second stove was really a beauty, a Monarch,

with ironwork on the sides and front of the oven depicting a ship in full sail. The warming ovens were indispensable for warming food plates, cups, saucers, and even the silverware when it was really cold." (News Guard, July 1, 1976, Campbell)

"The family of Rita Mae Wisner, who married a Campbell and lived right across from the Good Ship, were here long before we were here. Robert and Richard Wisner started the Tradewinds fishing boats out of Depoe Bay. Stan Allen was partner with them. Richard went to Newport. Stan stayed in Depoe Bay, and Vic split." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

The Wisner family cottage remained in the family for generations, owned by Mrs. Richard Campbell and her family.



*Wisner family home, 2001*

## Lawrence Lloyd

Longtime Roads End resident, Lawrence Lloyd, began building a home at Roads End in the early 1930s. Lloyd remembers coming to Roads End in 1928, shortly after D Hendricks opened up the area. He bought land on the oceanfront and started building a cabin with his wife Jewel, the fourth on the oceanfront, as a vacation home. In 1943, he settled permanently in Roads End, moving up from Depoe Bay where he had lived and worked for some years. He enlarged his cabin and built a separate garage with a shop overhead. Lawrence had been a game hunter for many years, but when he moved to the Oregon coast

he became an agate hunter. (Senior Magazine, Nov. 2, 1988)



*Lawrence Lloyd with his agate collection, 1976*

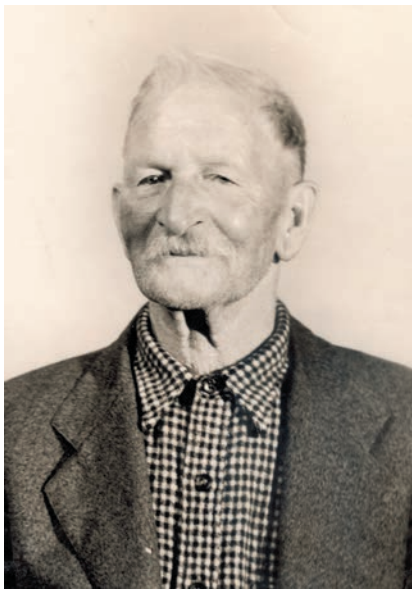
Mr. Lloyd did carpentry, painting, construction, and maintenance work for the part-time and permanent residents of Roads End. When something needed fixing, he was the man they called. He kept records of his jobs in small notebooks that included the names of early homeowners. Mr. and Mrs. Branch, who built the Roads End Apartments, Ruscoe, Morden, Darby, Humphrey, Cole, Zerbe, Newcomb, McKillop, Swartz, Luke, and Keller, are names that appear regularly in his notebooks. (News Guard, 5/13/1976)

Mr. Lloyd lived in the home he built at Roads End until his nineties. He celebrated his 100th birthday at Lincoln City's Evergreen Care Center in 1988. (News Guard, 5/13/1976)



*Lawrence Lloyd and Mattie Olson celebrate their 100th birthdays in 1988.*

## Dan Rees



*Dan Rees*

Dan Rees came to Oregon in 1910 and soon after filed on a homestead of 160 acres in the foothills near the head of the Salmon River. The government surveyor had problems with the meets and bounds of his property and the land inspector had difficulty with the classification. It was over four years before Dan could prove up and get title to his land. Then he built a log cabin from the dense red and yellow fir trees growing all around. While living there, he worked in logging camps and

trapped bears and raccoons. He adopted bear cubs and kept them for pets as long as he could handle them in a fair wrestling match. Dan said the last bear he killed was in an orchard on the east side of Devils Lake. The bear had been climbing trees and breaking down limbs to get the apples. Dan smoked bear meat, venison, and salmon in a unique smokehouse made by cutting off a hollow snag and using the big hollow stump. He would tell with a chuckle how he trapped salmon by making a small weir across the stream behind them when they came up the creek to spawn. (Nelson, Earl M.)

Eventually, he sold the land to a timber company and made a significant profit. Later, he bought eighty acres near Grand Ronde. Then, after working ten years in logging camps and farming, he bought the Lowe property at Roads End in 1936. He raised cattle, sheep, and produce, improving the farm and adding to the house over time. (Nelson, Earl M.)

“When I first knew Dan Rees, he lived over there where Morgans bought the farm from him across the hills. You could go clear across to what used to be the holly farm, they called

it. He had property over there, acreage and he had quite a farm over there, actually adjoining the Hendricks property here. He made home brew beer over there. He had a lot of visitors on that account. But he sold the whole farm later, and then bought over here, the Collins place that used to be a log house on the corner of 68th and Logan. He lived there for years.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)



*Dan Reese with bear skin hanging behind him.*

Rees was an avid agate collector whose collection was known and admired by many. He built a rock wall with an artistic arched gateway at the front of his home that included many agates and other unusual stones. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“Dan and Kate spent most of the time on the beach picking rocks and fishing. Dan hacked steps in the rock called the Hogback near the end of the Roads End Point, so he could get into the first cove north of the point. The fishing in the cove was wonderful, of course, and the rock beds were excellent. Dan and Kate would bring out crabs and kelpfish, cod, you name it, and they knew how to prepare sea anemones and some of the more unusual marine life so it would be edible. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“A little shop had agates, but I was more interested at the time in old Dan Rees’s agates. He had the best collection of agates that I’d ever seen. He polished his own, and he come

around here and beachcombed and got floats too. I’ve got my house full of floats that I found in those days, and agates too. I got a polisher after a while and did my own. But old Dan Rees really knew what he was doing. He had a wonderful collection of agates. I don’t know where they went. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

Dan was known for his eccentricity, beer, and skepticism about the safety of banks.

“Dan Rees was a character! He made home brew beer. Everybody used to go there and drink homebrew beer, especially the men that like to go down there... I can remember that Dan Rees said that water was only good for rush washing your socks... I can remember him bringing logs off the beach that were as big as he was. He was an awful strong old fellow. He was all kind of bent over, and he’d bring these huge, huge logs that he’d cut up and burned in his fireplace.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“So, my husband and I were down there talking to him one time, and he was telling my husband not to trust the banks! If you had any money in your possession, to bury it! Bury it in a container that was waterproof and mark it so you could find it. And we always just swore that that old man buried a lot of money over there!... And we used to go over there and hunt, you know, and get a mark and dig so many feet from the path, and I don’t know how many kids that I’ve seen over there digging around.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“I swear, there’s money buried over there yet, because something happened to all of his money, Kate didn’t get much of it. And it disappeared. Whether he sent it back to Germany, or what. She found, I heard, \$1,900 back in the woodshed. Now, how much she might have found and didn’t declare I don’t

know.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

In 1944, Dan sold the Lowe place and bought the Collins house on the corner of 68th and Logan Road.

“The people that bought the water system from D also bought that house, Dan Rees's house, and that's been 20 years ago at least. A retired Catholic priest lives in Dan's house on the corner of Logan and 68th. It's a Red River, high wood fence. The other house he had was over at the holly farm. That house is gone. It's all built up over there. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

In addition to beautifying his yard with floats, a rock wall, and an artistic arched gateway, Rees grew flowers in front of his home. He lived in the house on Logan Road with his companion/housekeeper, Kate Mafis. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“Dan Rees reached a point in his life where he'd go out on the rocks at Roads End Point where the marine gardens are, and decide to

walk west and not come back. Kate would have to go out and carry him back, bodily. He was just a wiry little man, and as he got older he seemed to shrink. Toward the end of his life, Dan and Kate moved to a house on Logan Road. It's not far from the Campbell/Wisner house. Anyway, he'd come downstairs in the morning and build a fire in their wood stove, that was the only heat they had, and leave all the drafts wide open and just about burn the house down. Kate was having to watch him closely. Well, one day she called him down for something or other, and he lost his temper and got his big axe and started chasing her all over the house. It wasn't a very big house, and they ended up out in the yard. There weren't that many people around, but luckily a man by the name of Janz, who had a music store in Salem, and another man finally heard her screams and came and took the axe away from Dan. He really meant to chop her up, and I'm sure he would have, too. He was a very determined person. He was committed right after that and died in a mental institution in Salem.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

## Morris Kaufman

Morris Kaufman came to Roads End to “work rock” at the Kaufman Quarry, owned by his brother Lawrence in 1940. In an interview with Mildred Salazar four decades later, Kaufman describes his first impression of Roads End.

“When I started working in the rock was when I first came to work out here, which was in 1940. Roads End at that time was more of a pea patch than what it is, a residential area, now... I came here and started working for an older brother of mine. He was in business with a local man Lloyd Calkins... When I first came here in 1940 I was 21 years old May 13, 1940. I was only here a month before I was 21 years old... On the oceanfront there was probably, I don't know, there wasn't more than



*Morris Kaufman (right), with his cousin Allen Krop*

eight or ten houses in the whole development in Roads End. It was only a small road that took off Highway 101 here at the junction where the Bi-Mart shopping areas (Lighthouse Square) are, and it was just a single lane gravel road that went up between the fence rows. It had turnouts. And actually, all that ground going along the east side of the Roads End road was farmed at that time. There was a man in there that was raising lily bulbs in that area and both sides where the Roads End road had lily bulbs in there at that time. Then when you went down to the bottom of the hill and went on north, why that belonged to D Hendricks. The west side had a few houses, very few, and about three houses on the east side. On the rest of the east side of Roads End there was all pea fields. They farmed that. They plowed it up and planted peas in there. These were the regular garden peas. And when they harvested those he would haul those into the market in Portland when they was picking and harvesting peas. They had a very good name in town and they sold real good. They had no trouble selling all they could grow up there. We crushed rock there for five years.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Kaufman)

Morris Kaufman married Marie Nix after crushing rap rock at Roads End for about five years. They were married on May 2, 1942, and a year later bought a place right on Highway 101 just below Lighthouse Square. When his brother Larry opened up another quarry, the Fisher Quarry, on the south side of the Siletz River, he went to work there for a while. Then he came back to work near Roads End.

“This was about 1950. So, then we started working the quarry at what we call Widow Creek. On the Salmon River. Widow Creek is right across the Salmon River from where we have our quarry located. This was just a little before the logging started. There at Widow Creek is an existing quarry right along the

highway. The rock there, the major part of it was taken out for the highway.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Kaufman)



*Morris Kaufman and Marie Nix on an early date*

## Ruth Grover



*Ruth Grover in her studio*

Ruth Dennis Grover was born in Portland, Oregon. By the time she came to north Lincoln County with her mother, Eva Dennis Grover, in 1939, she was already an accomplished artist, having exhibited her paintings at art schools, museums, and galleries throughout the country. At first, she and her mother lived in Wecoma, one of the towns along the highway near Roads End.

“The Wecoma home wasn't far from Maude Wankers. Of course, I soon found out about the Lincoln Arts Center and started to teach and lend support. They needed money very badly to buy the Devils Lake Community Building for our headquarters (now Pacific Artists Coop Gallery). We had dinners and fairs and everything we could think of to raise money. At that time, there was no art teacher in the Delake grade school, so Maude and I took turns. One of us would do the first, second, third, and fourth grades, and the other would do the fifth, sixth, seventh, and eighth grades. This went on for a number of years. I can't remember how many, but it was a wonderful volunteer project. The schools paid us nothing. We brought the children to the Arts Center, especially the older ones.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)



*Lincoln County Art Center*

“The work at the Art Center consumed quite a lot of my time, with the fundraising dinners and the outdoor summertime art festivals. The word among all of us was that it never rained when Maude set a date, and that she must have a straight line to God. Everybody else got rained out, but we never did.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“At the festivals we had well-known artists from all over Oregon, like Percy Manser, of Hood River, Nelson Sandgren and Dimitrios Jameson, who taught at Oregon State, and architect Will Martin, who later designed Portland's Pioneer Square. Artist Thelma Pearson and I always did painting demonstrations on the south side of the Art Center. I usually did watercolor, which had one advantage. If people started crowding in too close to me, I'd just casually shake the water out of a thick brush and pretend I didn't notice I was spraying the audience. They backed up real fast.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

Ruth bought property from D Hendricks at Roads End in 1941. She and her mother moved there from Wecoma permanently in 1942. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“Roads End was a very beautiful place at that time. It wasn't cluttered with people. I suppose there were possibly five permanent residents,

and the others were weekenders. But they all had a strong and passionate feeling about Roads End because it was so beautiful. The beach was pristine. You could walk the beach almost any day and not meet a soul. Which sometimes gives you a feeling of possession, probably not exactly what it should do, but it's a very private and personal thing. And I spent a great deal of time on the beach, picking rocks. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

In 1952, Ruth parted ways with Maude Wanker and formed her own group, Cascade Artists.

“About 1951, Maude Wanker and I had a parting of the ways, and I formed a splinter group, I guess you'd call it, of people who I'd been helping in one way or another with their art. We had about six people in the group. We named it Cascade Artists. I was the director and the only professional. The others were serious amateur painters, and we exhibited up and down the coast in various art centers.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)



Cascade Artists opened a gallery called Cascade Art, considered one of the finest galleries on the coast for many years. In 1955, Cascade Artists mounted an indoor-outdoor exhibition in the Oulman home at the north end of Roads End. (News Guard, 6,10,76)

Ruth became an agate enthusiast after a long debilitating illness.

“Part of my therapy was long walks on the beach. It didn't make any difference how hard the wind blew or how much rain came down, I still spent the day on the beach, and within a few months, I was beginning to get my health back... That was when I became fascinated

with the rocks I found on the beach, and rock collecting became an avocation that occupied a great deal of my time for many years.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“When I first began collecting, I had a friend who would go through the rocks I picked up and throw away all the bad ones and tell me which ones were good. I began studying books on mineralogy and got equipment, a diamond saw, grinder, sander, and polisher to set up a wood workshop in the basement of our house in Wecoma. Later on, I was president of the Agate Society for four or five years.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)



*Cascade Artists Gallery*

Ruth Grover collected agates from Roads End beach, beaches in Florida, and many other parts of the United States. She polished, classified, and stored the agates in numerous cabinets in her home. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“The first time I remember meeting Ruth Grover we had the second house down there by the Good Ship and she was borrowing a book. I was reading all of those paperbacks, and she wanted to know if we had any paperbacks for her mother to read. They built a little house up here where her mother lived with her for years.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

After her mother died, Ruth shared her home with another artist, Martha K. Renfro.



*Ruth Grover (right) and Martha Renfro*

“Martha and I had many shows together. We traveled as artists and went from gallery to gallery. We went to Bryce Canyon and Cedar Beaks, and Grand Canyon, and Arches National Monument, and Mesa Verde, and Taos, sketching and photographing along the way. Martha and I took many camping trips. They were working trips, since we stopped to sketch or paint wherever we found something that interested us. In 1973, Martha started writing fiction, mainly mystery novels. This was on the side, at first, while she continued painting, but finally the writing took over, and she's an author rather than a painter now, but that might change someday.” (Salazar, Mildred. *Pioneer History of North Lincoln County*, Vol 3, Part 2, Grover)

The opposite happened. Martha Renfro became M. K. Wren, a well-known science fiction author. Her post-apocalyptic novel, *A Gift Upon the Shore*, describes two women who survived a global cataclysm.

The women, who resembled Ruth and Martha, lived on the central Oregon coast in a place just like Roads End.

Ruth Grover's importance to the community was not only as an artist but as a compassionate and generous neighbor, teacher, and keeper of Roads End history.



*Drawing of the trees atop Roads End Point by Martha K Renfro. A note on the back of the drawing reads: These trees also grow near Cape Arago, and here is evident the role of trees as ally of the land in that age-long battle of sea and shore. These pines have held their little promontory of land fast, while all around, the sea has chewed away the land, leaving the trees almost islanded, but still steadfast.*

## Martha and Brian Conley

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Mr. and Mrs. Brian Conley and their daughter, Anne, came as vacationers to Roads End in 1936. They camped out that first summer and worked in D Hendricks pea fields. In 1937, they built the first of many homes they would construct. At the time, there were about twenty homes on the beachfront. No houses were on the east side of the road.

“The first half-house we had here we called the Good Ship Conley. It was started in 1936 or 37. We built the second house in 1938.” (News Guard, 4-1-1976)

“I can tell you one thing, the oceanfront people thought we were little Indians on this side of the road, and they didn't even want us on the beach. My kids were isolated because they'd throw apples at them! We were on the wrong side of the road!” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

The Conleys then bought forty acres in another tract, then traded them for five acres in Roads End. They called the new property the "Conley Addition," and subdivided it into sixty lots. They sold most of them to individual buyers but kept five lots for themselves. They built houses on these, living in one while constructing the next. (News Guard, 4/1/1976)

In 1954, Brian and Martha began building their dream home. When they retired in 1956, they left Salem and moved to Roads End for good. (News Guard, 4/1/1976)

“In 1956 we moved here permanently. We had this house built by then. We did this on weekends and vacation periods.” (Salazar, Vol 3 part 2, Conley, p 164)

The house the Conleys built was so large and magnificent, local people nicknamed it The Castle. It had sweeping views of the Pacific from Cascade Head to the curving shoreland many miles south. (News Guard, 4-1-1976)



*View from north end of Logan Road*

## Roads End Improvement Association

The Roads End Improvement Association (REIA) was established in 1975 by a group of residents of Roads End. In the Articles of Incorporation, the purpose for which the corporation is organized is stated quite simply:

To improve the viability for the residents and property owners of the area historically known as Roads End; and to petition to the proper governmental authorities for the equitable enforcement of the laws, codes, and ordinances as they pertain to the residents and property owners of the area of Roads End; and engage in any lawful activity, none of which is for profit, for which corporations may be organized under ORS Chapter 61. (REIA website, 2013)

### Membership

Membership in REIA is available to any property owner or resident of the area for a nominal membership fee. Membership is completely voluntary, and the management of the affairs of the REIA is handled by a volunteer Board of Directors elected by the members. This arrangement has remained unchanged for nearly 50 years, even as the identity of individual members and Board members has changed. (REIA website, 2013)

### Purposes and Activities

Early on, one of the purposes of the REIA was to create community through social interaction. Members wanted neighbors to become acquainted with one another and exchange ideas. For many years, REIA facilitated an annual social event. In some years there were similar arrangements for a winter holiday party. In addition, there were monthly general membership meetings with guest speakers and Board updates. (REIA website, 2013)

The Board endeavors to be a contact point for general information about the quality of life in Roads End. As the number and size of Vacation Rental Dwellings in Roads End has grown, the REIA has attempted to facilitate conflict-resolution mechanisms. In cooperation with VRD owners and managers, REIA participated in the development of a set of "Best Management Practices" for the successful integration of the growing number of vacationers spending time in Roads End. (REIA website, 2013)

Other noteworthy activities of REIA include striving to increase awareness of disaster preparation; providing the means of making regular contributions to local Food Banks; and coordination with Lincoln City for desired street maintenance. (REIA website, 2013)

## Constitution:

The Roads End Improvement Association, Inc. is organized as a nonprofit association in compliance with the laws of the state of Oregon its duration shall be at the will and direction of its members as determined by a referendum vote conducted by the board of directors of the association the purpose or purposes for which the association is organized are:

To improve the services and viability for the residents and property owners of the area historically known as Roads End, within Lincoln County of the state of Oregon.

- To petition to the proper government authorities for the equitable enforcement of the laws, codes, and ordinances as they pertain to the residents and property owners of the area of Roads End.
- To monitor the actions and activities of all taxing authorities affecting residents and property owners of the Roads End area and to use every effort and means to see that all resulting taxes are essential, fair, and equitable.
- To monitor the actions and activities of contractors, builders, and land users in the area and to use every effort and means to see that all resulting land use and building are in accordance with current County and State Building codes, and that the proper county officials enforce all ordinances pertaining to the Roads End area.
- To petition for such community services as may be required for the health, safety, protection, comfort, and welfare of all residents, property owners and visitors to the area, and to make every effort to assure that those services shall be adequate and their costs fair, reasonable, and equitable.
- To study the basis of all Public Utilities and public services, e.g. telephone, electric power, natural gas, television, sanitary collection, etc. And to endeavor to ensure that these services and costs are fair and reasonable.
- To keep all members of the association and interested residents informed of the activities of the association by use of general meetings newsletters press releases, radio announcements, or other available means.
- To work and serve with civic organizations when mutually agreeable, in the interests of good government and community welfare.
- To monitor county and state regulatory bodies to ensure that their ordinances, zoning regulations, and laws are agreeable to the environmental character of the Roads End area and the politics policies of the association. (REIA website, 2013)

In addition to regular meetings and community organizing, the Roads End Improvement Association continues to host social activities that bring residents together to create community. They no longer gather at the Dory Cove where they once gossiped, told stories, and looked for solutions to world and local problems. They do, however, still hold an annual picnic in August and a Christmas party each December.

## Historic Businesses, Sites, and Homes

### Dan Rees Home, 6806 NE Logan Road

Dan Rees's former home is one of the few historic homes remaining in Roads End. Almost all homes built in the 1920s, 30s, and 40s have either been renovated beyond all recognition or torn down and replaced by large modern homes.

The house was originally brick red with a high wooden fence surrounding it. Rees grew an assortment of flowers in his garden, including his much admired lilies. He decorated the yard with Japanese fishing floats, driftwood, and stones collected on the beach and built an impressive rock wall with an artistic, arched gateway embellished with agates.

Although the home is no longer red, it is still charming and reflective of the early beach cottages at Roads End. Today, a wooden fence and lovely gardens surround the house, just as they did when Rees lived there. The present day owner said whenever she digs in her garden, she finds agates and other stones collected by Reese.



*Dan Rees's former home in 2023*

### The "Castle," Brian and Martha Conley's home, 6851 Neptune Drive



*Martha and Brian Conley's Castle, 1992*



*The Castle, 2023*

The last house Brian and Martha Conley built at Roads End was so large and impressive neighbors nicknamed it The Castle. It had a sweeping view of the Pacific Ocean from Cascade Head to the curving shoreland many miles south. The red roofed house could be seen at the top of the hill from a distance against a backdrop of green trees and shrubs in the winter and colorful flowers in the summer. (News Guard, 4/1/1976)

Martha describes building the house:

"... he (Brian, her husband) built a little railroad track and we had a little car coming up the hill. And I loaded the lumber on a platform and he pulled it with this little cart up the hill, and here come the lumber. For years the road stopped right before our little house. We paid to have the lines brought up here. And what road we had we had to put in just as we come up. But afterwards

they put in the sewer and water and run a road back of us and went straight through where it had never been surveyed before for a road, so I don't know what belongs back here. We got the rock from the quarry on Immonen Road up there by the bridge, and we picked it out and stacked it on the ocean. Down below, we had a little trolley that came up the hill on the rails, our little railroad. We had a cement mixer and always these big yard loads of sand and gravel down there to make our own cement blocks. And he built a little wooden form to make fifty a day. He put boards up to stack them on and let them dry for a week and then we had fifty ahead and I'd put fifty in the wall every day and make fifty new ones every day. And he ran the sand and gravel and we worked together on it." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

"We made the wall before we put the rock as a facer. The rocker wasn't as big as what we were doing. The rock was just a two-inch facer and we went up there and had real good choice at the old quarry before everybody had picked it over. And then we had the rock hauled downstairs in our little fireplace in his den. We had choice rock. You know we built the lower

portion of our home first and then the second story, and we lived down there in a little house that we built until we got this one built. We used a better rock downstairs. By the time we got upstairs I had not so choice rock to work with. Our fireplace upstairs isn't quite as pretty as the rock downstairs." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

Martha gives much of the credit to her husband Brian for the Castle.

"The satisfaction he got out of real life was building this house! He planned it from scratch up. I give him full credit for this house that he designed and built."

Brian and Martha Conley lived in the big house on the side of the hill that marks the eastern boundary of Roads End for the rest of their lives. The house still stands at the end of NE 68th Street and Neptune Drive. Although there have been many renovations and additions, the core of the house remains, as do the remarkable exterior rock wall and the two stone fireplaces Martha and Brian built with love and pride. A castle indeed!

### Perkins Grocery Store

"Perkins Store was on this side, the east side of the road. They later sold out and moved across the road to where the Dory Cove is now. But the first Perkins Store during the '40s, '42, or '43, that was actually where Roads End started at the river and the bridge. Nothing on the other side was considered Roads End." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

"Perkins was a tiny little store with bare essentials, a Ma and Pa store. I think they just had coffee, milk, and sugar, and a few canned things." (Salazar, Mildred. Pioneer



Roads End residents in the 1930's

History of North Lincoln County, Vol 3, Part 2, Conley)

"The place where the Dory Cove restaurant is now used to be a little grocery store. The Steels, who bought it from the original owners, lived in back of the store. He was a retired Navy man. She was pretty sharp in that she decided that someday the store might be a good place for a restaurant, and she intended to set a precedent, in case Roads End got R1A zoning. So, she

put up a sign in the grocery store: hamburgers so much. And she actually sold hamburgers cooked on a small grill in the store. So when

the people who started the Dory Cove bought the store, there was no problem with zoning. It was grandfathered in as a restaurant.” (Salazar,

Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

### **Governor Tom McCall’s Home, 6319 NE Port Drive**



*Front of former Governor Tom McCall’s home at Roads End, 2023*



*Back of former Governor Tom McCall’s home at Roads End, 2023*

“Governor Tom McCall had an A-frame house at Roads End beginning in 1964. It was the only A-frame on the ridge, located about four houses from the south end. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

The A-frame house once owned by Governor McCall still sits on the ridge above Roads End, remarkably unchanged since the 1960s.

As governor, McCall was interested in protecting the environment, especially the rivers and ocean, and maintaining public beach access. As a neighbor, he was open and friendly. He attended art show openings at the Cascade Art Gallery and was a frequent customer at the Dory Cove Restaurant.

“Tom McCall was a fine man. Excellent governor. Very friendly, both he and his wife. He came to some of the openings at the Cascade Artist Gallery. When we put up a new show, we’d have a champagne opening, and it was quite a festive affair. Mark Hatfield stopped several times, but he was never as interested, I think, as McCall was. McCall was given a bad time about his remark that the tourists should come to visit but not stay. It was taken totally out of context, and it was a perfectly sound statement in context.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“McCall was the best governor we ever had, I think. He was tops in trying to protect our environment. We have laws on the books that have saved our beaches and rivers, just because of him.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

### **Kaufman Rock Quarry at Roads End**

Lincoln County’s deposits of granite, sandstone, basalt (petrified lava), and clay, not only provided early residents with building materials, they offered business opportunities. In March 1932, when they needed gravel

to build the Coast Highway from Otis to Kernville, Lloyd Calkins and Lawrence Kaufman started a rock quarry at Roads End. The Kaufman Quarry at Roads End was located east of the junction of what is

now Neptune Drive and 74th Street. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“That creek flows from two or three springs up above the quarry. It flows across 74th Street and along 73rd and under Logan Road and comes out on the beach just south of my lot. Now it’s covered and channeled through big concrete pipes all the way from when it crosses Neptune to the outlet to the beach. 73rd doesn’t look like a street at all anymore since it’s all grown over but when the Kauffman quarry was operating, it was a real road, where the gravel trucks traveled back and forth and it probably has the best underpinning of any road around here.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

### **Roads End Apartments, 7025 NW Logan Road**

Mr. Clarence Branch and his wife Emma built the Roads End Apartments circa 1947.

“Next were the Branches. He was a brick mason. He built the Roads End Apartments with no floor plan whatsoever. He just started at the bottom and went up. When it was finished it looked very much like a brick barn.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

Despite having no floor plan, the Roads End Apartments were well laid-out and constructed. There are four apartments: two upper, two-bedroom apartments, and two studio apartments below. Each upper story apartment connects with the apartment below via an interior staircase with locking doors at both ends. This feature made it easy to combine the apartments to accommodate more than one family, suggesting they were built as vacation rentals. Each apartment has a stunning red brick corner fireplace. Other features include knotty pine paneling, stainless steel countertops, and large picture windows that face the ocean.

The Quarry’s opening speeded the installation of electricity at Roads End. Because the rock crusher required electricity, they laid power lines through Roads End, hooking up area homes at the same time. (Anders, C. M.)

“So then we started working the quarry at what we call Widow Creek on the Salmon River. Widow Creek is right across the Salmon River from where we have our (Kaufman Quarry) located. This was just a little before the logging started. There at Widow Creek is an existing quarry right along the highway. The rock there, the major part of it, was taken out for the highway.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Kaufman)

Although still shaped like a barn, they altered the building by adding decks to the upper apartments in the back, and it no longer has a brick exterior. Under the grey shingled facade, however, some of the original brickwork peeks out from streetside entrances.



*Roads End Apartments, 2023*



*Brickwork at front entrance to Roads End Apartments, 2023*

## Dory Cove Restaurant, 5819 NW Logan Road

The Dory Cove was a unique, family-owned seafood restaurant. It started when the proprietors of the Perkins Grocery Store began selling hotdogs and hamburgers out of a window on the side of the store. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

Then in 1972, a Roads End resident, Dr. Neal, noticed the Perkins Grocery store was for sale and learned the owners had a restaurant license. Neal thought the spot ideal for a restaurant because Roads End State Park, with thousands of annual visitors, was next door. So, Dr. Neal contacted a man he had known in the Air Force, Roy Johnson, and asked him if he would be interested in opening a restaurant with him. Although Johnson's only experience was supervising the dining hall at Beale Air Force Base, he accepted. (Salem News, 11-30-2006)

"Living on the Oregon Coast was an answer to my dream of living in a place that I loved dearly and was a good family area," Johnson said. "Although I had never operated or worked in a restaurant, I felt that I had to give it a try." (Salem News, 11-30-2006)



*The Dory Cove, 1970s*

After a great deal of hard work to renovate, the restaurant opened in July 1973.



*The Dory Cove owners and staff, 1974*

"We opened on a trial basis toward the end of June for one day. It was all the Johnson and Neal families (the kids were out of school for the summer) ready to do our best! Two of Dr. Neal's sons were fishermen during the summer and provided us with fresh salmon. The Neals also had two daughters, a younger son, and a friend ready to work in the restaurant. My three sons were also ready to work. On July 1st, 1973, we officially opened the Road's End Dory Cove Restaurant. I can only say it was quite an experience. I was the cook, my wife Mary operated the Grocery Store and the rest waited tables, bussed, and washed dishes." (Salem News, 11-30-2006)

The menu featured seafood, including a previously untried clam chowder that became an immediate hit. Local people liked the large portions of good food and the family atmosphere. Customers kept coming back, encouraging more business with their word-of-mouth advertising.

As the restaurant got busier, the grocery store floundered due to the opening of a new Safeway grocery store nearby. So they closed the grocery store and concentrated on the restaurant, hiring local people to staff it year-round. (Salem News, 11-30-2006)

The Dory Cove became famous for its clam chowder. Customers coming in from cool, windy walks along the ocean shore almost invariably ordered it. For several years, the restaurant was on the Northwest's Best Places to Eat list, and Governor Tom McCall was a frequent customer.

### Roads End Agate Mill/Gem City Museum

Agate collecting has always been popular at Roads End due to numerous agates and other semi-precious stones on the beach. Local people, like Mr. and Mrs. Arthur Zerbe, Ruth Grover, president of the North Lincoln Agate Society, Dan Rees, and Art and Carrie Weaver, were among the most enthusiastic collectors. So, when Mr. and Mrs. Weaver opened the Roads End Agate Mill in 1939, their shop was an immediate success.

The Weavers had acquired an outstanding collection of prized gems and stones over many years and wanted to put their collection on display. They also wanted to see if they could turn their hobby into a money-making business.

"Art and Carrie Weaver lived at the south end of Roads End on a hill. They had a rock shop that they finally made into a museum. Roads End was a good place to find agates. The whole area, the lake, Nelscott, Roads End, they were all good." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

"The Weavers were carnival people. They were very musical. They had a xylophone; I remember, and I think he played in a band.

They were nice people, very kind hearted and gentle. I think they'd give you the shirts

Tragically, after thirty-three years, the restaurant was razed by fire on November 29, 2006. The fire started near 10 pm and flared up several times throughout the night. By morning, there was nothing left to salvage. No one was injured in the blaze, but the fire destroyed the building. No trace remains of this beloved restaurant, once a Roads End landmark. However, another Dory Cove restaurant with the same menu is now in Nelscott. (Salem News, 11/30/2006)



*Gem City Museum*

off their backs." (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

In 1948, the couple remodeled and renamed their shop Gem City Museum. Its' May 1st opening showcased thousands of polished agates and jewels collected by the Weavers and rare agates from the world over. In addition to stone collections, the Museum included miniature replicas made from agates and other semi-precious stones, gem structures, such as a settlement, a Statue of Liberty, a lighthouse, a school, a church, and various houses. A butterfly display, featuring rare butterfly species from India and Madagascar was also showcased. (News Guard, 4-20-1948)

## The Seagull Court Apartments



*Seagull Court Apartments sliding down the hill.*

The Sea Gull Apartments opened in June 1931, the first and only business in Roads End until March of 1932, when the Kaufman Rock Quarry opened. (Anders, C. M.)

“A man named John built a motel on the beachfront at the north end of Roads End. It was called the Seagull Court Apartments, and it was built on a not very stable piece of ground laced with springs. He had a little trouble with it, and he sold it. It went through several hands, and then a man named Bush, who had been a butcher in the Valley, bought it, and the first thing he did was to build concrete retaining walls zigzagging down the slope to the beach.

But he made no provision for drainage. In this country, failing to do that is practically fatal. The Seagull Court Apartments started moving a little. So he sold it.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“It went through several hands after that. The last owners were the ones who watched the whole thing just slide off the hill out onto the beach. I happened to be visiting friends in a house south of this slide at the moment it happened, and I saw it go. It was spectacular! The cabins just started sliding down to the beach. Of course, the owners lost everything.



*Seagull Court Apartments from the top of the hill after landslide*

This Mr. Bush apparently paid them something for the cottages down on the beach, and he dragged them along the beach on rollers and finally located them east of Logan Road across from where the Dory Cove restaurant is now. He refurnished them and sold them. He did very nicely on someone else's mistake, I guess.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

It took a long time for the mud to dry and solidify before the building could be moved. Then it was hauled down the beach and pulled up through one of the two access lanes to Logan Road. They laid new foundations on lots fronting the narrow road east of Dory Cove, placed the buildings on them, and made them into livable dwellings. (News Guard, 8-1-1976)



*Seagull Apartments being hauled down the beach.*

## Gate at the north end of Logan Road



*Gate at the far north end of Logan Road*

D Hendricks lived at the far north end of Logan Road. His first house was at the turnaround near what is now Neptune Drive, just below the gate. He built his second house and barn beyond the gate. Although both homes are gone and the trail is no longer accessible, the gate remains as a reminder of D Hendricks and life at Roads End before development.

“The gate at the end of Logan Road is across a trail that was used during the war. The trail went clear to the Salmon River. The Coast Guard patrolled it to look for airplanes or submarines. They had to row across the river to get to the observation post at Three Rox. In more peaceful times, the girls from Westwind camp used to come via the trail and walk through Roads End and on down the line to ocean lake. The trail was used by a lot of other people to hike up to pick huckleberries, and it was beautiful up there. The rhododendrons

and sallal and the huckleberry bushes were so beautiful in the spring - the coral colors.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“There are two gates at the end of the turnaround. The right-hand gate goes to the Bell house. The other gate actually was put there because there's an A-frame house to the north, and that's the road that goes there. It was part of the old road going to the reservoir and some of the pea fields east of the Roads End Point. But they had quite a lot of vandalism at the A-frame, so the gate went up. Some people go through it and some don't, depending on whether they think they'll get caught or not I guess.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)



*A-frame cottage beyond the gate at Roads End*

## Maud Gilman Krom Memorial Bench, NW 73rd and Logan Road



*Maud Krom Memorial Bench, 2023*



*Ocean view from Maud Krom Memorial Bench, 2023*

A bench looking over the ocean on NW 73rd and Logan Road is dedicated to local hero Maud Krom. Maud was a tireless advocate for the Roads End community, deeply committed to maintaining public beach access, active in the local planning and zoning commission, and president of the Roads End Improvement Association. She spent decades developing relationships with her neighbors and worked to provide roads and develop water and sanitary services for Roads End residents.

Maud Gilman Krom was born November 21, 1933, in Milwaukee, Wisconsin to Charles and Mary (Dackow) Gilman. In 1972, she moved

to Roads End with her husband, David, to be near her daughter Melissa. The Kroms lived in a custom home she helped design, perched on a green hillside overlooking the Pacific Ocean. Maud's art, inspired by the wild beauty of the Oregon Coast, reflected her love of the area. She spent countless hours exploring the beaches, enjoying the dramatic natural beauty, and searching for driftwood and agates, which she incorporated into art projects that included wood carvings, paintings, sketches, and textiles. Maud loved tending her gardens, feeding the seagulls and crows, and hosting festive dinner parties for Roads End friends. (Cindy Thompson and Elaine Walsh)

Maud Gilman Krom passed away at Olympic Medical Center in Port Angeles, Washington, November 21, 2021, her 88th birthday. Her children had a bench made in her memory, placing it at a public beach access overlooking the ocean. At a dedication ceremony on August 8, 2022, her friends Elaine Walsh and Cindy Thompson said this about Maud:

“Maud was very passionate and deeply committed to maintaining the public beach access in Roads End. At one time I referred to her as the sheriff of Roads End, as I watched her driving up and down the street, assuring all was well.”

“Maud was a dear friend for many decades. She was both a fierce advocate and a creative artist. She spoke her mind and did not suffer fools gladly. We will always remember her strong character, sharp wit, and compassion for all living things. We still visualize her with her blue jean jackets and pants, and the glint in her intense blue eyes peering over her steering wheel, ever watchful for her beloved neighborhood!”

## Roads End State Recreation Area, 5901 NW Logan Road



Roads End State Recreation Area, 2023



Beach access at Roads End State Recreation Area, 2023

In 1967, the State of Oregon began looking for a site at Roads End that would provide public access to the ocean in northern Lincoln County. When Roads End residents heard of the plan, they began a campaign against it, objecting to the increased number of visitors the site would bring.

Residents circulated a petition to stop the purchase in 1967 and presented it to the Lincoln County Planning Commission. State Parks administrators responded by saying it

was a state-wide plan to provide public access to the beach every three miles along the Oregon coast, including at Roads End. They added that the beach was already used by a great number of people who had no place to park and no public restroom facilities. (News Guard, 11-30-1967)

Residents continued to contest the plan with the State Highway Commission but to no avail. Between 1968 and 1971, property on the east side of Logan Road near Logan Creek that belonged to Harry Middleton was acquired through litigation and purchase. (Oregon Parks.gov.)

In 1972, they completed the construction of the Roads End State Recreation Site. That year 158,396 people visited the site. That number increased from 1976 to 1977 to over one million visitors. (News Guard, 3-2-1978)

Roads End Recreation Site offers parking, picnic tables, restroom facilities, and easy access to hiking trails and the beach. It provides everything a visitor needs for a day of collecting sea shells, looking for glass floats, and admiring amazing views of the ocean and surrounding headlands. (Oregonparks.gov)

### The Holly Farm

Holly trees have grown in the upper northeast section of Roads End since before the first settlers arrived. Once considered part of Neotsu, the holly farm is mentioned in several early accounts of the area.

Remnants of the road built by Lieutenant Phil Sheridan went past the holly farm, west to the beach at Roads End. Just after native people relocated to the Coast Reservation arrived at the Salmon River, they built a blockhouse for soldiers near the farm. (Nelson, Earl M.)

Mose Gillam, who inherited allotment land on the hill above the farm, lived there. Later, Archie Thompson lived nearby. He planted an

apple orchard on the property. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 2) (Nelson, Earl, M.)

In 1951, Mr. & Mrs. A. R. Swallow planted ten acres on the Holly Farm. (Anders, C. M.)

In 1952, Mr. and Mrs. Phil Mead purchased the Grandview Holly Farm. (Anders, C. M.)

By 1966, the Holly Farm was shipping fifteen tons of holly to markets in the east. In 1974, that number grew to twenty-five tons. (Anders, C. M.)

The holly farm changed hands several more times. In a 1978 phone directory, it was operating under the name Merrywest Holly Orchards.

## Natural Features

### The 45th Parallel



*45th Parallel marker*

The 45th Parallel is a circle of latitude 45 degrees north of the Earth's equator that crosses Asia, Europe, the Atlantic Ocean, North America, and the Pacific Ocean at

Roads End. Although the 45th Parallel is not a real, physical line, it marks a geographic location halfway between the equator and the North Pole. If you stand on one side of the 45th Parallel, you are closer to the equator. On the other, you are closer to the North Pole. ([www.go.ednet.ns.ca/~mag/files/midway.htm](http://www.go.ednet.ns.ca/~mag/files/midway.htm))

At this latitude, the sun is visible for 15 hours and 37 minutes during the summer solstice and 8 hours 46 minutes during the winter solstice.

The midday sun stands 21.6° above the southern horizon at the December solstice, 68.4° at the June solstice, and exactly 45.0° at either equinox. (<http://aa.usno.navy.mil/data/docs>)

### Logan Creek



*Logan Creek, 2023*

Logan Creek, one of three small creeks that flow through Roads End, is named for the Logan family. The Logans received land allotments when the US government abolished the Coast Reservation and disbursed a small

portion of Reservation land to individuals. Amanda Logan received her allotment at Roads End in 1894. When she died, she deeded her land to her heirs, Abram Logan, Larkie Logan, and Abeson Logan. Abram Logan, his wife Louisa, and their children lived at Roads End. The original Logan house was near the head of the creek, about one hundred feet from where Logan Road turns left toward the beach. Once, you could see Logan Creek flow down the hill and pool below into a clear pond before continuing to the ocean. Today, most of the creek is so overgrown it is barely visible, but the dense vegetation makes it a perfect place for bird-watching. Logan Creek empties into the ocean near Roads End State Recreation Site.

## Poly Rock



*Poly Rock*

“I don't know if it is a rumor or what but I was told that Poly Rock was named after Pauline Walker, the wife of Al Walker. They were the couple who ran the Dorchester House for his brother, Charles F. Walker. They were great friends of Merle Hendricks and they used to be up there a lot, and that's where I met them. The rumor I heard was that Poly Rock was named for her by Hendricks. I don't think it had any name before that. It's the rock sitting out in the water by itself. It's centered in the view of one of our windows. (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

Poly Rock, the distinctive volcanic outcropping a short distance offshore from Roads End Point, has been a directional landmark and seamount for time beyond reckoning. The jagged black rock is home to long-necked cormorants, gulls, and other sea birds. Despite its' guano-covered surface, it has been the subject of hundreds of paintings by local artists over the years.



*Poly Rock in the background*

## Roads End Point, The Thumb, and The Knoll



*Roads End Point distant view*

Roads End Point, God's Thumb, and the Knoll are three distinctive geological features of Roads End. They are part of the Nestucca Formation, formed about forty-five million years ago when layers of sandstone and volcanic tuff were overlaid by basalt flows. Part of the Formation is **Roads End Point**, a basalt

promontory with softer sandstone on either side. (Oregon Geology website, <https://www.oregongeology.org/pubs/og/OBv36n11.pdf>)

The geological features that make up the Formation were given various names over the years. Some people thought it was a small mountain, calling it Salmon Mountain, Holy Mountain, and Temecula the Evergreen Mountain. Others separated the features and called the Point Eric's Peak, Long John Silver, and Pirates Peak.

“Most Roads End residents simply call it Roads End Point, but as far as we can determine, the area has never had a formal name, and certainly not one that is universally recognized.” (NewsGuard, 4/1/1976)

“It was Mrs. Butler who greeted the Wisner

family excitedly on their arrival one weekend with the announcement that Mr. Hendricks had selected a name for the new settlement, Roads End. She jokingly named the sharp peak projecting upward to the east of the Point, Eric's Peak, and a pinnacle at the point she named Long John Silver. Mrs. Campbell says the hill directly east of Roads End is called Salmon Mountain and has always been a favorite place to climb for a spectacular view of the sunrise or sunset. We did not know it was called Salmon Mountain until years later when my husband bought a marine quadrant of the area and we found Poly Rock, Cascade Head and other places named on the map. We had always just called it the hill. Our children called it Holey Mountain because of the hole blasted out of the south slope when the rock crusher was there years ago. As children we and our friends always called Poly Rock, Hot Rock, and Eric's Peak eventually became Tom Thumb Mountain to our children. I suppose many others have named these rocks hills and points to suit themselves..." (News Guard, 4/1/1976)



*Rocks at Roads End Point*

In 1995, a committee of seven persons representing a cross-section of Roads End and Lincoln City community members set out to rectify the situation. The committee considered more than thirty names in the selection process, including Haswell Point (the first mate of the first sailing vessel to enter the headland near Roads End), Black Rock Point, Sanctuary Point, and Windward Point. (NewsGuard, 10/18/1995)

Roads End Point, proposed by the Roads End Improvement Association, was chosen and submitted for formal approval to the Oregon Geographic Names Board in 1995. It took until 1998, however, for the United States Board of Geographic Names to officially name it Roads End Point. (NewsGuard, 10/18/1995)

Once privately owned by D. N. Hendricks, the Point is now part of the Cascade Head Scenic Research Area supervised by the Hebo district of the Siuslaw National Forest.



*Hiking the Thumb*

**The Thumb, sometimes called God's Thumb,** is the distinctive, thumb-shaped rock that sticks out from the top of Roads End Point. The view from the Thumb is incredible, but reaching it requires a bit of a hike. Those who make it to the Thumb are rewarded with an up-close view of the thumb-like cliff covered in lush green grass, crashing waters at the edge of the cliffside, hidden coves below, and a view across the Salmon River to the great headland of Cascade Head.

The hiking trail, a 4.7-mile loop along an elk-frequented trail, can be found at the Villages at Cascade Head Trailhead. The hike is considered moderately challenging and takes an average of two hours and thirty-one minutes to complete.

**The Knoll** is a rounded, grassy area atop the Formation. It appears different than the surrounding area, even at a distance. Early residents called it “Hogback” because it resembles the smooth, slightly hairy back of a hog.

Knolls are formed in cold climates when glaciers polish down hard granite or gneiss rocks formed by high-temperature and high-pressure metamorphic processes. They are geographic forms characterized by a rounded top with sparse vegetation. In some regions, knolls form when glaciers melt and shift down the sloping ground. The force leads to the digging up of loose debris, leaving a hard surface that forms small, rounded mounds. With time, weathering agents shape the mounds to form knolls. (Worldatlas.com )

The Knoll can be seen from sea level, but to appreciate this natural feature, one must see the view from the top. A hiking trail leads to spectacular, sweeping views of the Pacific Ocean and a bird’s eye view of Lincoln City. The trail is a moderately difficult, three-mile loop that begins at the Villages at Cascade Head Trailhead and takes two to three hours to complete.



*The Knoll, center/right grassy area at the top*



*Hiking the Knoll*

### **Coves and Ocean Caves at Roads End Point**

The rock formations and caves that form the headland between Roads End and the mouth of the Salmon River are part of the sandstone and volcanic tuff overlaid by basalt that comprises the Nestucca Formation. About forty-five million years ago, basalt flows created a barrier, which the onslaught of the ocean waves breached to form small caves and crater-like coves.

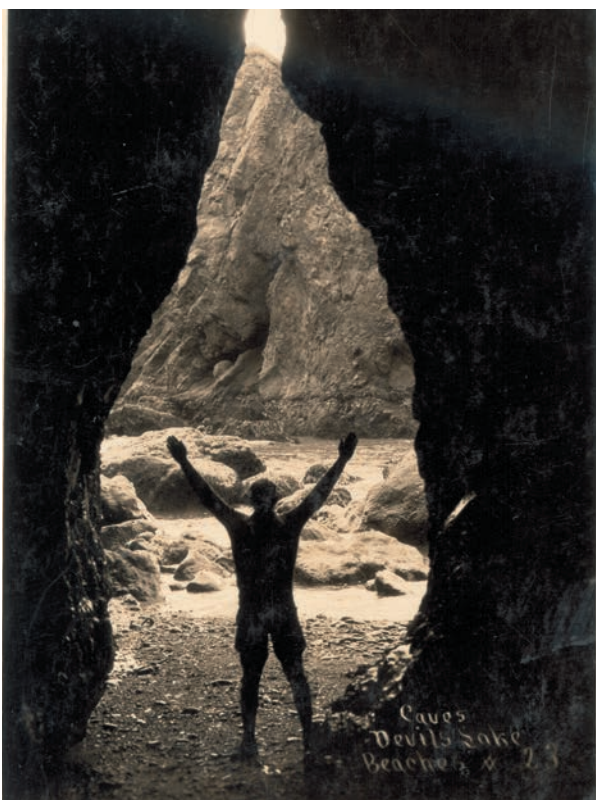
Agate Cove, the first and smaller of the two, is beyond the tide pools at the base of Roads End Point. When the tide is exceptionally low, you can scramble around the Point to reach the cover and discover a small beach with ocean caves.

The larger cove is further north, called Crescent Cove. This one is harder to reach. It will require rock climbing and dodging incoming waves, but the secret, secluded beach is worth the effort.

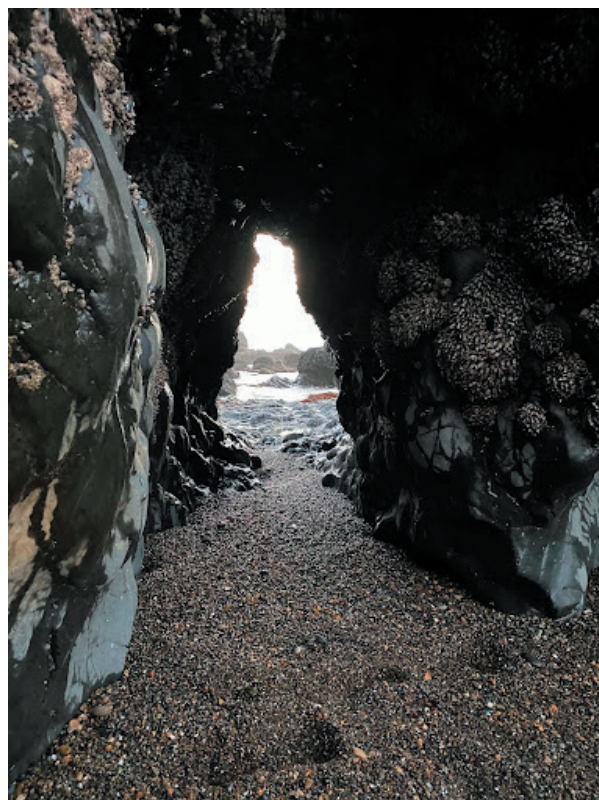
Both coves have unusual rock formations and ocean caves that surprise and delight intrepid beachgoers. They have been given exotic names, like the Mummy’s Case and Cleopatra’s Needle, but none have stuck as the rocks and caves morph and change over time. A popular grocery store, Ocean Caves Grocery in Wecoma, was named for these caves.



*Unidentified people walking through an opening in the rocks at Roads End Point*



*Man standing in cave entrance north of Roads End Point*



*Inside cave north of Roads End Point*



*View from cave*

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# Appendices

## Appendix A: Annexation History

The first attempt to combine Roads End with other nearby towns occurred in 1956. In 1955, Wecoma and Oceanlake had combined to form one city, Oceanlake. In March 1956, a straw poll was taken to see if there was support to consolidate north Lincoln County towns from Roads End to Cutler City. Polls showed many people were in favor of consolidating, but there were too many issues between the towns for the idea to move forward at that time. (Anders, C. M.)

In February 1964, as the advantages of incorporating as one city became more and more evident, another attempt to consolidate the area from Roads End to Cutler City began. All the towns required the same government services, such as fire and police protection, sewers, water, and local ordinances. A larger, combined city could provide these services more easily and at less cost. Still, no town wanted to lose their independence or give up what they had achieved on their own, nor did they want to be taxed to pay for the same improvements in other towns.

Committees were formed and polls taken. By February 1964, consolidation planning meetings were held in the towns from Roads End to Cutler City. Then in March 1964, it was decided that a vote for consolidation of the area from Oceanlake to Cutler City would be held on May 15, 1964. Roads End was not included in this vote.

It is not clear why Roads End was excluded from this vote for consolidation, although it is likely earlier polls of Roads End residents showed a lack of support. After all, Roads End had no formal governing body or leader representing them on the consolidation committee, the area had few residents, few businesses, and it had a functioning water system and sanitation systems at that time.

A vote for consolidation was held on May 15th, 1964, but Taft rejected that bid to consolidate. Then on December 8th, 1964, another election was held. Consolidation won approval by a narrow margin, the new city to be called Lincoln City. (Anders, C. M.)

Almost ten years later the issue resurfaced. In late February 1973, Jerry Parks, with a total of fifteen signatures from Roads End and East Devils Lake residents, petitioned the State Health Board to annex Roads End and East Devils Lake because of sanitation problems. (Capitol Journal, 2/28/1973) (News Guard, 3/1/1973)

On receipt of the petition on March 1, 1973, the Oregon State Board of Health requested that Lincoln City initiate procedures for annexing the Roads End and East Devils Lake areas. The Lincoln City Council acknowledged the request but took no action. In September, the OBH initiated a preliminary survey to determine whether or not evidence existed to support the allegations of the petitioners. The evidence was verified and the State Health Division subsequently ordered Lincoln City to furnish the state with sanitary sewer plans for both areas by December 15, 1973. The City's answer was "we can't afford it." (News Guard, 10/11/1973)

However, that same month, in December 1973, the Lincoln City Council adopted an ordinance establishing a policy of providing municipal utilities services outside City limits by contract. Under the new ordinance, there would be no water, sewer, or other services provided by the City to areas outside the City's corporate limits, except by written contract executed by the property owner and approved by the Council. In addition, the property owner had to agree to waive any future remonstrance to annexation. (News Guard, 12/27/73)

In October 1974, the Oregon Shores Conservation Coalition voted against a proposal to permit cities to annex adjoining areas without the vote of residents to be annexed. A coalition spokesman stated that Roads End was threatened by over development and the annexation ambitions of Lincoln City. (The Oregonian, 10/7/1974)

Four years later on April 13, 1977, the Lincoln City Council approved negotiations with the Sal-la-Sea District Improvement Company to purchase the Roads End and Sal-la-Sea water systems. The Roads End Water District budget committee commented that they could see no advantage for the City to purchase the water system unless for the purpose of annexation. (News Guard, 4/14/1977)

A study group was appointed by the REIA in December 1977, to look into the question of annexation by Lincoln City. REIA did not want to see Roads End lose its identity, but the group realized annexation might be necessary given the costs facing Roads End residents for upgraded sanitary and water systems. (News Guard, 12/15/1977)

On January 15, 1978, the Roads End Improvement Association voted 19 to 16 in favor of sending a fact sheet listing the pros and cons of annexation with the next REIA bulletin to all property owners. Residents were asked to submit their opinion by return mail. (News Guard, 1/19/1978)

Shortly thereafter, on February 12, 1978, the Roads End Improvement Association considered some of the problems associated with annexation. Grant money received from the FHA for drought relief in the Roads End area was to be applied to the whole water project, not just at Roads End. In addition, at a Lincoln City Council meeting, a rate resolution was passed that affected Roads End without discussing it with the REIA first. The REIA was also concerned the area would lose their R-1A zoning. (News Guard, 2/16/1978)

On March 12, 1978, the Roads End Improvement Association asked Lincoln City to prepare a fact sheet explaining what annexation would mean for Roads End residents. Lincoln City suggested they start the consent procedure instead of the Association. (News Guard, 3/16/1978)

By a one-vote margin on April 9, 1978, the Roads End Improvement Association decided to distribute annexation information to area residents. The reason given was that annexation had been talked about for several years and it was time to have the issue resolved. (News Guard, 4/13/1978)

The results of the opinion poll for annexation of Roads End drew an overwhelming number of "no" votes. The final tally was 192 "no" votes and 32 "yes". (News Guard, 6/15/78)

In 1979, the Lincoln City Planning Director said, "It's not in the best interest of Roads End to continue to exclude themselves from the City," pointing to the area's inclusion in the City's Urban Growth Boundary as "de facto annexation". "If they are in the Urban Growth Boundary and do not want to be annexed, then they are in a dilemma. A dilemma complicated by the fact that they are currently getting a high level of City services, but no police protection. We want to make sure that any development in the area has some character and is not a runaway development." (News Guard, 10/11/1979)

REIA replied, "The biggest reasons for opposing annexation are that the people of the area don't feel the cost of becoming part of the City justifies the benefits. They are afraid the Lincoln City Planning Commission will approve commercial developments for Roads End the same way

it has approved developments along the beach in Lincoln City. If we join Lincoln City we will be faced with a planning commission which likes to grant variances to motels and high-rises. Lincoln City has a runaway planning commission which is only concerned about money and the retired people who live in Roads End don't care about that". The zoning for Roads End was strict at the time, only allowing single family dwellings and prohibiting mobile homes and commercial establishments. (News Guard, 10/11/79)

The engineering consultant who designed the Roads End sewer system said "any effort to annex Roads End into the City, something that can only be done by a vote of the people in Roads End, will continue to fail. There's no feeling of oneness with the City for common goals or unity. The community wishes to preserve the high standards that have been prevalent in the past and there is a seething apathy against annexation. Residents of Roads End are sophisticated and they think of growth in different terms than other areas of the County." (News Guard, 10/11/79)

A Roads End Improvement Association newsletter dated July/August 1982, reviewed a letter and information sheet sent out by two property owners soliciting annexation to Lincoln City. The newsletter suggested that the information be sent to all property owners in Roads End, not just the few that had received it. The newsletter further stated that there were several errors in the request to annex, giving a list of the pros and cons of annexation and recommending against it. (REIA newsletter - July/August 1982)

An agreement reached in 1978 with the City to provide water and sanitation to Roads End for a period of twenty-five years ended the dispute, temporarily, but the issue continued to simmer on a back burner.

At a general meeting of the Roads End Improvement Association on October 14, 2000, Lincoln City Manager, David Hawker, presented comments on annexation during discussion of continued water service from the city:

*"Let me assure you right now that the city has no firm policy regarding annexation of this area. The city is open to discussions; particularly part and parcel are the discussions on a renewed water contract. I personally believe that you're part of this community, that the city could better serve your needs and that we should be entertaining discussions concerning long-term annexation. There are many opportunities that exist for service that you do not now have. You're part of this community and the impacts from this area to substantial populations and a substantial number of housing units here. There is an interdependence and we can't ignore that. So, the city is prepared to be open in discussions concerning annexation if you would like to pursue those. My personal opinion is the city will not force annexation unilaterally without cooperation of the homeowners and the property owners of this area."*

*"I do think that annexation will be a topic of discussion on a renewed water contract. So, while I do not personally believe and will not recommend to the City Council a unilateral forced annexation (and that leads to all kinds of legal battles and animosity) I do believe that annexation is something that I look for a win/win mutual-benefit situation. Now I believe that that can be done."*

*"Annexation, if it occurs, should occur at the initiation of Roads End rather than the city. The city ought to react to that. In other words, there ought to be a request for annexation. I personally feel that, again, the city would not force unilateral annexation. I'll be honest with you; we don't even know who would vote on it. There can be a vote (and I'll take these one at a time) ...there can be a vote on annexation, but we don't know who votes on it. We don't know if the city votes on it*

*or you vote on it. That's not clear. The courts have not decided that issue. That tells me that the best possible scenario, if there were to be an annexation, it would be a mutual thing; it would be a win/win situation. And if the city simply sits back and says 'We'll wait for you to come to us for annexation' I don't think the discussions ever get to win/win. So, I think the only way it would occur on a favorable basis for the city and the district would be on a negotiated basis. Keep in mind that the city can offer some things that the county can't offer, and I've mentioned a few. One of those is land use. We're now going through a land use plan for Taft that is tailor-making a new and very special zoning district just for the core of Taft. I'm prepared to tell you I believe the same thing could be done for Roads End where you could initiate the kind of zoning that you want for your future and provided it makes some kind of sense I think the city would be very receptive to it. That is not, probably, a possibility that you have in the county."*

*"Then we come to what is the legal basis of annexation. Who decides the annexation? I can just tell you that our City Attorney, who I believe is one of the best land use attorneys in the state, does not have a definitive answer on that question. The city's policy, I believe, will be, and certainly my recommendation to the City Council has been, we don't annex large areas without the consensus of the people. I think anything else is not productive. I don't know if the City Council will actually adopt that as a strategy or not but that's been my recommendation and will continue to be so. I believe that in discussions of the renewed water contract there needs to be a discussion of annexation. Let's talk about it." (REIA general meeting notes, 10/14/2000)*

In a meeting with the Lincoln City Manager on February 1, 2001, the water negotiating committee was told that a permanent water agreement could be reached quickly if annexation in "x" number of years was included as part of the contract. He was adamant that the annexation issue be addressed somewhere in the negotiations for a new water contract. He said the City needed a sense of what Roads End residents wanted as part of annexation. The City would then hold a general election of registered voters. He didn't yet know who should vote, however, Lincoln City only, Roads End only, or both? (REIA Water Committee notes, 2/1/2001)

At a Lincoln City Chamber of Commerce meeting on February 23, 2001, a City Council member discussed cutting expenses and increasing revenues to overcome a budget shortfall. During that discussion he stated he was in favor of annexing Roads End as he estimated annexation would bring enough revenue into the City's general fund to more than cover the shortfall. Lincoln City's Director of Finance said that Roads End residents could expect to see a total property tax increase of around 50% if they were annexed, part of which would be made up in reduced utility bills. (News Guard, 2/28/2001)

At a general meeting of the Roads End Improvement Association on October 14, 2000, brought record attendance of concerned property owners. Lincoln City Manager, David Hawker was asked to speak and field questions regarding the expiration in 2003 of the contract with Lincoln City to supply water to Roads End. Roads End residents also wanted to know the City's position with regard to annexing Roads End into Lincoln City. A Water Committee of eight volunteers was formed to open negotiations with Lincoln City for a new water contract and to present feedback on the City's position. (REIA newsletter - 1/2001)

The Water Committee determined that the only way to represent all of Roads End in negotiations for continuing water service was to form a new Roads End Water District. After approval by the Roads End Improvement Association, petitions to form the Roads End Water

District were circulated by members of the Water Committee. Signed petitions t were completed and filed with Lincoln County on May 29th, 2001, and verified on June 4th, 2001. The petitions represented 21% of the land in Roads End, 11% more than what was required to form the district.

A public hearing to form the new district was held July 18th, 2001, in which the Lincoln County Board of Commissioners approved the formation of a new Roads End Water District. (News Times, 7/ 2001)

In 2003, Lincoln City's 25-year contract to provide water service to the original Roads End Water District was coming to an end. Under that agreement, the City provided water to existing customers and to new development within the water district. It also meant the City provided water service to the newly created lots there, despite a 1992 policy pertaining to the extension of water and sewer services to areas within the urban growth boundary. That policy limited service to one residential dwelling, regardless of lot size, and the property owners consent to annexation unless such service was provided for by written contract executed prior to December 1, 1990. (News Guard, 9/12/2003)

The 1978 Roads End contract fit that exception. City Manager David Hawker said the agreement that expired on June 28th could not be extended or renewed because it was made with the original Roads End Water District, which no longer existed, having been dissolved in 1978.

"Water service does not continue after June 30, 2004, unless an annexation plan acceptable to the city and the new water district is developed by January 31st, 2004," Hawker stated. (News Guard, 9/12/2003)

The situation raised two fundamental questions: should the City continue to issue water taps to existing lots created before the City's 1992 policy? And, should the City issue taps to lots created between 1992 and the expiration of the contract between the City and water district?

"If these lots were anywhere else in UGB, we would issue the tap, providing we received the needed consents to annex," said Hawker. "Prior to the expiration of the contract, we did it with no requirement for a consent to annex." (News Guard, 9/12/2003)

Hawker went on to say the uncertain water supply was a key concern for City officials, and restricting new taps was an effective way to control development and provide for orderly annexation of land in the UGB.

"Individuals have relied on the availability of water service in Roads End and made considerable investments on that reliance. At the time they did so, the city had no formal policy that water service would not continue past the existing agreement," Hawker explained.

Mr. Hawker recommended granting taps to lots created in Roads End prior to the expiration of the agreement, if the property owners signed consents to annex, and an acknowledgment that if water service to Roads End was discontinued, it would include that that property, and the City had the right to set the rate for such service. As for additional lots, Hawker called the June 28, 2003, expiration a clear line of demarcation.

"Prior to that time, we would serve new lots in Roads End, he added After that date our clearly articulated policy in effect since 1992 said we would not." (News Guard, 9-12-2003)

At that time in 2003, Roads End had 856 lots, 619 developed, 237 undeveloped. About 13 undeveloped lots and 118 homes had been added since 1992.

Opponents to the City's actions said the City had an open-ended contract with the Roads End Sanitary District to provide sewer service, including all water required for that operation.

"We were shocked and dismayed to find that the city would no longer be providing water hookups," Roads End resident Roger Middleton said. "There are two contracts, one to provide water, the other to operate the sewer system. The city has always provided water to operate the system. You can't separate the two, or you'll be in violation of the contract." (NewsTimes, 9/12/2003)

Harry Rosenberg from the Roads End Water District said district officials could not negotiate the annexation issues for the people who live there. If the City was interested in Roads End, it should call for a vote of the people there. "If we've been included for water in the past, we should be included in the future. We need long term solutions." (News Times, 9-12-2003)

City officials said annexation was the long-term solution, but they opted to bypass more restrictive alternatives outlined by Hawker. (News Times, 9/12/2003)

"The problems with this approach are water availability, land use issues, and lack of consistency with the remainder of the UGB," Hawker concluded. (News Times, 9/12/2003)

Then in November 2011, Lincoln City began mailing out letters to Roads End property owners, giving them 60 days to consent to annexation or run the risk of having their water service shut off. Once the 60 days was up, any who did not sign the consent were to be viewed as delinquent under the City's revised utility billing procedures. Residents who refused to sign the consent would be classified as delinquent according to the City's utility billing procedures, which the City revised at its January 23rd meeting to explicitly include refusal to sign the consent as the trigger for delinquency. (News Guard, 12/31/2012)

The demand letters were part of Lincoln City's new annexation consent policy. Approved in 2010, the policy aimed to gather enough annexation consents to meet the triple majority required by state law. The law requires the city to obtain consents from a majority of property owners representing a majority of the acreage and property value in the area it seeks to annex. (News Guard, 12/31/2012)

At the Lincoln City meeting on January 23, 2012, Brayden Criswell, Vice President of the Roads End Water District, hand delivered tort claim notices from twenty-five of the roughly one hundred property owners who had received demand letters. The 25 property owners put Lincoln City on notice that they would sue for damages if the city followed through on its threat to shut off their water. Complainants said shutting off their water supply could cause health and safety hazards, and that the mere threat of shut-off had already damaged property values. (News Guard, 12/31/2012)

"Such actions are coercive, have caused us emotional distress and are attempts to intimidate us," Criswell said. "It is unacceptable an agency of local government would choose to act in this manner by threatening to withhold a basic and necessary human and property service." (News Guard, 12/31/2012)

The City had received no more than a handful of consents in response to the demand letters, but Hawker said letters continued to go out every day with roughly 150 more to come. He

went on to say he believed the City already had the triple majority needed, but he wanted more consents to show the target had been convincingly achieved. (News Guard, 12/31/2012)

Finally, on December 10, 2012, the Lincoln City Council voted to adopt an ordinance annexing 246 acres of land in Roads End. The annexation to take effect July 1, 2013. (News Times, 12/12/2012)

The vote did not bring an end to the battle, however. Roads End residents and the Water District Board of Directors said they planned to litigate the annexation. Roads End residents say the City forced them to agree to annexation by threatening to withhold water service if they did not sign a consent form. Some of the property owners who had signed consent forms said they were revoking their consent would take court actions to block the annexation.

In January 2013, the Roads End Water District, and the Roads End Sanitary District filed an appeal against the annexation with the Oregon Land Use Board of Appeals. On June 26th LUBA ruled against the appeal, affirming the process the City of Lincoln City used to annex 246 acres of land in the Roads End area was not flawed.

Opponents of Lincoln City's annexation of Roads End activated a case in the Lincoln County Circuit Court, asking for a stay in the annexation. (News Guard, 7/17/2013)

Mike Marshall, Roads End Sanitary District Office Manager, said court action was necessary.

"We need some injunctive relief," Marshall said. "We believe the city's annexation ordinance had significant problems resulting in insufficient consent. We have asked the court to review the ordinance expeditiously. Our position is that the city does not have a triple majority which is based which it based the annexation on and we want the court to look at it." (News Guard, 7/17/2013)

Several of those testifying called for a public vote on the issue. Many of those opposing annexation expressed concerns about higher taxes. Others said the City failed to prove the consents to annex used in the process were valid and that the annexation would be illegal and flawed.

The City argued that the triple majority had been met. The City had obtained consents from more than half of the owners of the annex property area, owning more than half the land which represented more than half of the assessed value. They said they had consents 519 property owners and that was 57.7% of the 900 property owners. (News Guard, 7/17/2013)

In January 2013, the Roads End Water District, and the Roads End Sanitary District filed an appeal against the annexation with the Oregon Land Use Board of Appeals. On June 26th, LUBA recapped the long running dispute and rejected the two main errors cited by the appellants. The Board ruled against the appeal, affirming the process the city of Lincoln City used to annex 246 acres of land in the Roads End area was valid. (News Guard, 7/17/2013)

With annexation, property taxes were expected to increase by an average of \$1167 per home. Annual City licenses for in-home businesses and rentals would also be required and a 9.5% transient room tax imposed on all vacation rental units. Because the City levies a 5% franchise fee on utilities, gas and electric rates were expected to go up by 5%. In total, annexation was expected to bring about \$600,000 in new taxes and fees to Lincoln City. (News Times, 7/3/2013)

In exchange, the City promised increased police patrols, reduced water and sewer service

rates on par with other City residents, immediate improvements to gravel streets with further road work to come later, local 911 service with calls dispatched from the Lincoln City Police Department rather than the Salem Center, and eligibility to vote in City elections.

### **Appendix B: Water System History**

Roads End initially had a private water system, owned by D N Hendricks, with individual septic systems for sanitation. Hendricks built the water sometime between 1926 and 1928. The system had a reservoir near his home. This small water system supplied water to all the homes at Roads End from 1928 to the 1960s. (News Guard, 4/1/1976)

“The first water system was just a little tiny house up above D Hendricks house, only two or three springs. And then, as he developed different sections of Roads End, he increased the water system. Anyway, it turned out that he had eight springs going into this reservoir... That was fed into that end. Then it had to go through a little shed where they had Clorox and stuff to purify it and then it was high caliber Roads End.” (Salazar, Vol 3 part 2, Conley, p 166)

“D Hendricks also owned the water system. It was made-up of various and sundry pipes of different sizes, many of them second hand. I know a great deal about that water system because I had studied drafting, and when D was going to sell the water district, he needed a map of where the pipes laid, and I drew that for him. I think I still have part of it.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Grover)

“The reservoir is between 69th and 70th. It was absolutely the best spring water anybody could have ever wanted they say that the water doesn't have any taste, but I swear it does when it is real fresh mountain water right out of springs.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

“After D passed away, someone else took over the water system, and they had to have the water tested all the time. Finally, I think it was condemned or something and they had to do away with that system. Anyway, it was the same old thing, you had to make way for progress.” (Salazar, Mildred. Pioneer History of North Lincoln County, Vol 3, Part 2, Conley)

Robert B. and Lee L. Ebersole sold the Roads End Water System to Wilbur H. and Agnes H. Day in March of 1960. (Anders, C. M.)

In October of 1970, a comprehensive water study was proposed at a special Lincoln City Council meeting. The proposed contract was the first step in a water improvement program expected to take several years to complete. The anticipated service area included all of Devils Lake and Roads End. (News Guard, 10/22/1970)

Two years later, in 1972, the Oregon Health Department identified serious health risks associated with the water supply and failing septic tanks at Roads End. (News Guard, 7/3/2013)

To solve the problem, the Sal-la-Sea II subdivision purchased the Roads End water system in June 1973 with the approval of the Public Utilities Commission. The new owners were to improve the water system and continue furnishing water to Roads End. (The Oregonian, 6/14/1973)

In December 1973, the Lincoln County Board of Commissioners accepted a phased, Lincoln County overall master plan, calling for water system development and improvement expenses. The Lincoln County Resource Council accepted the final amended plan on December 5, 1973.

This plan was undertaken due to a threat from Oregon's Governor that the state would take over all of the planning and zoning functions of the county if a solution was not found. A hearing scheduled for March 1973 to show cause was cancelled February 21, 1973, when the Governor and the Lincoln County Commissioners signed an agreement calling for completion of countywide planning and zoning by July 1, 1973. (News Guard, 12/27/1973)

The Lincoln County Commissioners approved a countywide master plan for water use on December 7, 1973. The plan to be implemented in three stages; Stage 1 would run from 1974 to 1980, Stage 2 from 1980 to 1990, and Stage 3 from 1990 to 2000. (News Guard, 12/27/1973)

In December 1973, the Lincoln City Council adopted an ordinance establishing a policy of providing municipal utilities services outside City limits by contract. Under the new ordinance, no water, sewer, or other services would be provided by the City outside the corporate limits except by written contract executed by the property owner and approved by the Council. The property owner had to also agree to waive any future remonstrance to annexation, the contract to specify the terms or conditions under which the Council might execute annexation proceedings. (News Guard, 12/27/73)

The Oregon State Health Department wouldn't approve the Sal-la-Sea II subdivision in July 1974, because the water usage permitted was for "household use, allowing for water to be used only inside the home." They called for a restriction on new deeds so that the new owners would understand that no water could be used outside the home. (Oregonian, 7/17/1974)

The two-year battle over water issues for Sal-la-Sea II ended in January 1975, after the development agreed to extend the system's water rights in an out of court settlement. (News Guard, 1/30/1975)

At a public hearing to consider the formation of a Roads End Water and Sanitary District on October 22, 1974, the Roads End Improvement Association submitted petitions to form the new districts. (News Guard, 10/10/1974)

A final hearing was conducted on November 26, 1974. (News Guard, 11/24/1974) No opposition to the two new districts was expressed at the hearing, allowing the Lincoln County Board of Commissioners to give their approval. The Commissioners set up a January 14, 1975, election for a board of directors. (News Guard, 11/28/1974)

The Coastal Counties Water Districts Association was created on January 19, 1975, in Lincoln City. (News Guard, 1/23/1975)

The first board of directors for the Roads End Water and Sewer Districts was elected on January 15, 1975. (News Guard, 1/16/1975) The board officers for the newly created districts were named on January 22, 1975. (News Guard, 1/23/1975)

At a meeting on February 3, 1975, the Roads End Water District board of directors cancelled a bond election scheduled for March 2 for purchase of the Sal-la-Sea and Roads End water systems. The election was cancelled because they had been unable to contact the owner for a sale agreement. The owner had given the Roads End Water District first purchase option two months earlier. The board also contacted the Public Utilities Commission and the State Board of Health to determine if any improvements would be required to bring the systems up to EPA standards. The State Board of Health responded that the water systems were not in bad shape although some pipe would have to be replaced. (News Guard, 2/15/1975)

When the Roads End Improvement Association met on July 13, 1975, they discussed the fate of the Roads End Water District. The association examined the possibility of handling the districts funding on a temporary basis. Roads End Water District did not have a water system, but neither did it have debt. During the meeting members of the board suggested the district be abandoned. The board said they would have to schedule an election in order to do anything that would cause additional debt. At the time, the Roads End Water District had no control over the existing water system, which was served by Sal-la-Sea and under the custody of the Public Utility Commission. Association member concerns were that purchasing the Sal-la-Sea system would be costly and they would face an even greater financial burden repairing the system. The Association stated that they had placed the water district in "a difficult position". It was pointed out that the district would be of use to the community if the proposed North County Service District were formed. (News Guard, 7/10/1975)

In September 1975, Roads End residents were polled concerning their views on the future of the Water District. The poll was included in the monthly newsletter of the Roads End Improvement Association. Options outlined during a meeting of the Water Board included purchase of the Sal-la-Sea water system; contracting with Lincoln City, incorporation of Roads End, or dissolving the water board and maintaining the status quo with the Sal-la-Sea system. (News Guard, 8/21/1975)

The Roads End Water District discussed the possible purchase of the Sal-la-Sea water system at their monthly meeting on January 6, 1976. The board entertained purchase of the system in order to have control over the operation and maintenance. It was decided that an election to obtain the money to purchase the system was in order. (News Guard, 1/1/1976)

Concern over leakage of Roads End water pipes during the last week of July 1976 brought many residents to the August 3rd meeting of the Water Board. The leakage coupled with the time of year it occurred constituted an emergency. A halt on water usage was instituted to stop usage from 1 pm to 5 pm and from 11 pm to 6 am daily, including a ban on outdoor usage. The Lincoln County Emergency Services Director indicated that the Oregon National Guard would be able to provide two 600-gallon water tankers to Roads End within a matter of hours if the need arose. (News Guard, 8/5/1976)

An offer to buy the Roads End and Sal-la-Sea water systems was revoked on August 10, 1976, by the Roads End Water Board, pending results of an appraisal and survey of the system. This was prompted by the Oregon State Health Department stating that the water system at Roads End was inadequate to meet the needs of residents in the summer months. (News Guard, 8/12/1976)

In September, a newsletter outlining the deficiencies of the Roads End water system and asking residents' attitude toward purchase of the Sal-la-Sea system was mailed to all Roads End property owners by the Water Board. The Board was generally in favor of purchasing the system from the Sal-la-Sea District Improvement Company, despite the owner's recent withdrawal of the offer to sell the system. (News Guard, 10/21/1976)

The Roads End Water Board negotiated with the Sal-la-Sea II developers to purchase the Sal-la-Sea water system for over a year. Lacking a quorum, the Water Board was unable to negotiate the purchase. The owner of Sal-la-Sea called off negotiations due to lack of board action. (News Guard, 1/13/1977 and 1/20/1977)

The Roads End Water Board bowed to pressure from a few Roads End residents on February

21, 1977, when members agreed to prepare an offer to purchase the Sal-la-Sea District Improvement Company's water system. A 30-year loan was requested from the Farmers Home Administration to pay for the system if the purchase price was agreeable to the owners. (News Guard, 2/24/1977)

The budget committee of the Roads End Water District approved a budget that included plans to take over the Sal-la-Sea water system on March 29, 1977. Some of that budget was to be placed as a tax levy before the voters on May 24th. The Water District Board of Directors held a hearing on the budget on April 15th. The ownership of the Sal-la-Sea water system was now under Sierra Charters Corporation. A new manager was to be named, after which negotiations on acquisition of the water system were to continue. (News Guard, 3/31/1977)

The Lincoln City Council approved negotiations with the Sal-la-Sea District Improvement Company to purchase the Roads End and Sal-la-Sea water systems on April 13, 1977. Lincoln City officials announced that representatives of Sal-la-Sea indicated they were willing to "give the city a good deal" for the water system. Should Lincoln City purchase the system, the City would take over operation and maintenance. The Roads End Water District budget committee commented that they could see no advantage for the City to purchase the water system unless there was some purpose like annexation. A board member said on April 14th that his understanding was that the Roads End Water District planned to proceed with the purchase itself. Questions concerning the possible annexation of the Roads End area to the City and a desire by Sal-la-Sea to use a six-inch City water line which ran through Pixieland were also discussed. (News Guard, 4/14/1977)

The chairman of the Roads End Water Board told fellow directors that letters outlining the "deplorable condition of the Roads End water system" were mailed to several state agencies and elected officials. The letters called for enforceable regulations over the system in response to the Sal-la-Sea District Improvement Company's offer to sell the system to Lincoln City, which the majority of Roads End property owners opposed. (News Guard, 5/12/1977)

Voters in the Roads End area went to the polls in a special election on May 23, 1977, to determine the fate of a one-year tax levy to purchase the Roads End water system. The Lincoln City Attorney told the Roads End Improvement Association that the Sal-la-Sea District Improvement Company, which owned the water system, had no intention of selling the system to Roads End. The Lincoln City Attorney, who represented Sal-la-Sea, said negotiations with the Roads End Water Board were terminated in 1976. The Lincoln City Attorney further said, "We are interested in selling the system to Lincoln City, with other considerations". He would not state what the "other considerations" were, but indicated they concerned the Sal-la-Sea II subdivision. Although negotiations had opened between the City and Sal-la-Sea District Improvement Company, they were terminated because of opposition from leadership in Roads End. Two weeks later, the Roads End Water Board changed its mind and came out in favor of Lincoln City purchasing the system. (News Guard, 5/19/1977)

The following month the Lincoln City Planning Commission tabled action on two proposed subdivisions in the Roads End area of Sal-la-Sea II. Their concern was over the water system being inadequate to handle peak demands. (News Guard, 6/30/1977)

Allegations that the proposed sale of the Sal-la-Sea District Improvement Company water system was backed by illegal loans from a Nevada union pension fund stalled negotiation. The

Eugene Register-Guard reported the subdivision and water district to be owned by the Sierra Charter Corporation of North Las Vegas, Nevada, which had ties with the Dunes Hotel and Casino in Las Vegas. (Capitol Journal, 7/18/1977, The World, Coos Bay, 7/19/1977, Oregonian, 7/18/1977)

Nevertheless, The Lincoln City Council approved purchase of the Roads End Water System, including all equipment and easements, on July 26, 1977. Part of the agreement was to annex the 540 acres of the Sal-la-Sea II subdivision. (News Guard, 7/28/1977)

A meeting was held on November 11, 1977, between the Roads End Water District Board and the Lincoln City Council to determine whether the City would proceed with the North Highway 101 Water Project. Support was required from Roads End residents before the project could move ahead. In addition, the sale of the Roads End water system to Lincoln City had not been finalized nor had approval of the sale been received from the Public Utilities Commission. (News Guard, 11/10/1977)

A public hearing was called for November 29, 1977, on the question of whether or not Lincoln City should form a local Improvement District to finance the construction of the North of Highway 101 Water Project, which included transmission lines up Logan Road to a reservoir in the Roads End area. The project was to be paid for by assessments against affected property owners. (Hearing Notice, Lincoln City Recorder, November 1977)

The Roads End Water Board went on record November 13th with unanimous support for the project. The Roads End Improvement Association also signed a petition in favor of the project. (News Guard, 11/17/1977, and Capitol Journal, 11/24/1977)

However, the Public Utilities Commission had not yet authorized transfer of the Roads End water system from Sierra Charter to Lincoln City, as Sierra Charter was unable to furnish the city with clear title to the system. The city was unable to proceed with the water project until it had clear title and PUC approval. (News Guard, 12/15/1977)

A meeting in Salem on January 19, 1978, was held to decide the fate of the proposed North of Highway 101 Water Project. There was a disagreement between the PUC and Lincoln City on water rates and hookup charges. The Lincoln City Manager stated that the PUC had no authority to set rates and there would be no way the city would accept the PUC conditions. (News Guard, 1/12/1978)

Then, based on a resolution passed by the Lincoln City Council on January 24, 1978, the PUC Commissioner signed an order authorizing the sale of the Sal-la-Sea District Improvement Company to Lincoln City. The PUC attached two conditions to the sale, including that the city agree not to charge customers outside City limits in excess of 75% more than it charges City residents and not more than \$500 per hookup to the City system for current residents. (News Guard, 2/9/1978)

In February 1978, at a regular Roads End Improvement Association meeting, the REIA felt that Roads End residents should not have to pay connection fees for water hookups as they had already paid Sal-la-Sea to connect several years before. Lincoln City called for a \$500 connection fee, plus the cost of running a line from the water main to the meter, plus user fees. The Public Utilities Commission had set user fees at 175% of the base rate set by the City. (News Guard, 2/16/1978)

On June 27, 1978, a twenty-five-year contract between Lincoln City and the Roads End Water District to supply Roads End with water was made. As part of this agreement, the Roads End Water District was to be dissolved, the City would accept all assets and obligations of the district, and it would complete construction of the water system. All parties signed the agreement and it was recorded on June 29, 1978. (Resolution No. 78-17, Adopted 6/27/1978)

The Roads End Water District passed a resolution to dissolve the district effective June 30, 1978. Any moneys left in the district would be applied to assessments against the area. (News Guard, 3/9/1978)

The Lincoln City Council passed a resolution in November 1978, authorizing the City to accept, as owner, the Sal-la-Sea Water System by bill of sale and quitclaim deed. The water system was given to the City by the trustees of the Southern Nevada Culinary and Bartenders Pension Trust. (News Guard, 11/20/1978)

For the next twenty plus years, the issue appeared settled. Then on October 14, 2000, a general meeting of the Roads End Improvement Association saw a record attendance of concerned property owners. Lincoln City's Manager, David Hawker, was invited to speak and field questions regarding the expiration in 2003 of the contract with Lincoln City to supply water to Roads End. Residents also wanted to hear about the City's position regarding negotiating for a new contract with the possible annexation of Roads End into Lincoln City. A Water Committee of eight volunteers was formed to open negotiations with the City for a new water contract and to present feedback on the City's position. (REIA newsletter - 1/2001)

The Water Committee determined that the only way to represent all of Roads End in negotiations for continuing water service was to form a new Roads End Water District. After approval by the Roads End Improvement Association, petitions to form the Roads End Water District were compiled at the Lincoln County Court House on Tuesday, March 20th by the Water Committee. Members of the Water Committee and others began circulating the petitions on Saturday, March 24, 2001. (REIA website 2003)

The petitions to form a new Roads End Water District were completed and filed with Lincoln County on May 29, 2001. They were verified and recorded on June 4th, 2001. Signatures represented 21% of the land in Roads End, 11% more than what was required to form the district. The first public hearing to form the new district was held July 18th, 2001, in the Board of Commissioners Hearing Room in Newport. Lincoln County Commissioners approved the formation of a new Roads End Water District at the hearing. (REIA website 2003)

In 2003, an attempt to clear up ambiguities in Lincoln City's policy toward new water hookups in the Roads End section of the City's Urban Growth Boundary generated controversy once again, when City Council members voted unanimously to deny water hookups to Roads End lots created after June 28, 2003, and to grant taps to lots created prior to that date, subject to certain conditions. (News Times, 9/12/03)

The situation harkened back to June 29, 1978, when the City entered into a 25-year contract to provide water service to the original Roads End Water District. Under that agreement, the City provided water to existing customers and to new development within the water district. It also meant the City provided water service to the newly created lots there, despite a 1992 policy pertaining to the extension of water and sewer services to areas within the urban growth boundary. That policy limited service to one residential dwelling, regardless of lot size, and the

property owners consent to annexation unless such service was provided for by written contract executed prior to December 1, 1990. (News Times, 9/12/03)

The 1978 Roads End contract fit that exception. But City Manager David Hawker said the agreement that expired on June 28th could not be extended or renewed because it was made with the original Roads End Water District, which no longer existed, having dissolved in 1978. A new Roads End Water District was formed to negotiate continued water service for the area. In January, the City Council adopted a resolution to continue water service to Roads End for another year under certain provisions. (News Times, 9/12/2003)

“Water service does not continue after June 30, 2004, unless an annexation plan acceptable to the city and the new water district is developed by January 31, 2004.” Hawker said. (News Times, 9/12/2003)

The situation raised two fundamental questions: should the City continue to issue water taps to existing lots created before the City’s 1992 policy? And, should the City issue taps to lots created between 1992 and the expiration of the contract between the City and water district?

“If these lots were anywhere else in UGB, we would issue the tap providing we received the needed consents to annex,” said Hawker. “Prior to the expiration of the contract, we did it with no requirement for a consent for consent to annex.” (News Times, 9/12/03)

Hawker went on to explain the uncertain water supply was a key concern for City officials, because the City’s means of regulating the availability of water within the City were extremely limited. He suggested the new Water District focus on new water service outside the City, where they have more discretion. Hawker said restriction on taps outside the City limits was an effective way to control development and provide for orderly annexation of land in the UGB. (News Times, 9/12/2003)

“Individuals have relied on the availability of water service in Roads End, and made considerable investments on that reliance,” Hawker said. “At the time they did so, the city had expressed no formal policy that water service might not continue past the existing agreement.” (News Times, 9/12/2003)

Hawker recommended granting taps to lots created in Roads End prior to the expiration of the agreement if the property owners signed consents to annex and sign an acknowledgement that if water service to Roads End was discontinued, it would include that property, and the City had the right to set the rate for such service. (News Times, 9/12/2003)

As for additional lots, Hawker called the June 28, 2003, expiration a clear line of demarcation. “Prior to that time, we would serve new lots in Roads End. After that date our clearly articulated policy in effect since 1992 said we would not.” (News Times, 9/12/2003)

At that time (2003), Roads End had 856 lots, 619 developed, 237 undeveloped. About 13 undeveloped lots and 118 homes had been added since 1992. (News Times, 9-12-2003)

Opponents to the City's actions said the City had an open-ended contract with the Roads End Sanitary District to provide sewer service, including all water required for that operation.

“We were shocked and dismayed to find that the city would no longer be providing water hookups,” said Roads End resident Roger Middleton. “There are two contracts that want to provide water, the other to operate the sewer system. The city has always provided water to

operate the system. You can't separate the two, or you'll be in violation of the contract.” (News Times, 9/12/2003)

Harry Rosenberg from the Roads End Water District said district officials could not negotiate the annexation issues for the people who lived there.

“If the city was interested in Roads End, it should call for a vote of the people there,” he said. “If we've been included for waters in the past, we should be included in the future. We need long term solutions.” (News Times, 9 /12/2003)

City officials said annexation was the long-term solution.

Council members opted to bypass more restrictive alternatives outlined by Hawker that included issuing no new water taps to any Roads End property until annexation has occurred; issuing no new water taps until the City's water future is assured; issue no new taps to lots created after 1992; or issue taps but require an agreement acknowledging the City's right to terminate service. (News Times, 9/12/2003)

Eight years later in November of 2011, the City began mailing out letters to Roads End property owners, giving them sixty days to consent to annexation or run the risk of having their water service shut off. The demand letters were part of the City's new annexation consent policy. Approved in 2010, the policy aimed to gather enough annexation consents to meet the triple majority required by state law. That law required the City to obtain consents from a majority of property owners representing a majority of the acreage and the property value in the area it sought to annex. (News Guard, 12/31/2012)

At the Lincoln City meeting on January 23, 2012, Brayden Criswell, first president of the REIA and Vice President of the Roads End Water District, hand delivered tort claim notices from twenty-five of the roughly one hundred property owners who had received demand letters. The 25 property owners put Lincoln City on notice that they would sue for damages if the City followed through on its threat to shut off their water. Complainants said shutting off their water supply could cause health and safety hazards, and that the mere threat of shut-off had already damaged property values. (News Guard, 12/31/2012)

“Such actions are coercive, have caused us emotional distress and are attempts to intimidate us,” Criswell said. “It is unacceptable an agency of local government would choose to act in this manner by threatening to withhold a basic and necessary human and property service.” (News Guard, 12/31/2012)

City manager David Hawker said he believed the City already had the triple majority but he wanted more consents to show the target has been convincingly achieved. (News Guard, 12/31/2012)

The City had so far received more no more than a handful of consents in response to the demand letters, but Hawker said letters continued to go out every day with roughly 150 more to come. Once the sixty days was up, any who did not sign the consent would be viewed as delinquent under the City's utility billing procedures revised at its January 23rd meeting to explicitly include refusal to sign the consent as the trigger for delinquency. (News Guard, 12/31/2012)

The procedures gave delinquent water customers fifty days, including an appeal process, before authorizing City officials to shut off the water supply. They also allowed City officials to suspend

the timeline for water shutoff, effectively giving Hawker the final decision on whether to discontinue water supply to any customer. (News Guard, 12/31/2012)

Despite heavy opposition from dozens of Roads End residents and four public hearings, the Lincoln City Council voted on December 10, 2012, to approve an ordinance annexing 246 acres of Roads End. The City used the triple consent method to bring Roads End into City limits, requiring the agreement of more than 50% of property owners, representing more than half the area and land value to be annexed. (News Times 12/12/2012)

The vote did not bring an end to the battle, however. Roads End residents and the Water District Board of Directors said they planned to litigate the annexation. Roads End residents say the City forced them to agree to annexation by threatening to withhold water service if they did not sign a consent form. Some of the property owners who had signed consent forms said they were revoking their consent would take court actions to block the annexation. (News Guard, 7/1/2013)

In January 2013, the Roads End Water District, and the Roads End Sanitary District filed an appeal against the annexation with the Oregon Land use Board of Appeals. On June 26th LUBA ruled against the appeal, affirming the process the City of Lincoln City used to annex 246 acres of land in the Roads End area was not flawed. (News Guard, 7/1/2013)

Opponents of Lincoln City's annexation of Roads End activated a case in the Lincoln County Circuit Court, asking for a stay in the annexation. (News Guard, 7/17/2013)

Mike Marshall, Roads End Sanitary District Office Manager, said court action was necessary. "We need some injunctive relief," Marshall said. "We believe the City's annexation ordinance had significant problems resulting in insufficient consent. We have asked the court to review the ordinance expeditiously. Our position is that the City does not have a triple majority which is based which it based the annexation on and we want the court to look at it." (News Guard, 7/17/2013)

Several of those testifying called for a public vote on the issue. Many of those opposing annexation expressed concerns about higher taxes. Others said the city failed to prove the consents to annex used in the process were valid and that the annexation would be illegal and flawed. (News Guard, 7/17/2013)

The City argued that the triple majority had been met. The City had obtained consents from more than half of the owners of the annex property area, owning more than half the land which represented more than half of the assessed value. They said they had consents 519 property owners and that was 57.7% of the 900 property owners. (News Guard, 7/17/2013)

In January 2013, the Roads End Water District, and the Roads End Sanitary District filed an appeal against the annexation with the Oregon Land Use Board of Appeals. On June 26th, LUBA recapped the long running dispute and rejected the two main errors cited by the appellants. The Board ruled against the appeal, affirming the process the City of Lincoln City used to annex 246 acres of land in the Roads End area was valid. (News Guard, 7/7/2013)

Roads End water and sanitation services then became the responsibility of Lincoln City.

## Appendix C: Sanitation History

Roads End was developed initially with water service from private water company and with individual septic systems. In 1972, the Oregon health department identified serious health risk associated with the water supply and failing septic tanks.

The formation of a sanitary district was requested by Sal-la-Sea II developers in July or August of 1972. The County Commission Chairman informed them there was a legal obstacle since petitions to form such districts must be signed by prospective residents. The Sal-la-Sea II subdivision had no residents at that time. (News Guard, 8/31/1972) The proceedings to establish a sanitary district were cancelled by the County Commissioners due to errors by the Sal-la-Sea developers. (News Guard, 1/1973)

On November 6, 1973, the Lincoln City Manager was authorized to proceed with development of a master plan for sanitary sewers. He was also authorized to meet with the Lincoln county Commissioners for the designation of Lincoln City as the implementation agency for north Lincoln County sanitary sewers. Lincoln City would then be the official implementing regional sewer agency for all of Lincoln County north of the Siletz River. The underlying purpose of this move was to obtain federal money from the EPA. The EPA, at that time, would not give federal funding unless it was for regional service. (News Guard, 11/8/1973)

In December 1973 the Lincoln City Council adopted an ordinance establishing a policy of providing municipal utilities services outside City limits by contract. Under the new ordinance no water, sewer or other services will be provided by the City outside the corporate limits except by written contract executed by the property owner and approved by the council. The property owner must also agree to waive any future remonstrance to annexation and the contract will specify the terms or conditions under which the council may execute annexation proceedings. (News Guard, 12/27/73)

In September 1974 Lincoln City adopted a comprehensive sewer development plan that would extend sewer lines to Roads End as early as 1977. (News Guard, 9/12/1974) Conditional approval was given to begin the final engineering work on September 25, 1974. The second phase of the project involved installing sewer systems for Roads End plus the upgrading and expansion of present Lincoln City wastewater treatment facilities. (News Guard, 9/26/1974)

A public hearing to consider the formation of a water and sanitary district at Roads End was scheduled for October 22, 1974. The Roads End Improvement Association submitted petitions for the district. (News Guard, 10/10/1974) A final hearing for the districts was to be given on November 26, 1974. (News Guard, 11/24/1974) No opposition was expressed at the hearing to the two new districts allowing the Lincoln County Board of Commissioners to approve them and set up a January 14, 1975, election for a board of directors. (News Guard, 11/28/1974)

The Roads End Water District and Roads End Sanitary District were formed in 1975 to address health issues. In 1977, the City estimated entered into a 25-year contract to supply Roads End with water. While the Sanitary District owned sewer pipes in Roads End, the City collected and treated all sewage at its plants and maintained the sewer pipes.

The first board of directors for the Roads End Water and Sewer districts was elected on January 15, 1975. (News Guard, 1/16/1975) The board officers for the newly created districts were named on January 22, 1975. (News Guard, 1/23/1975)

The Roads End Sanitary District established a plan to develop a sewer system at Roads End in four phases. By June of 1977, the first two phases including engineering, design, plans, and specification were completed. (News Guard, 6-23-1977)

A bond issue was approved to complete Phase Three was approved by Roads End voters approved on June 24, 1977, by a vote of 93 to 12. (News Guard, 6/30/1977)

The Roads End Sanitary District agreed to allow up to 250 free hookups to the new sewer system in the "Indian Lands" in order to gain easements to connect the sewer system between Roads End and Lincoln City. (News Guard, 2/16/1978)

A budget was approved by the Roads End Sanitary Board for construction of the Roads End sewer lines. Bids were to open April 7, 1978, for construction of the main interceptor line that will connect to the Lincoln City system at 31st Street. The tentative schedule is for the contract to be awarded June 12, 1978, with construction to start June 22. (News Guard, 3/16/1978)

An offer was made to the owner of the Indian Lands (present day site of Chinook Winds) for easements for the new sewer lines but there was no reply by March 1978. The Roads End Sanitary District was then left with condemnation as the only way to gain those easements. (News Guard, 3/30/1978)

A condemnation complaint was filed in Circuit Court to obtain the three easements necessary to run the new sewer lines across Indian Lands. After not responding to the offer of free hookups, the owners of the land did not respond to a purchase offer for the easements. A hearing date was set for June 1978. If the owner did not respond by that date, the Roads End Sewer District would be given access to the easements. (News Guard, 6/1/1978)

An election in March 1979 approved a general obligation bond to finance the Roads End share of Phase Four of the sanitary sewer system. The bond passed by a wide margin of 95-17. (News Guard, 3/15/79)

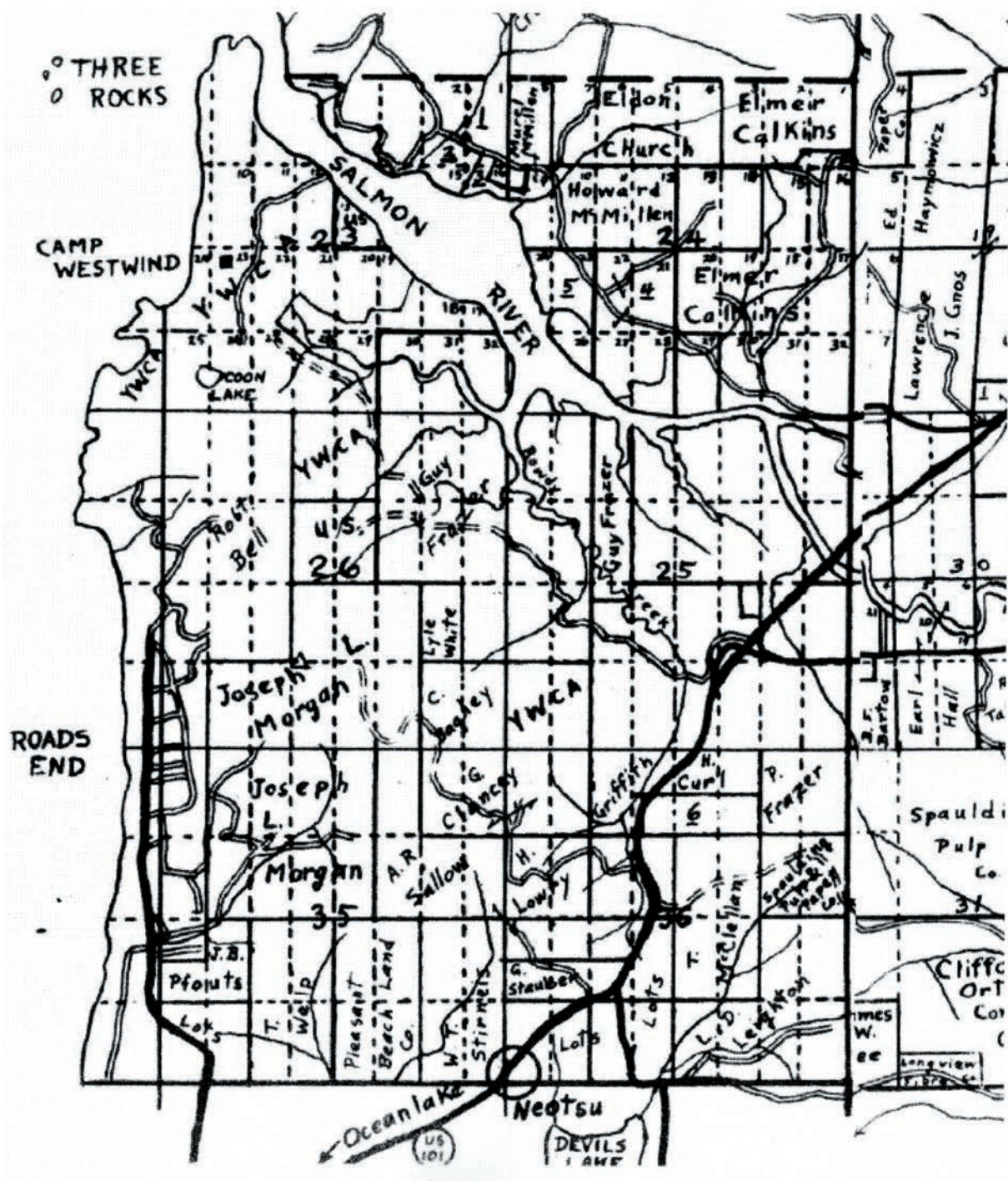
The first phase of the sewer project was completed in 1978, the trunk lines in 1979, and the lateral lines were completed in early 1981. In May of 1981, Roads End sewers were hooked into the Lincoln City sewer system, and the Sanitary District contracted with the City for maintenance and operation services. (News Guard, 5/21/81)

On July 1, 2013, when Roads End was annexed by Lincoln City, it became the City's responsibility to provide water and sanitation services to the residents of Roads End.

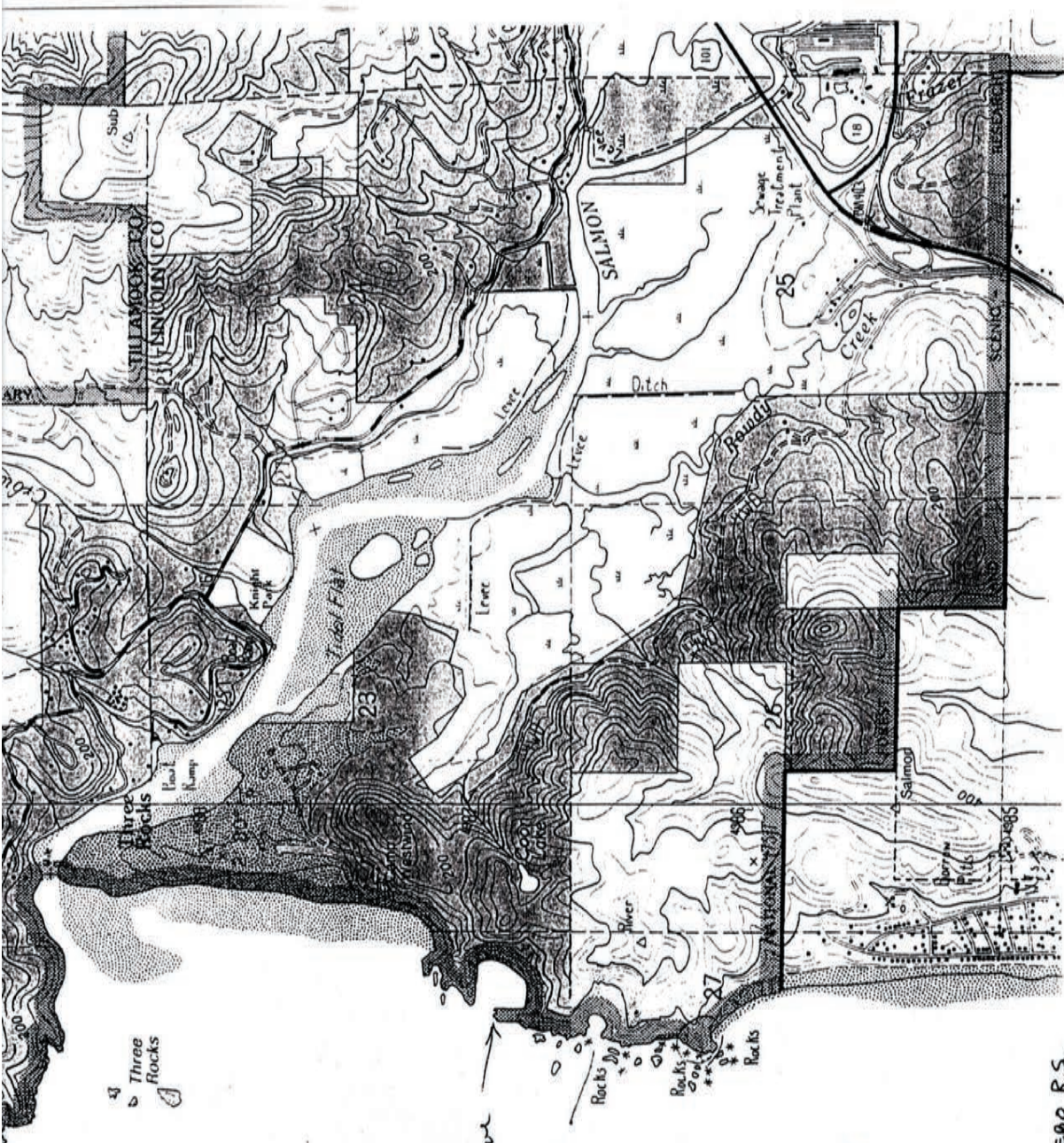
Appendix D: Maps



1910 Plat Map



1964 Area Map



NATIONAL ISLANDS

LAT 45-01-35  
 -ONG 124-00-55

PLOT FROM CHART

OREGON ISLANDS  
 45 01.5  
 124 00.9  
 Coast Guard

Clascock Cove

Agate Cove



Polby Rock

WILLAMETTE MERIDIAN

527 T 65 R 11W

NE NE

LAT 45-02-35

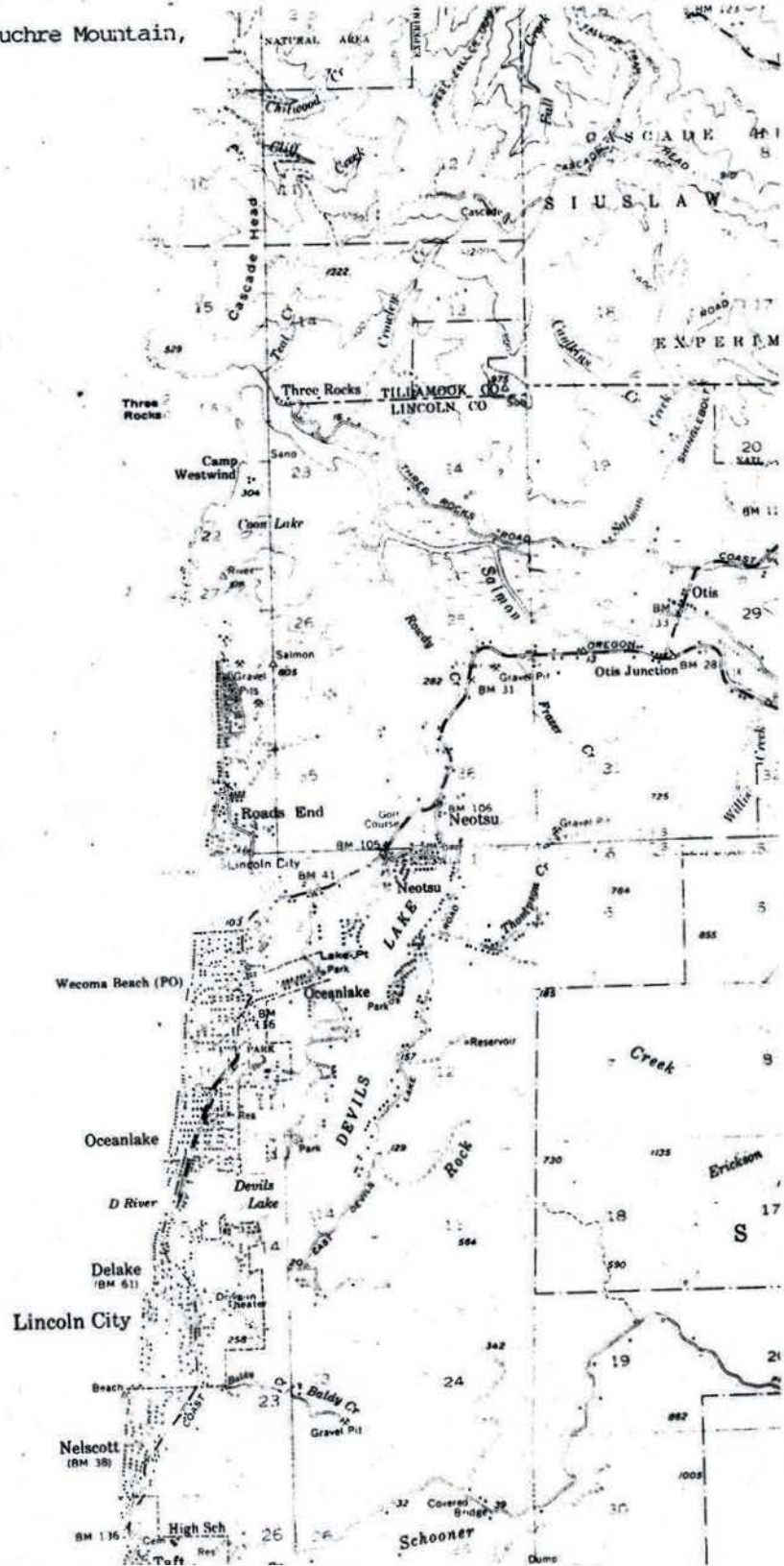
LONG 125-00-34

COMPUTER PRINTOUT

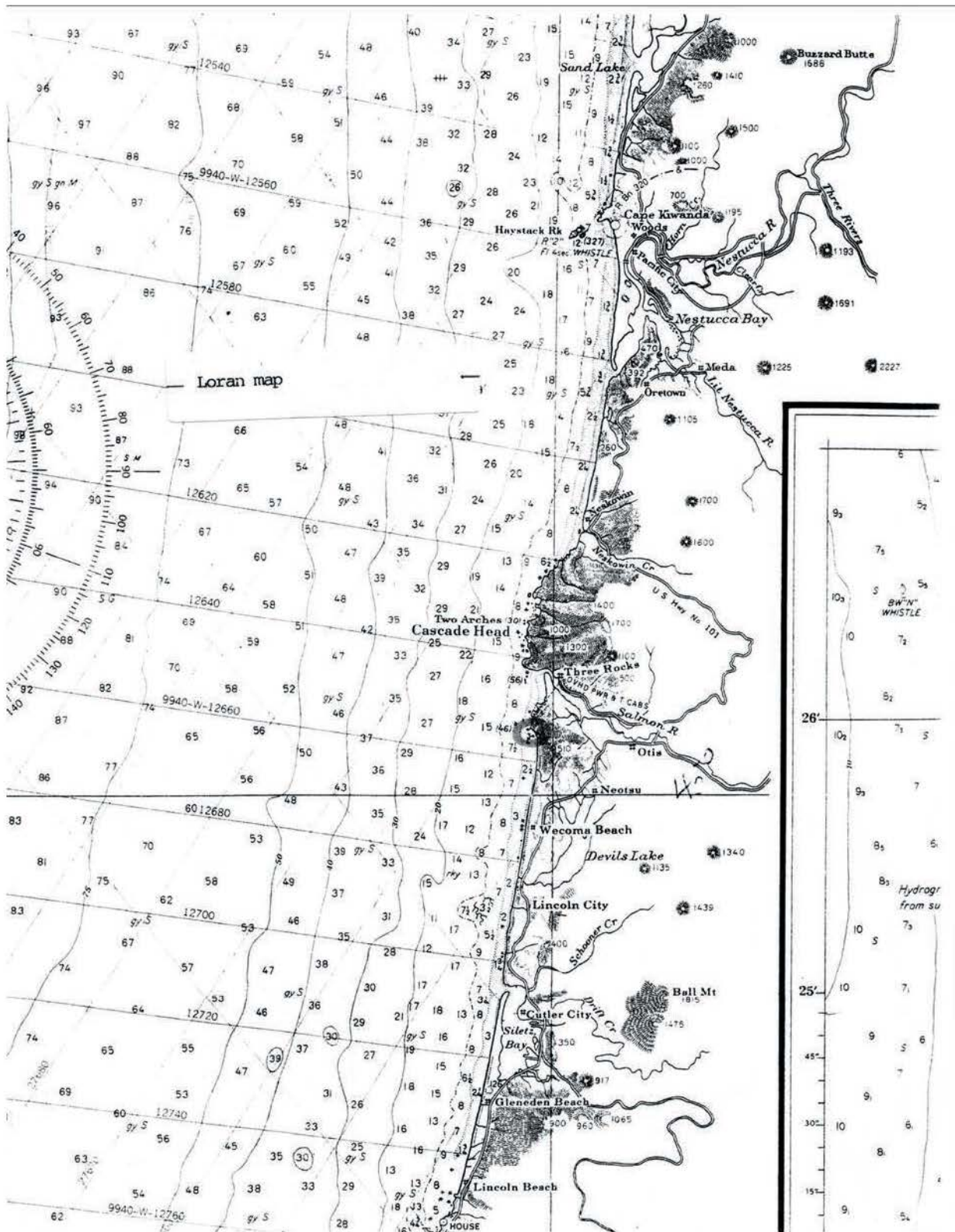
4P FROM MATT RUEDY - HERO R.S.

General Location Map

Quadrangle, Euchre Mountain,  
Oregon



Euchre Mountain Quadrangle Map



Loran Map

