

Official web site of Oregon Secretary of State

Begin Your Tour

Welcome to this Oregon State Archives web exhibit that blends the text from a 1940 Federal Writers Project tour guide with Oregon Highway Department tourism photographs from the same era.

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Top to bottom: Boiler Bay (2457); Otter Crest (1235); Cannon Beach (G537).

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Stepping Back to 1940

Setting the Mood

The year is 1940 and you are driving with your family to Astoria to begin a trip down the Oregon Coast. Along the way, you listen to the car radio, laughing at the antics of Fibber McGee and Molly, tapping your fingers to the latest Big Band hit, and shaking your head at war news from Europe. You worry that America may need to get involved eventually.

Stopping at a roadside restaurant, you pull a newly published book from your bag. Called "Oregon: End of the Trail," it is a detailed and engaging guide to the state's

culture, history, and geography. Of immediate interest is the section that traces the very trip you will soon be making: down the Oregon Coast Highway (U.S. 101) from Astoria to the California border.

You've read in the newspapers how the guide was prepared by the Oregon office of the Federal Writer's Project. Established under President Franklin D. Roosevelt's "New Deal," the project provided work for writers and other "white-collar" workers suffering the impacts of the Great Depression. Like the Oregon office, state Writer's Project offices around the country have produced (or are hurrying to finish) similar guides.

As you scan the book's pages, you are reminded how recently the Oregon Coast Highway was completed: eight years ago. According to the guide, the long isolation of the pre-highway era left a legacy in coastal towns: "a certain individuality." You note how that individuality is captured in the guide's accounts of yodelers at Mohler, fish races at Depoe Bay, and Red Head Round-ups at Taft.

You also note the book includes a wealth of information about industry, agriculture, and tourist attractions along your intended route. You are especially drawn to the fascinating bits of history and local lore that capture the character of coastal communities.

You close the guide and return to your car more eager than ever to reach Astoria and begin the adventure.



Sunset at Depoe Bay State Park (562).



Harris State Park near Brookings (1793).

Contents of the Exhibit

As in the imaginary journey described above, text from *Oregon: End of the Trail* (1940 edition) is ready to point the way as you start your online tour of the Oregon Coast.

Our version includes revisions in punctuation and spelling, as well as changes designed to assure greater accuracy in historical references.

The accompanying photographs are from a collection of the Oregon Department of Transportation, Highway Division, now maintained by the Oregon State Archives. Individual photos in the collection are undated, but were taken around 1940, and thus depict the Coast as it appeared to writers of *Oregon: End of the Trail*. When possible images have been placed close to associated text.

We hope you enjoy your trip down the Oregon Coast!

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Tour Overview and 1940 Map

U.S. Highway 101 closely parallels the rocky Oregon Coast, affording striking views of sea and shore. From as early as 1543, when Ferrelo, under orders from the Spanish viceroy in Mexico City, may have pushed as far as Oregon in search of the mythical Straits of Anián (which were supposed to provide a passage across the continent), until long after 1792, when Capt. Robert Gray entered the mouth of the Columbia River and Lieut. William Broughton explored it, these shore waters were the scenes of perilous adventure.

South of the tidal estuary of the Columbia, the salt marshes and low sand spits of the northwest rim of the state, cliffs crowd close to the ocean. Construction of a motor road along the coast, first called the Roosevelt Military Highway and later the Oregon Coast Highway, was approved by Oregon voters in 1919 after being championed by Benjamin F. Jones, who served at various times as mayor of Newport, Toledo, and Independence, as well as member of the Oregon State Legislature. The highway was completed in 1932. Only then did real development along the coast begin. Long isolation gave seaboard towns a certain individuality, though they share the characteristics of villages on any coast subject to violent storms.

Summer cottages here and there are trim and brightly painted, but the majority of houses have a haphazard look. Each has been placed where its owner thought he could gain the most protection from wind and waves. Most of the weatherboarding (locally called shiplap) and shingles are a uniform silver gray. Formerly, shingle "seconds" could be had at the mills without cost, or for very little, and many coast homes were covered with them. Shingles over shiplap were considered the best walling though discouraged coasters insist that a weatherproof house simply cannot be built--the wind will whip rain through the most cleverly joined and mortised walls. The same wind tears loose clapboards and shingles, so every house more than a few years old is bound to show marks of repeated repairs, unless the owner has given up the struggle.

Another characteristic of the coast are buildings standing on piling over inlets. While some villages ramble over flats, many are huddled in the lee of a steep hill or cliff. There are even occasional houseboat colonies.

In spite of summer fogs and winter rains, the stream of visitors to the region is growing steadily; the physical grandeur of the terrain and the smell of evergreen forests tanged with salt air and heightened by mist form an exhilarating combination.



Surf hitting rocks near Depoe Bay (1614).



Fishing at Astoria Derby (2679).





The Oregon Coast in 1940.

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Astoria to Gearhart

This section of the route, one of the most spectacular in the United States, is never long out of sight of the sea. It crosses inlets and marshes on beautiful modern bridges; passes through villages reeking with the smell of salmon oil and decaying flotsam softened by the tantalizing odor of brine-soaked pilings; and proceeds over sand reaches where many bits of bone and shell from the refuse pits of an earlier civilization are exposed by the wind.

U.S. 101 crosses the Washington Line, in the middle of the Columbia River at a point 87 miles south of Aberdeen, Wash. Travelers cross the river on the Point Ellice-Astoria ferry. (Car and driver \$1; passengers \$.25 each).

At **0 m.**, is the junction with U.S. 30.

Here U.S. 101 swings R. then L. around SMITH POINT, **2 m.**, at the entrance to Youngs Bay, an arm of the Columbia. In the water lie the decaying hulls of half-completed merchant ships, abandoned at the close of the



Fishing fleet anchored in Astoria (994).

World War. The headland, on the opposite side of Youngs Bay, about three miles away, is POINT ADAMS, near which in 1792 Lieut. William Broughton, an English officer, anchored the "Chatham" and set out to explore, using a cutter and launch. He entered a bay and a river, naming the river in honor of Sir George Young of the royal navy. The bay, in turn, took its name from the river.

U.S. 101 crosses Youngs River, **3.4 m.**, and at **4.8 m.** meets Miles Crossing Road.

Left here up Youngs River to (L.) the UNITED STATES NAVAL RADIO STATION, **0.5 m.**, which broadcasts weather observations and storm warnings for the Oregon and Washington coast and reports conditions on the bar at the mouth of the Columbia River. At **10 m.** the road loops around Youngs River Falls.

At **13 m.** is the junction with a dirt road; R. for **12 m.** to SADDLE MOUNTAIN STATE PARK. An Indian legend told of an old giantess who found Thunderbird's eggs at the top of the mountain. When she broke



Seaside beach scene (616).

the eggs and threw them down the mountainside, each became an Indian. On the mountain (3,266 alt.) are trails, shelters, and picnic grounds. Much hunting for deer (and occasionally for elk) and fishing for trout is done in this area.

U.S. 101 crosses the Lewis and Clark River, **5.7 m.**, named for the leaders of the overland expedition sent by President Jefferson in 1804 to find a route "to the Western Ocean." William Clark and Meriwether Lewis led the expedition across the Rocky Mountains and down

the Columbia River, reaching this coast late in 1805. Sacajawea, a Shoshone Indian, and her husband, a French-Canadian, acted as interpreters for the party.

At **6.5 m.** is the junction with a gravel road.

Left here to the SITE OF FORT CLATSOP, **1.5 m.**, the winter encampment of the Lewis and Clark party in 1805-06.

Now overgrown with evergreens, the site is designated by a flagpole and is marked by a plaque. On Dec. 7, 1805, Clark recorded:

"after brackfast I delayed about half an hour before York Came up, and then proceeded around this Bay which I have taken the liberty of calling Meriwethers Bay the Cristian name of Capt. Lewis who no doubt was the 1st white man who ever Surveyed this Bay...." Clark was in error on this.

Working against time and weather, men of the party felled trees and completed their shelters sufficiently to move in before Christmas.

The first American Christmas in the Northwest was a meager affair. Clark wrote: "at day light this morning we we[re] awoke by the discharge of the fire arm of all our party & a Selute, Shoute and a Song which the whole party joined in under our windows, after which they retired to their rooms were Chearfull all the morning-- after brackfast we divided our Tobacco which amounted to 12 carrots one half of which we gave to the men of the party who used tobacco, and to those who doe not use it we make a present of a handkerchief, The Indians leave us in the evening all the party Snugly fixed in their huts-- I recved a presnt of Capt L. of a fleece hosrie Shirt Draws and Socks--, a pr. mockersons of Whitehouse a Small Indian basket of Guthrich, two Dozen white weazils tails of the Indian woman, & Some black root of the Indians before their departure-- ... The day proved Showerey wet and disagreeable ... our Dinner concisted of pore Elk, So much Spoiled that we eate it thro' mear necessity, Some Spoiled pounded fish and a fiew roots." They were without salt to season even that.

On the 26th Clark wrote: "we dry our wet articles and have the blankets fleed, The flees are So troublesom that I have Slept but little for 2 nights past and we have regularly to kill them out of our blankets every day for Several past--" The fleas, Clark explained in a later journal entry, were contributed by the Indians during their visits. On the 27th he added, "Musquetors troublesom."

On December 30 Clark wrote: "...at Sun set we let the natives know that our Custom will be in future, to Shut the gates at Sun Set at which time all Indians must go out of the fort and not return into it untill next morning after Sunrise at which time the gates will be opened, those of the War ci a cum Nation who are very forward left the houses with reluctianc." In view of the Indians' conceptions of property rights, this seems to have been an expedient ruling.



Cannon Beach (927).

On December 31 Clark noted: "With the party of Clat Sops who visited us last was a man of much lighter Coloured than the natives are generally, he was freckled with long duskey red hair, about 25 years of age, and must Certainly be half white at least, this man appeared to understand more of the English language than the others of his party, but did not Speak a word of English, he possessed all the habits of the indians." In "Adventures on the Columbia" (1832), Ross Cox also described such a man and said the Indians alleged he was the son of an English sailor who had deserted from a trading vessel. He was called "Jack Ramsay" because that name was tattooed on his arm. "Poor Jack was fond of his father's countrymen," Cox wrote, "and had the decency to wear trousers whenever he came to the fort [Astoria]. We therefore made a collection of old clothes for his use, sufficient to last him for many years."

By March the leaders of the party believed the mountain snows would be melting, and the return to the East could be made. On March 23 Clark reported: "...we loaded our Canoes & at 1 P.M. left Fort Clatsop on our homeward bound journey. at this place we had wintered and remained from the 7th of Decr. 1805 to this day and have lived as well as we had any right to expect, and we can Say that we were never one day without 3 meals of Some kind a day either pore Elk meat or roots ..."

By the junction with the Fort Clatsop Road is the ASTORIA MUNICIPAL AIRPORT, **6.6 m.**, terminus of the Portland-Astoria airway, opened in 1936.

At **7.9 m.** is the junction with a paved road.



Looking south from Otter Crest State Park

Right here to **WARRENTON, 2 m.** (8 alt., 683 pop.), one of several places where the chief business is razor-clam canning. The road continues through the undulating dunes, marshes, and fertile lowlands--a strip about 4 miles wide and 24 miles long--of Clatsop Plains, composed of sediment deposited by the Columbia River and now worn into ridges by wind and tide.

A Coast Guard station is at **POINT ADAMS, 5 m.**, named for Vice President John Adams in 1792 by Capt. Robert Gray. In 1775 Capt. Bruno Heceta observed the point. He named it Cabo Frondoso, which means "Leafy Cape." Though Heceta had reached the Columbia River, he did not realize the fact.

FORT STEVENS, 6 m., the only coastal fortification in Oregon, has a small garrison. Each summer the encampment of the coast artillery of the Oregon National Guard is held here.

At **11.1 m.** is the junction with **a gravel road.**

Right here to **CAMP CLATSOP, 0.5 m.**, used in summer by the infantry and field artillery units of the Oregon National Guard. Maneuvers are usually held in July.

The road turns south, passing the **GRAY MEMORIAL CHAPEL, (R.) 11.2 m.**, on the site of an early Presbyterian church. Worshippers belonged to a congregation organized in 1846 by the Rev. Lewis Thompson and other early settlers. W.H. Gray, one of the founders, wrote the first local history of Oregon, published in 1869. The chapel erected by his daughter is a square brick structure with a long and somewhat lower brick wing. The roof of the main unit rises to a square bell tower topped by a steeple. The pedimented entrance portico has walled sides and a recessed entrance between tall columns.

DELLMOOR, **15.7 m.**, was named for or by J.S. Dellinger, who established a cranberry bog here in 1912. In spring this section of the route is banked with Scotch broom. Sometimes 15 feet high and bearing long sprays of golden pea-like flowers, it is constantly spreading farther south along the coast. An annual May Festival celebrates the seasonal bloom.

At **18 m.** is the junction with a paved road.

Right here to GEARHART, **1 m.** (16 alt., 125 pop.), a beach resort with an 18-hole golf course on which the Oregon golf championship matches are played in late summer. Many conventions are held in the town.



Bathers at Cannon Beach (G537).

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Seaside to Bay City

SEASIDE, **20.4 m.** (16 alt., 1,565 pop.), (hotels, tourist cottages; seawater natatorium), Oregon's largest seaside resort, spreads across the narrow Necanicum River, which parallels the coast, and up and down a long narrow sandy bar. On the ocean side of this bar is a seawall that also forms a "boardwalk" above the beach. At the southern end of town the ground rises abruptly into a wooded ridge that bulges westward and forms a high, bold promontory.

Seaside was developed in the 1870s by Ben Holladay, already famed as former operator of the Overland Stage when he became a railroad builder in Oregon. Holladay built the sumptuous Seaside House, which attracted prominent guests from far and wide. Some came down the Columbia to a landing point on the Skipanon River, near Astoria, where they were met by beautifully equipped stage coaches for the last leg of the journey. Others came from San Francisco via Holladay steamers.

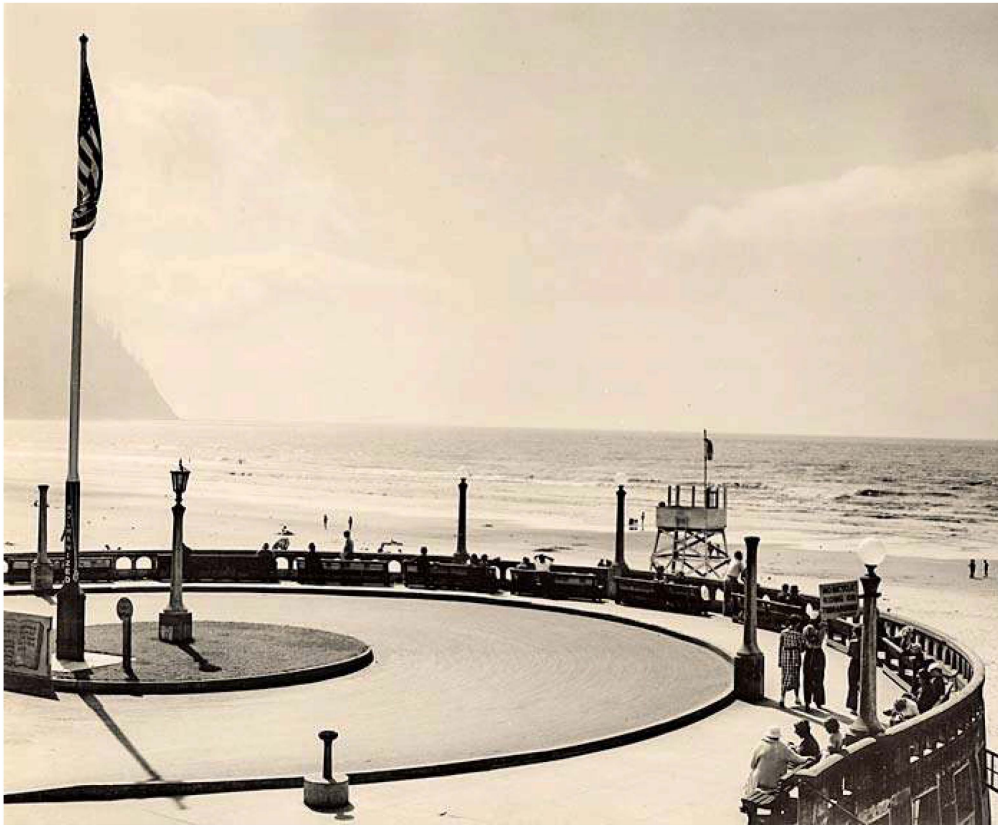
On the promenade at the foot of Main Street is the **END OF THE TRAIL MONUMENT**, commemorating the Lewis and



Seaside beach fire (G538).

Clark journey. Near the southern end of the promenade on Q Street are the ruins of the **SALT CAIRN**, a heap of brine-crustured rocks protected by an iron railing. It was built by the men Lewis and Clark sent to get salt by boiling down sea water. Clark wrote that he "Derected...Jos. Fields, Bratten, Gibson to proceed to the Ocean at Some Convenient place form a Camp and Commence makeing Salt with 5 of the largest Kittles, and Willard and Wiser to assist them in Carrying the Kittles to the Sea Coast...." Willard and Wiser later reported that the men "had at length established themselves on the coast about 15 Miles S. W. from this, near the lodge of some Killamuck families; that the Indians were very friendly and had given them a considerable quantity of the blubber of a whale which perished on the coast some distance S.E. of them; part of this blubber they brought with them, it was white & not unlike the fat of Poark, tho' the texture was more spongey and somewhat courser." Lewis had some of the blubber cooked and liked it. According to Lewis,

"... they commenced the making salt and found that they could obtain from 3 quarts to a gallon a day; they brought with them a specimine of the salt of about a gallon ... this was a great treat to myself and most of the party, having not had any since the 20th ultmo.; I say most of the party, for my friend Capt. Clark declares it to be a mear matter of indifference with him whether he uses it or not; for myself I must confess I felt a considerable inconvenience from the want of it; the want of bread I consider as trivial provided, I get fat meat, for as to the species of meat I am not very particular, the flesh of the dog the horse and the wolf, having from habit become equally formiliar with any other, and I have learned to think that if the chord be sufficiently strong, which binds the soul and boddly together, it dose not so much matter about the materials which compose it."



Seaside End of the Trail Monument

Right (straight ahead) from the south end of First Street on a trail (rocky for about a mile) that swings south following an old logging road and climbs up the ridge that terminates near TILLAMOOK HEAD (1,260 alt.), **4 m.** Along the ridge are sweeping views of the territory northward. From the Head, TILLAMOOK LIGHTHOUSE is seen offshore, rising 41 feet on an isolated rock so sheer that people visiting the lighthouse frequently have to be landed in a breeches buoy. The base of the lighthouse is 91 feet above the water. Winter gales sweep this rock with hurricane force and the lighthouse keeper is frequently isolated for long periods. This lighthouse is described in John Fleming Wilson's sea stories. Far below the crest of Tillamook Head,

gulls wheel above the waves that swirl in DEATH TRAP COVE.

South of Seaside U.S. 101 follows the NECANICUM RIVER, **23.3 m.**, through green lowlands, bordered with alders and willows and yellow-patched in spring with huge skunk cabbages, whose leaves were used by the Coast Indians to wrap food in cooking pits. Lettuce and peas are the principal crops grown on farms in this district.

At CANNON BEACH JUNCTION, **24.1 m.**, is the junction with a road paved with asphalt.

Right on this road, winding through groves of gigantic hemlock to CANNON BEACH, **5 m.** (25 alt., 125 pop.), an ocean resort so named because a cannon was washed ashore here from the American ship "Shark," wrecked in 1846 at the mouth of the Columbia River. She had been sent to the coast during the

turbulent discussions that ended with the annexation of the Oregon Country by the United States. The cannon stands beside the foot trail that leads south along the coast. Just offshore is HAYSTACK ROCK (300 alt.).

The road continues south tunneling ARCH CAPE, **11.4 m.** It has been carved into a bluff at Neahkahnie Mountain, 500 feet above the sea. Neahkahnie, one of the many places along the coast south of this point with names beginning with the Indian prefix "ne" (which related to villages or places), was known to the Tillamooks as the place of the fire god. Neahkahnie Mountain (1,638 alt.), has been the setting for several books, among them being "Beeswax and Gold" by Thomas Rogers; "Ward of the Redskins" by Sheba Hargreaves; and "Slave Wives of Nehalem" by Claire Warner Churchill.



Cannon Beach horses and pinnacles (1237).

At **18.8 m.** is the junction with an improved road. Right here **0.3 m.** to MANZANITA (150 pop.), both a beach and mountain resort. A collection of relics here is associated with the Neahkahnie treasure story. It was on the beach near this point that the whale reported by William Clark was washed ashore. The town is in a cove protected by the rugged headlands to the north.

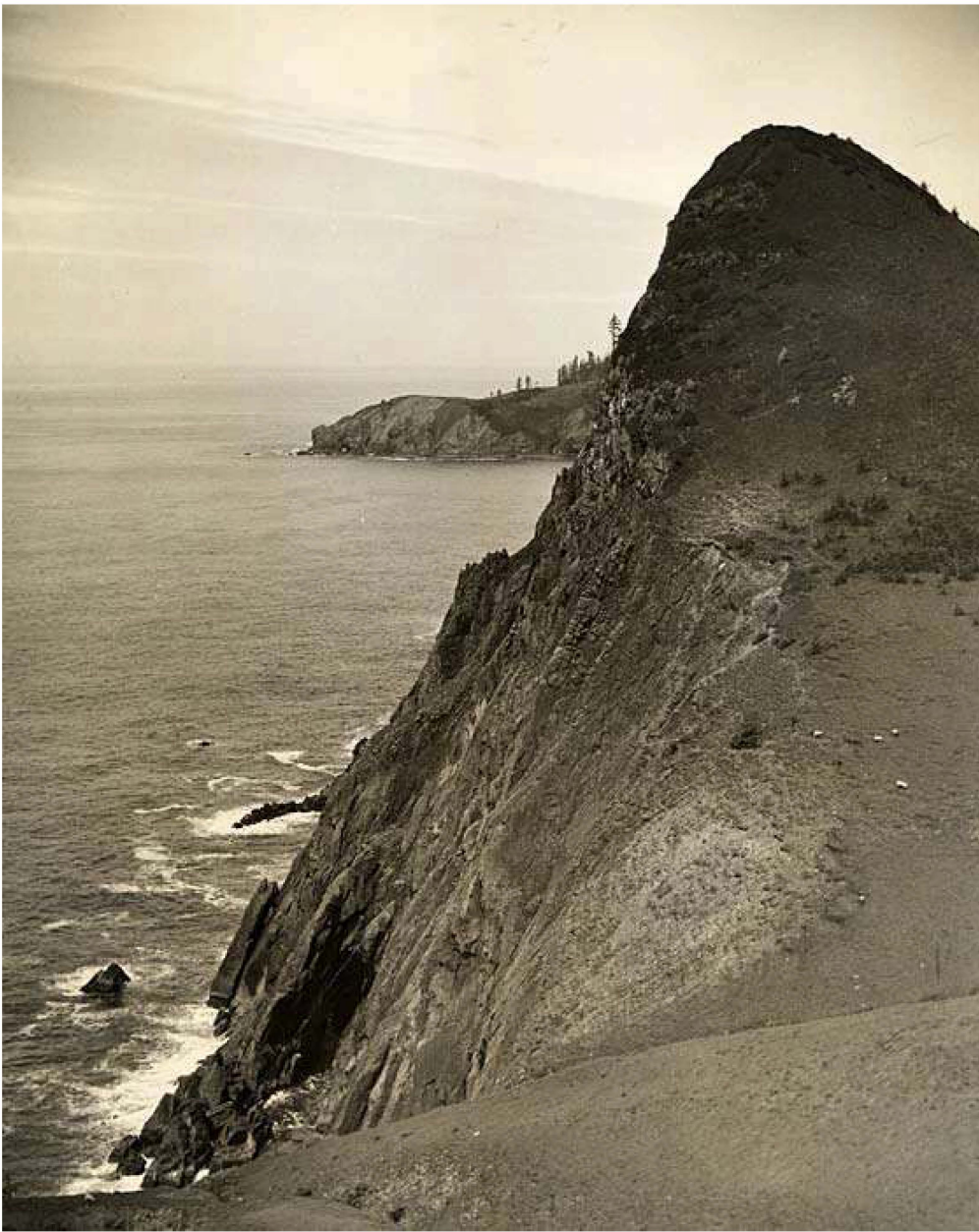
The main road turns inland to NEHALEM, **21.1 m.** (16 alt., 245 pop.), and crosses the Nehalem River to a junction with U.S. 101, **22.2 m.**, near Wheeler.

From Cannon Beach Junction, U.S. 101 veers inland several miles into the Necanicum (Ind., place of lodge) Valley, where herds of elk, protected by law, have been placed. The NECANICUM STATE FISH HATCHERY, **31.3 m.**, annually releases millions of trout fingerlings in coast streams.

In its loop inland, the highway skirts the rugged area over which William Clark struggled with a small party that was eager to see the whale that had been cast ashore (see above). At her personal request, Sacajawea was with the men on this journey.

NECANICUM JUNCTION, **33.5 m.**, is a junction with State 2, the super highway between Portland and the sea.

U.S. 101 crosses the North Fork of the Nehalem River, 41.3 m., which it follows downstream.



Neah-Kah-Nie Mountain vista from state park (G228).

Sharp downward slopes, now denuded of spruce, cedar, and hemlock, indicate the site of former high-line logging, characterized by the network of cables, blocks, and guy lines strung from spars (trees denuded of limbs), along which logs are pulled by donkey engines from one ridge to the other. High-climbers, whose insurance rates indicate the great risks of their calling, trim and top 200-foot trees, which they climb with the aid of spurs and a rope loop attached to a belt. In the timber a chokerman places a heavy wire slip-loop, or choker, around a log. A rigging-slinger attaches this loop to the main cable, when the hooker yells "Hi," then the whistle-punk presses an electric grip and the donkey 1,500 feet away whistles a short, sharp blast. The donkey-puncher, or engine operator, "opens her up" and the log rises above stumps and brush as he yards it to the landing. As soon as the chaser has unhooked the log, a haulback returns the choker to

the woods.

U.S. 101 crosses the Nehalem River to MOHLER, **51.6 m.** (27 alt., 50 pop.), which has a cooperative cheese factory (L.) that, like others in the region, is identified by its yellow paint. Many people of Swiss birth or descent operate dairies in the vicinity. They are particularly fond of playing the accordion and yodeling during their leisure hours.

At **52.6 m.** is the junction with the Cannon Beach Road.

At WHEELER, **53.5 m.** (48 alt., 280 pop.), by Nehalem Bay, the shrill scream of shingle-mill saws and odor of fresh cedar is as characteristic of the town as is the cry of the gulls that soar above the three fish-packing houses along the waterfront.

Immediately west of Wheeler is HOEVET, **54.3 m.**, (200 pop.), named for C.R. Hoevet, manager of a local lumber mill. The Hoevet post office functions within a few blocks of the Wheeler post office.

LAKE LYTLE (L.), 60.5 m. (15 alt.), a brackish, shallow body of water, is a state bird refuge. Many species of aquatic birds nest and feed along its reedy shores. Occasionally a man is seen behind a blind snaring ducks and geese for a state game farm, where they are used for study and propagation.

ROCKAWAY, 61.1 m. (15 alt., 300 pop.), is another attractive resort (sea water natatorium), with a wide beach. Offshore are the arched **TWIN ROCKS**.

From the north, **BARVIEW, 64.4 m.** (16 alt., 60 pop.), overlooks the narrow entrance to Tillamook Bay, named for



Beach at San Sebastian (2501).

the Indians who lived in the district. In 1788 Capt. Robert Gray crossed the bar and anchored his ship "Lady Washington" inside the bay. For a time, the crew traded peaceably with local Indians and gathered supplies ashore. But in his log, Robert Haswell described why the place came to be called "Murderer's Harbor." Marcus Lopus, a black member of the crew, when endeavoring to recover a cutlass that had been stolen by an Indian, was killed. Other crew members tried to rescue him, but as Haswell wrote in the log: "...the first thing which presented itself to our view was a very large groop of the natives among the midst of which was the poor black with the thief by the colour loudly calling for assistance saying he had cought the thief, when we were observed by the main boddy of the Natives to haistily aproach them they instantly drenched their knives and spears with savage feury in the boddy of the unfortunate youth. He quited his hold and stumbled but rose again and stagered towards us but having a flight of arrows thrown into his back and he fell within fifteen yards of me and instantly expiered while they mangled his lifeless corse."

Early the next morning, Gray put to sea.

South of the bay is **CAPE MEARES** (700 alt.), with its lighthouse. The view of the cape is sometimes obscured by mist or spray. The headland was named for Capt. John Meares, English explorer.

The route swings inland to skirt the shores of the bay and passes the **TILLAMOOK BAY COAST GUARD STATION, 64.2 m.**

GARIBALDI, 66 m. (10 alt., 213 pop.), facing the bay, was formerly an important mill town. The dikes along the Miami River, **67.4 m.**, as well as those along other rivers in cheese-making Tillamook County, earned the district the name of Little Holland. Grazing in meadows yellow with buttercups are the cows



Oceanside overlooking Cape Meares (715).

that produce milk for the cheese kitchens, where cream cheese is made and placed in long rows of shelves in the cooling rooms to mellow.

On HOBSONVILLE POINT (R.), **68.4 m.**, overgrown with alders, once stood the lively lumber town of Hobsonville. An empty hotel and several bleached frame dwellings remain. The mill ruins were recently washed into the bay.

BAY CITY, **70.5 m.** (17 alt., 427 pop.), possibly named for Bay City, Michigan. During a salmon run in Tillamook Bay, the catches of the night fishing fleets are dressed and stored in

local canneries (admittance by arrangement at offices).

The 18-hole public ALDERBROOK GOLF COURSE (small fee), **72.6 m.**, has an excellent club house.

A section of the highway just west of the Kilchis River Bridge, **74 m.**, is frequently inundated during winter rains. It is said during these floods some motorists find salmon on their running boards.

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Tillamook to Taft

TILLAMOOK, **76.9 m.** (23 alt., 2,549 pop.), seat of Tillamook County, is the prosperous trade center of the dairy region. Early in the morning the dairy ranchers (never called farmers) arrive at the factory weighing-in platforms, where an attendant checks the quantity of milk delivered and takes samples for the butter-fat test that determines the rate of payment. After the ranchers deliver their milk they drive to the whey tank to load empty milk cans with the liquid that is left after removal of the milk curd. This whey is valuable as hog feed.

By eight in the morning, after all the milk has been received, the cheese makers empty the fresh milk into huge stainless steel vats and add rennet, salt, and coloring matter to it before turning steam into the jackets around the vats. As soon as coagulation starts, long rakes of wire begin a steady movement through the curd to cut and break it. When the curd has been completely separated from the liquid, it is pressed into molds of various shapes that have been lined with cloth. Finally, the containers of the new cheeses are stamped with the trade name and coated with paraffin. The round disks are placed in rows in curing rooms where cool air of constant temperature is circulated.



Haystack Rock and a Chevrolet-the location is uncertain (1238).

Butter making is being carried on in connection with cheese making in various places, the cheese being made from the skim milk. Most cheese masters are quite willing to permit visitors to sample the pleasant-tasting fresh curd. Even visitors who do not care for its taste usually like to eat a small amount because of the peculiar squeaks produced when it is chewed. Here are cooperative cheese factories that are well worth a visit. Here also are lumber mills and box factories.

Loggers, fishermen, and dairymen are seen on Tillamook streets, particularly on Saturday. The notice "No caulked boots allowed" is seen where woodsmen congregate. These caulks, sharp spikes attached to soles of shoes, are a necessity in the woods where life depends on swift, sure balance.



Haystack Rock from Cape Kiwanda-the location is uncertain (1508).

Some establishments provide shingles or pieces of tire casing for the convenience of their customers; the logger steps on these (which adhere to his shoes) and walks or slides along without damaging the floors. Loggers, not permitted to smoke while at work, are identified by their chewing tobacco and "snoose" (snuff) and by their boots and "tin pants" (water-proofed canvas trousers cut short or "staggered"). Knee boots are commonly worn by dairymen who wade through marshes to herd cows. Hip boots and sou'westers, and sometimes beach slickers, identify the fishermen.

terminus of the Wilson River Highway.

Tillamook is the western

Right from Tillamook to NETARTS (boats for deep-sea fishing), **7.6 m.** (46 pop.), a beach resort by Netarts Bay, where waters have been planted with Japanese oysters. Several varieties of clams are dug here.

The road continues to OCEANSIDE, **10.1 m.** (24 pop.), another resort. Offshore are THREE ARCH ROCKS, massive wave-worn monoliths that have been made a bird refuge. The rocks are crowded with bird and sea life. At their base during low tide are sea lions. This is the locale of an essay in Dallas Lore Sharp's book, "Where Rolls the Oregon."

At SOUTH PRAIRIE, **80.9 m.**, is a large CHEESE FACTORY (visitors 8-12), one of the many in the lower valleys of the Trask and Tillamook rivers.

At **94.5 m.** the route crosses a narrow strip connecting two sections of the SIUSLAW NATIONAL FOREST. The route traverses this forest at intervals for 150 miles.

The NESTUCCA RIVER (steelhead trout, late fall and early winter), **96.5 m.** Commercial fishing in this stream is prohibited.

HEBO, **97.3 m.** (54 alt., 275 pop.), at the junction with State 14, was named for Mount Hebo (L.).

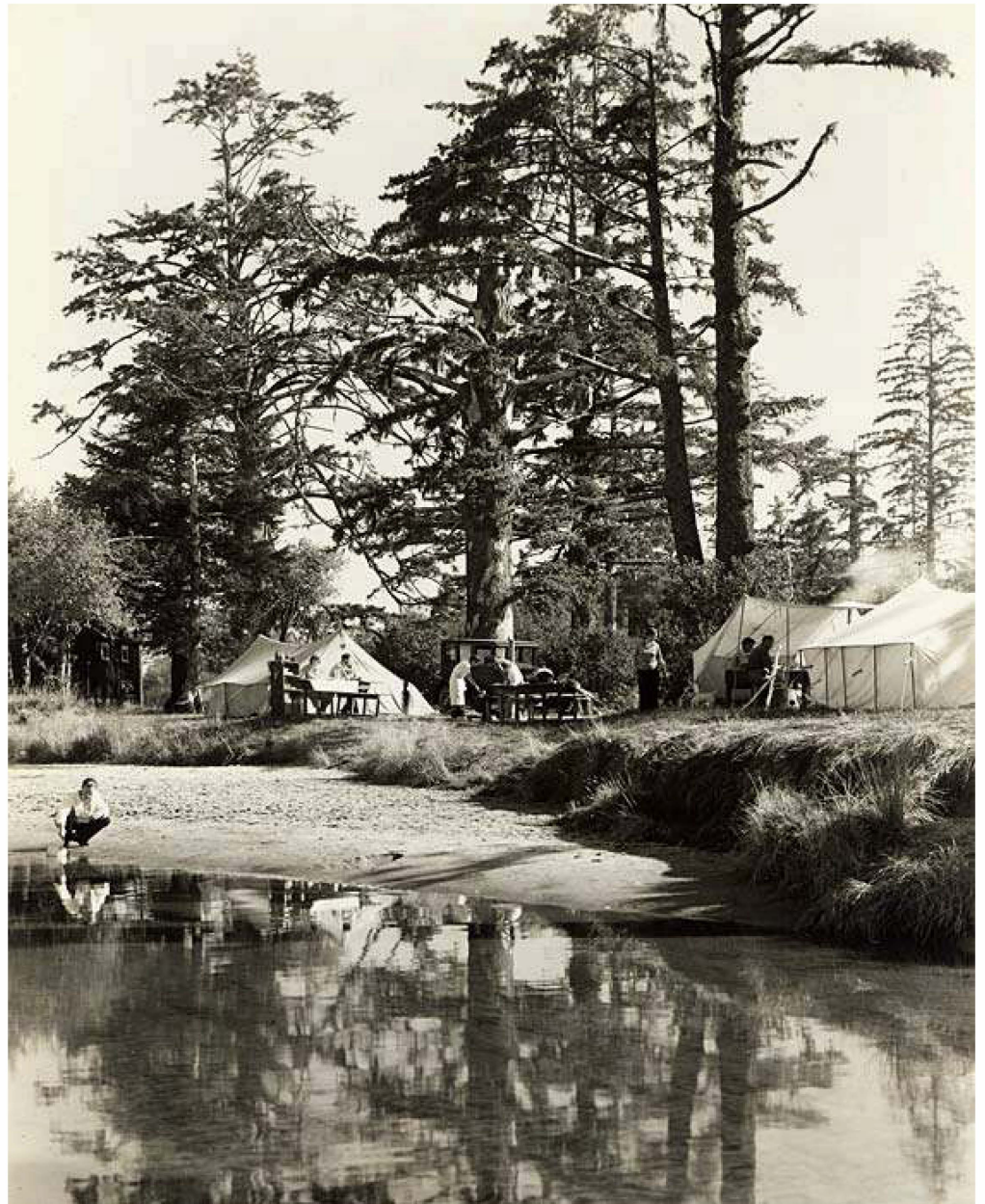
South of Hebo for a distance of 30 miles the highway skirts a unit of a large area of burned-over land developed as a forest conservation and recreational project by the Farm Security Administration. Holland grass has been planted to halt the advance of sand dunes on the forests.

South of CLOVERDALE, **99.9 m.** (26 alt., 189 pop.), a dairymen's trading center, the highway follows a dike separating tideland pastures along the Little Nestucca River. The small sharpened shovels used to dig blue clams along the river are called "clam guns."

NESKOWIN (Ind., plenty of fish), **110.2 m.** (17 alt., 65 pop.), has a wide view of the ocean and an excellent beach. Numerous varieties of fish, including cutthroat and steelhead trout, Chinook and silverside salmon, bass, halibut, flounder, and perch inhabit the waters.

Between the Neskowin drainage basin and the Salmon River, evergreens grow so thickly along the highway that there is scarcely any undergrowth except huckleberry. When this section of highway was constructed, the hemlocks and firs were cut in short lengths and corded

along the right-of-way. Since there was no way to burn them without endangering forest and no demand for the wood, the huge piles have remained along the roadside.



Neskowin auto camp scene (138).

OTIS, **121 m.** (37 alt., 23 pop.), was the western terminus of the Salmon River Toll Road. At OTIS JUNCTION, **121.4 m.**, U.S. 101 meets State 18.

NEOTSU (golf course and club house; summer regatta), **124.6 m.**, is at the northern end of DEVILS LAKE. According to Indian legend, in these waters lived a giant fish or monster that occasionally rose to the surface to attack people.

OCEAN LAKE, **126.6 m.** (115 alt., 400 pop.), is a coast town supported by sportsmen and vacationists. DELAKE (hotel and camps), **127.5 m.** (62 alt.), at the southern end of Devils Lake, probably received its name from the pronunciation given Devils Lake by many local Finnish people.



Storm at Boiler Bay Park (1617).

On the beach at NELSCOTT, **129.2 m.** (35 alt., 150 pop.), as elsewhere along the Oregon coast, Japanese floats (colored glass balls) are frequently found. These floats, used as net supports by fishermen, are carried across the ocean by the Japanese current. They are prized by vacationists for decorative purposes. A line of substantial cottages faces the ocean here.

TAFT, **130.4 m.** (11 alt., 23 pop.), is the scene of the annual Red Head Round-Up (first week in August), which brings together the region's titian-crowned beauties to compete

for prizes. This small town with a hotel and cottages, has a greatly augmented population in summer. Taft is at the southern end of the conservation unit. U.S. 101 rounds Siletz Bay.



Boiler Bay (2457).

Official web site of Oregon Secretary of State

Kernville to Newport

At KERNVILLE, **132.7 m.** (26 alt., 150 pop.), at the southern end of Siletz Bay, the highway crosses the Siletz River.

Left from Kernville on State 229 to the FORMER AGENCY OF THE SILETZ INDIAN RESERVATION, **23.8 m.** As established in 1855, the Siletz Reservation, which would be home to members of a number of displaced tribes, covered more than one million acres. But the white population of Oregon soon decided there was too much valuable land in the hands of the natives and brought pressure for change. In 1865, President Andrew Johnson signed an executive order that split the reservation in two parts and opened the middle portion, including Yaquina Bay, to white settlement. The remaining reservation land was further reduced a decade later, and in the 1880s and '90s, the Indians were pressured to accept individual land allotments. Most of the unallotted acres, including excellent timber land, went to the government with small compensation.



Depoe Bay fishing boat entering (G269).

Though there were more than 2,000 Indians on the reservation in 1856, the numbers had dropped to less than 500 by 1900. Disease, crop failures, and other factors took their toll.

In 1925, the government formally closed the Siletz Agency, but hundreds of Indians continued to live at the reservation site, many on their own land. The agency caring for all Indian affairs west of the Cascades is now at Salem.

John Fleming Wilson's novel, "The Land Claimers" (1911), tells the story of those who rushed into the Siletz lands when they were thrown open to white settlement. Many who came hoping to establish homestead claims and build cabins in this last frontier have left; deserted cabins and clearings now covered with brush are relics of their brief stay.



Otter Crest looking south (1235).

State 229 continues to a junction with State 26 at **31.9 m.**

BOILER BAY, 138.5 m., was so named because the 1910 wreck of the "J. Marhoffer" left a boiler in the north side of the bay. **BOILER BAY STATE PARK, 138.7 m.**, borders a wild sweep of rugged shore traversed by an excellent road.

Just south of the park, on a sloping hillside (L.), are half-covered **SHELL HEAPS**, some of them an acre or more in extent, remains of Indian meals. The refuse, mixed with sand, provides material for good beach roads.

At **DEPOE BAY, 140.1 m.**, (57 alt., 75 pop.), just east of **DEPOE BAY STATE PARK**, the shore line is rugged. The resort is on a secluded cove where tall-masted, deep-sea trawlers anchor. The name probably commemorates Charles Depoe, an Indian who received land here under the allotment act. Close to the highway is the **SPOUTING HORN (R.)**, an aperture in the rocks through which the tide rushes upward in a geyser of spray.

The **DEPOE BAY AQUARIUM** (small fee) contains many forms of marine life, among them red snappers, dogfish, and octopuses. The sea anemone collection is very attractive. A **MUSEUM** (small fee) contains 500 mounted birds, 3,000 birds' eggs, a fine collection of butterflies, Indian relics, and mounted animals.

Fish races are held annually. In 1936 about 15,000 people placed wagers under the pari-mutuel system. Any deep-sea fish is eligible, and in 1935 the first entry was an octopus. The races are held in a painted trough having a lane 50 feet long for each "contestant." The starting point is painted white, and the finish line is the entrance to a dark recess. The fish, when they are released, seek the hiding hole, flashing to the far end of the lane and shaking a numbered balloon that gives the key to the order of their finish.

At **WHALE COVE, 141.6 m.**, are many caves cut in sandstone cliffs. **ROCKY CREEK STATE PARK** (picnicking facilities), **141.9 m.**, overlooks a rocky shore.

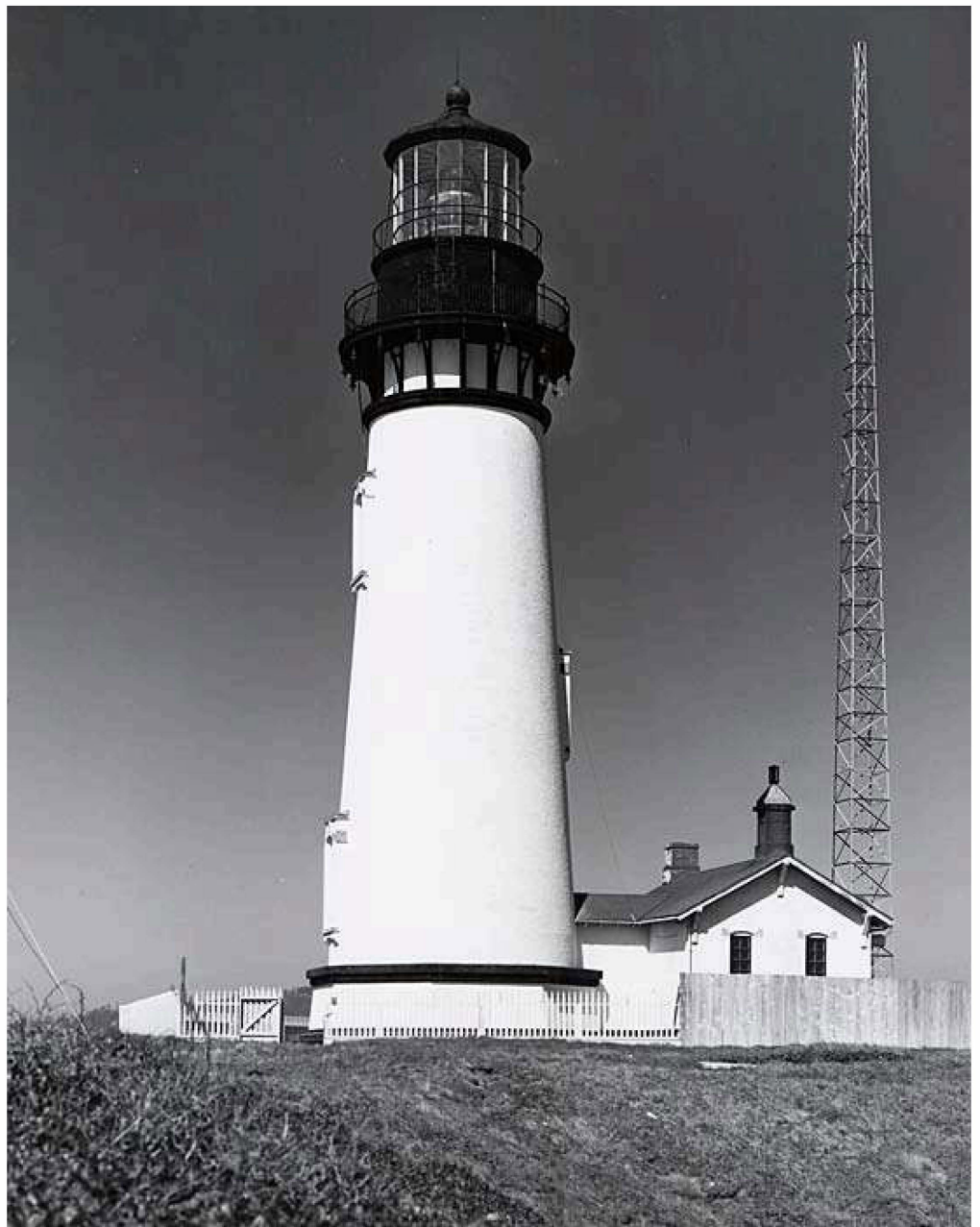
BEN JONES BRIDGE, 142.5 m., dedicated in 1927, a memorial to Benjamin F. Jones, "Father of the Oregon Coast Highway." This high concrete single-arch bridge spans a deep narrow rocky ravine at a point close to the ocean.

OTTER CREST STATE PARK, 144.2 m. (454 alt.), on a high promontory, overlooks one of the most impressive seascapes between Astoria and Newport. Iron Mountain, a cone-shaped peak, is directly south.

The name of the park commemorates the sea otter, once important in the Pacific Coast fur trade. Indians made robes of the skins, and whites found their value for trade in overseas markets. The story of the sea otter's place in Oregon history is told in "The Quest of the Sea Otter" by Sabra Conner.

At **145.5 m.** is the junction with an improved road.

Right here to **DEVILS PUNCHBOWL STATE PARK**, (tables and fireplaces), **0.5 m.** Immediately below a sandstone bluff is the **DEVILS PUNCHBOWL**, where incoming tidal waters rush through two openings in a deep, round cauldron to boil up, then recede. Offshore is **OTTER ROCK**, a sea-bird rookery.



Yaquina Head lighthouse (G547).

South of the entrance to the park, are the vestiges of railroad trestles used to transport spruce cut for airplane manufacture during the World War.

OCEAN PARK, 146.7 m. (25 pop.), facing rocky reefs, overlooks a rookery offshore where gulls, cormorants, and other waterfowl nest.

AGATE BEACH, 151.3 m. (124 alt., 150 pop.), is noted for an abundance of agates. The Oregon coast between Tillamook Bay and Coos Bay has exceptionally fine and extensive beach deposits of jasper, water agates, moss agates, "Oregon jade," and fossilized wood.

Right from Agate Beach to **YAQUINA HEAD LIGHTHOUSE, 1 m.**, which went into operation in 1873. It was to have been placed on Otter Crest, but construction materials were delivered here by mistake.



Yaquina Bay Bridge from park (141).

[Editor's note: the last sentence is incorrect.]

At YAQUINA HEAD, the ocean dashes at the base of the cliffs and screaming sea birds dart and circle above the rocks. South of the head, is an extensive MARINE GARDEN, that can be visited at low tide. Starfish and sea anemones abound here.

NEWPORT, **154 m.** (134 alt., 1,530 pop.), (hotels, tourist camps, natatorium; boats for clamming, crabbing, and deep-sea fishing), spreads across a blunt ridged peninsula between the ocean and Yaquina Bay.

The Ocean House, built in 1866, and the Abbey House, opened in 1871, began to draw visitors. For early settlers in the area not involved in tourism, limited choices for livelihood included farming and fishing. The town received a boost in the 1880s when the old Oregon Pacific Railroad connected the area to the Willamette Valley and steamships carried freight and passengers to San Francisco.

Newport is now primarily a resort with a somewhat Victorian appearance in the older areas. Shellfishing gives it some commercial importance. Crabs, clams, and oysters (the latter artificially planted to renew supply) are shipped inland. Oystering is done in flat-bottomed boats with the aid of long-handled tongs.

The view of the bay at sunset, when the fishing fleet rides at anchor, is particularly attractive. This bay is also the anchorage for the deep-sea fishing boats carrying visitors across the bar to fish and watch for porpoises, sea lions, and whales occasionally seen offshore.



Yaquina Bay Bridge deck view-north end and middle arch (151).

John Fleming Wilson (1877-1922), author of numerous books, lived here for about three years after his marriage in 1907. Mariner, school teacher, and newspaper reporter, he was able to leave \$90,000 earned by writing stories and novels, some of which were based on material gathered in the Yaquina Bay district.

At Newport is a site said to be the location of a blockhouse established in 1856 by Lieut. Phil Sheridan, who would later gain fame as a Civil War general. In his memoirs, Sheridan told a strange story about selecting a site where he found an Indian graveyard comprised of "probably from forty to fifty canoes in a fair state of preservation." In a meeting with Indians to resolve the situation, "It was agreed that on the following day at 12 o'clock, when the tide was going out, I should take my men and place the canoes in the bay, and let them float out on the tide across the ocean to the happy hunting-grounds."

Newport is at the junction with State 26.

Near the north end of NYE BEACH, which is the ocean side of Newport, is JUMP-OFF JOE, the rock from which, legend says, the usual Indian maiden and her lover flung themselves. The monolith is the remains of a rocky cape that formerly extended from the mainland. On the beach, English coins have been found dated 1788, the year Gray and Meares first explored the coast. Like other maritime towns. Newport has a HAUNTED LIGHTHOUSE, which stands on the narrow promontory north of the entrance to Yaquina Bay.

Official web site of Oregon Secretary of State

Yaquina to Florence

This section of U.S. 101 even more closely hugs the sea than the section to the north. Villages are fewer because the Coast Range here presses closer to the sea.

At the southern edge of NEWPORT, **0 m.**, the highway passes through a landscaped park, then crosses the YAQUINA BAY BRIDGE, **1 m.**, a graceful cantilever structure, completed in 1936. The bridge deck, rising to 138 feet above the channel water, is high enough to permit the passage of ocean-going craft. Yaquina Bay, cupped by green hills is L., and the bar and jetties, long fingers extending seaward from the promontories, are R. The north shore rises sheer 150 feet, but the south shore is low, with partly wooded dunes.



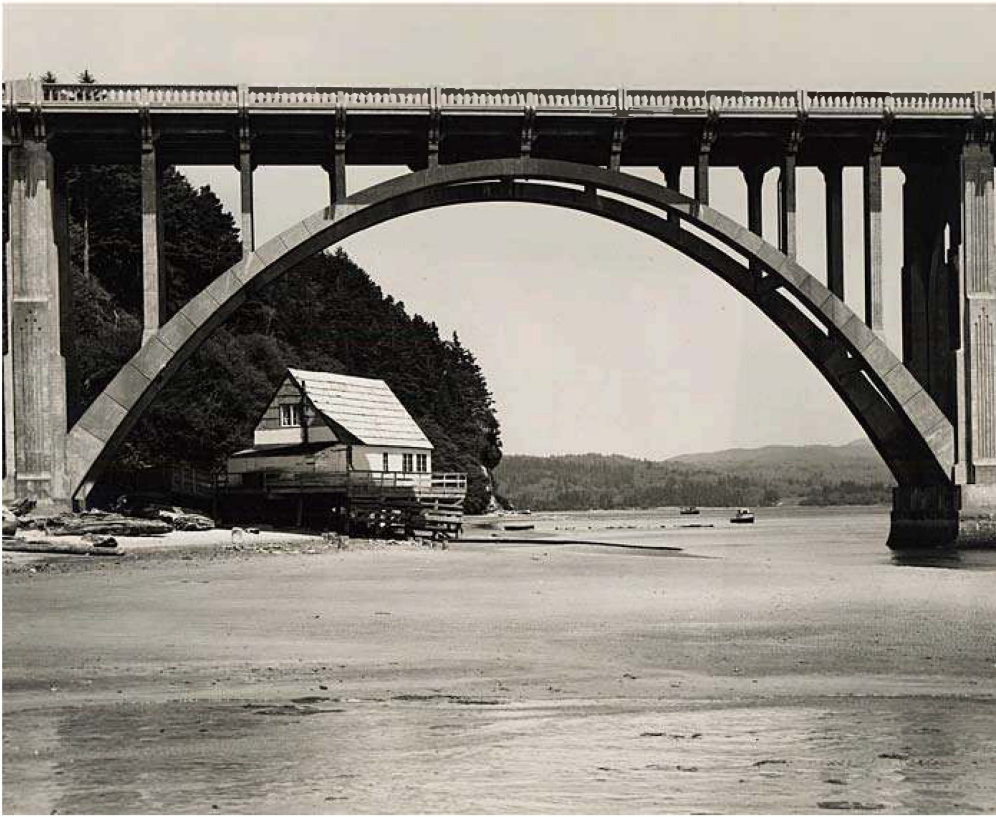
Seal Rocks (2413).

In the 1880s a townsite was platted at SEAL ROCKS, **10.5 m.** A large hotel was built, but development lagged. Today the village consists of a store, a post office, and several cabin camps. Sea lions still bask on the rocks offshore.

Salal, huckleberry, and rhododendron grow luxuriantly in this region. Fir, pine, cedar, spruce, and hemlock trees appear brilliantly green in winter against dead fern, bare-limbed deciduous trees, and burned-over areas. The flowers of the rhododendron are reflected in small, brackish lakes in the hollows. The massed rhododendron blossoms are so striking that less showy blooms, such as heather, blue lupine, and scarlet paint brush, are often overlooked. Sand grasses, as well as the yellow sand verbena (whose roots were eaten by Indians), carpet the ground.

ALSEA BAY BRIDGE, **14.9 m.**, is another long cantilever structure, with three spans giving a clearance of 70 feet.

The town of WALDPORT, **15.5 m.** (20 alt., 367 pop.), (trips with fishing fleet arranged), on the south shore of the bay, was platted in 1884. Some inhabitants make a living by clam and crab fishing and packing, but summer visitors are an increasingly important source of income. Here are manufactured the



Waldport, fisherman's house and arch of bridge (2505).

brightly colored cedar floats that mark the crab fishermen's nets, which resemble huge butterfly nets, with steel rings at the top and sinkers at the lower end, where bait is fastened. These nets are used near the ocean shore and in bays, while copper or iron crab pots are employed farther out on the "banks." An annual Crab Festival is held here.

Waldport is at the junction with State 34.

U.S. 101 now parallels the beach, which was once the only road between Newport and Waldport.

On the wild beach meadow (R.) is an extensive grass-covered kitchen midden. Middens, found elsewhere along the Oregon Coast, are Indian trash piles, containing broken shells, fire-cracked rocks, bones, and plant matter. Similar shell mounds, considerably overgrown, are found elsewhere along the Oregon coast.

YACHATS (Ind., at the foot of the mountain), **24 m.** (15 alt., 320 pop.), at the mouth of the Yachats River, is a popular resort with an excellent beach. Yachats Bay gravels yield agates, flowered jasper, blood stones, and petrified wood.

The highway, here on a shelf of rock, widens in the seaward face of CAPE PERPETUA, to a masonry-guarded viewpoint at **26.2 m.** For miles south of Yachats the Siuslaw National Forest extends to the rockbound coast, and trails and other recreational facilities have been developed. Near the cape a trail leads (R.) down to the DEVILS CHURN, a cavern that spouts water at intervals.

At **26.7 m.** is the junction with an improved road.

Left to the top of CAPE PERPETUA, **2 m.** (800 alt.), discovered by Captain Cook March 7, 1778, and so-named by him for St. Perpetua, the martyr put to death on that day in the year 203. On the promontory are an observation cabin and covered picnic cabins.

Left from U.S. 101 on a second dirt road to the CAPE PERPETUA FOREST CAMP, **0.1 m.**

SAND DUNE GARDENS, **35.6 m.**, sharply elevated on the east side, are exceptionally beautiful. The sand-laden wind trimmed the shrubs into remarkably similar patterns. Racks of brush along the highway protect it from the encroachment of sand. In the early days Chinese mined for gold in the area. Two dilapidated structures of their camp remain.

Rugged HECETA HEAD (520 alt.), **37.6 m.**, named for Bruno Heceta, the Spanish explorer who sailed near it in 1775, rises sheer above the ocean. HECETA HEAD LIGHTHOUSE, established in 1894, flashes powerful beams for the benefit of mariners.

DEVILS ELBOW TUNNEL, **38.1 m.**, at the southern end of CAPE CREEK BRIDGE, is a 680-foot bore through a jutting headland. It is in the 35-acre DEVILS ELBOW STATE PARK. The highway swings around a cliff, high above the ocean, affording a startling land and sea view.



Seawall south of Waldport (135).



Fishing at Devil's Churn south of Yachats (136).

The SEA LION CAVES (accessible by trail and stairway from highway; guide service included in adm. fee), **38.8 m.**, are ocean caverns inhabited during the winter by a herd of about 300 sea lions. The caves are at the base of a cliff around the curve below the tunnel. The herd is ruled by an old chieftain whose throne is the center rock in the main cavern, a chamber 1,500 feet long and colored green, pink, and pale yellow.

The huge Steller (northern) sea lions are chestnut when young, tawny when old. These aquatic mammalian carnivora, which average 12 feet in length, are named for Georg Wilhelm

Steller, a scientist who observed them during a 1741-42 Russian expedition headed by Vitus Bering.

During the summer, the sea lions live on the rocky islands off the coast of Alaska; they leave for the Oregon shore about September 1. When the herd reaches this place they mate and breed. Old and skillful males will gather about them so numerous a "harem" that young bulls sometimes go for years without mates. Strangely, the pups protest vigorously against entering the water. The full-grown sea lion, if cornered, will attack a person and can cover the ground faster than a man can run. In May or early June, the herd leaves for Alaska.



Heceta Head Lighthouse from the highway (409).

The pigeon guillemot, a migratory bird that spends most of its life on the open sea, also comes here. The perpendicular cliffs at the entrance to the cove are the habitat of the tufted puffin, or sea parrot.

SUTTON LAKE (R.), **44.2 m.**, MERCER LAKE (L.), **44.8 m.**, and MUNSELL LAKE (R.), **47.4 m.**, are small duneland bodies of water among gray-trunked lodgepole pines. In June the pastel tints of rhododendrons brighten the dark recesses beneath the conifers.

At **49.9 m.** is a junction with State 36.

Official web site of Oregon Secretary of State

Florence to Coos Bay

FLORENCE, **50 m.** (11 alt., 339 pop.), by the Siuslaw River, is a fishing town and the trading point for farmers of the small Siuslaw Valley. Florence holds an annual Rhododendron Festival. The SIUSLAW RIVER BRIDGE is another in the series carrying the highway over a difficult route.

South of Florence, the wild azalea replaces the rhododendrons on the hills. This brightly flowered shrub thrives best in open spaces, and reaches the height of its beauty and fragrance in May and June.

The JESSIE M. HONEYMAN MEMORIAL STATE PARK, **52.7 m.**, was named for a woman untiring in her efforts to enhance the beauty of Oregon.

The highway now passes an area with some commercial and private summer camps.

By CLEAWOX LAKE, **53.1 m.** (82 alt.), is (R.) the Eugene Area Girl Scouts' Summer Camp. WOHINK LAKE **54.2 m.**, is one in a series of dune-locked lakes extending southward. (Watch for deer crossing highway; signs indicate their usual crossings.)

At **56.3 m.** is the junction with a dirt road.

Left here to large SILTCOOS LAKE, **0.5 m.**

The SILTCOOS RIVER, outlet of Siltcoos Lake, is crossed at **56.5 m.** South of the river is a region of marching dunes where windblown sands are constantly sweeping inland. The slopes of cuts have been planted with grass and shrubs to hold them in place.

At CARTER LAKE (R.), **58.8 m.**, is a Forest Service campground. TAHKENITCH LAKE, **62.6 m.**, whose name means "many arms," is famous for bass fishing. ELBOW LAKE, **63.9 m.**, provides excellent fishing.



Siuslaw River Bridge at Florence (842).



Honeyman Park, Cleawox Lake lifeguard (1293).

Descending rapidly, the route reaches **GARDINER, 69.6 m.** (18 alt., 300 pop.), established in 1850 by shipwrecked men from the "Bostonian." Its snug houses, built against the hillside, almost all of them painted white, are monuments to the preferences of Wilson F. Jewett and Asa M. Simpson, both Maine natives, who were leading figures in early lumber milling at Gardiner. Reportedly, they supplied local residents with free paint, but only one color, to apply to homes and businesses. Gardiner was probably the scene of Dr. Alan Hart's novel, "Doctor Mallory" (1935). Hart practiced medicine here in

1918.

The **UMPQUA RIVER BRIDGE, 71.3 m.**, spans the stream at a point not far west of the junction with Smith River, named for Jedediah Smith. In July 1828, Smith's party of nineteen trappers camped on the Umpqua. While Smith and two others were away from the camp on a scouting mission, the rest of the party was attacked by natives, and a substantial quantity of furs and property was taken. The only known survivor of the attack made his way to Fort Vancouver, the Hudson's Bay Company post on the Columbia River. Within days he was joined there by Smith and his two companions. The company regained much of the stolen property, then purchased furs and horses from Smith.

Near **BOLON ISLAND** the highway crosses a many-arched steel bridge with a cantilever span over the main channel of the Umpqua River.

REEDSPORT, 71.6 m. (28 alt., 1,178 pop.), is built on marshy tide land. Its best known citizen is Robin Reed, editor of the "Port Umpqua Courier," who is a former national amateur wrestler and Olympic champion. Most of the population lives in the dozen or so two-story rooming houses and hotels, and is composed of transient laborers. There is little residential section, the majority of the dwellings being scattered over the town's edges.

Reedsport is at the junction with State 38.

South of Reedsport, U.S. 101 climbs through denuded hills where stumps and blackened snags give evidence of the death of the local lumber industry.

WINCHESTER BAY, 76.2 m. (16 alt., 50 pop.), is primarily a summer resort and fishing village by the Umpqua River, about 3 miles from its mouth. Across the Umpqua (R.) is the **SITE OF FORT UMPQUA**,

established in 1856 by the U.S. Army after the close of the Rogue River Indian War. In 1862, Col. Julius Steinberger, commander of the District of Oregon, noted "The Indians about Port Orford have been for two years thoroughly subdued...." He further observed that the trail which the fort "professes to guard is not used by Indians and has not been for some time." Soon afterward, the fort was closed. Some of its buildings, including the blockhouse, were disassembled and moved to Gardiner.



At **77.3 m.** is the junction with a dirt road. Honeyman Park, Cleawox Lake and car (G488).

Right here to UMPQUA RIVER LIGHTHOUSE, **1 m.**, which began its service in 1894.

CLEAR LAKE (L.), **78.9 m.**, is the source of Reedsport's water supply. At **83.8 m.** is (R.) the EEL CREEK RECREATIONAL AREA AND FOREST CAMP.

HAUSER, **91.3 m.** (27 alt., 126 pop.), named for Eric Hauser, who constructed sections of the Southern Pacific Railroad in this area, is among extensive cranberry bogs. Flocks of wild ducks and geese feed nearby. Here, the highway veers farther inland and passes through a forested tract.

The COOS BAY BRIDGE, **97.8 m.**, nearly a mile long and the most costly of the bridges on U.S. 101, is comprised of a series of concrete arches and, over the busy channel, three of the suspension type with an elevation of 150 feet. At the south end of the bridge is SIMPSON PARK, named for Asa M. Simpson, founder of North Bend, and long identified with local lumbering and shipping. Many have thought he was writer Peter B. Kyne's inspiration for the character, Cappy Ricks.

NORTH BEND, **99.2 m.** (41 alt., 4,012 pop.), is on a peninsula jutting into Coos Bay. It has a sawmill, a shipyard, three fishery plants, and a crab-packing plant.

Right from North Bend on a paved road through a suburban area to EMPIRE, **3.5 m.** (43 alt., 493 pop.), formerly called Empire City. Fish canneries and mills provide local employment. Its first settlers were men from Jackson County who left there in 1853 during the local gold fever. As county seat, location of the Collector of Customs, and site for lumber milling, shipbuilding, and commerce, Empire City had years of prominence. But then business declined, and the move of the county seat to Coquille in 1896 was a further blow to the town's fortunes.



Woahink Lake south of Florence (204).

In CHARLESTON, **8.7 m.** (10 alt., 150 pop.), is a COAST GUARD STATION, by the mouth of Coos Bay.

MARSHFIELD, **102.1 m.** (19 alt., 5,287 pop.) is almost continuous with North Bend; together, the towns form the fifth largest city in the state. Marshfield is near the top of the crooked arm of Coos Bay, which is usually crowded with schooners being loaded with lumber cut in forests on the slopes of the Coast Range. Of particular importance is the Port Orford cedar, whose straight grain, lightness, and tensile strength creates a demand in world markets.

The first cabin in this district was built in 1853 by James C. Tolman, a future surveyor general of Oregon. Later, in the 1850s and early 1860s, the future Marshfield was comprised of little more than Capt. George Hamilton's trading post and a few dwellings. Then in 1868, John Pershbaker gave stimulus to the town's growth when he established a lumber mill in what would become the southern part of the town. The Pershbaker firm also commenced shipbuilding on Coos Bay. The vessels included a tug, the "Escort No. 1," and the schooners "Staghound," "Louisa Morrison," and "Ivanhoe."

The plant of the COOS BAY LUMBER COMPANY (open to visitors), at the northern edge of town is today the mainstay of local prosperity. When established in 1908 by Minnesota lumber baron C.A. Smith, it was a marvel of modern technology. Like the opening of a Southern Pacific rail connection between Coos Bay and Eugene eight years later, it was a major milestone in the life of Marshfield.

The same year the mill opened, lumber interests funded a project to deepen the harbor channel to eighteen feet. This and other improvements to the harbor and bar in the early part of the century helped Marshfield overcome its natural handicaps, as did the raising of low-lying town land with dredged materials.

With the World War came a boom in the Coos Bay region's logging, lumber manufacture, and shipbuilding. After the war, canceled government orders and the closing of a local lumber company brought temporary hardships. Prospects for the region looked brighter by the beginning of the next decade, and Marshfield settled down to a more solid kind of development.

A fire in 1922 swept away much of Marshfield's Front Street business district. Although tragic at the time, the fire contributed to renewal of the town and a shift, already underway, of businesses away from

the waterfront. The new highway has been a boon, putting the town on the second most important interstate artery of the West Coast and destroying its former isolation. A new local industry is the working of myrtlewood into souvenirs for tourists. Another local industry is the canning of pilchards. These fish are also crushed for their oil, and the residue is treated and shipped as fertilizer and poultry food.

The Marshfield waterfront is a main attraction to imaginative visitors. Schooners from far ports dock here, and the waterfront life has the lively characteristics found only in younger ports. With the sailors mingle fishermen, as considerable commercial fishing is carried on in waters nearby.



Conde McCullough Memorial Bridge over Coos Bay (149).

The CITY PARK, at the north edge of town, has a large lake, picnic spots, trails and extensive plantings of luxuriant shrubs and plants native to the damp coastal area.



On Telegraph Hill, also in the north end of the city, is a CHINESE CEMETERY. In the last century, mines in the region drew labor.

Washerwoman, doctor, and salmon cannery worker were other roles filled by Chinese residing in Southwest Oregon. According to Chinese custom, many bodies were exhumed from the cemetery at Marshfield and sent to China.

South of Marshfield the native bent grass is extensively cultivated because of the wide demand for landscaping purposes.

Coast Highway near Reedsport (2481).

At **107.4 m.** is the junction with an improved road.

Left here to the COOS COUNTY COUNTRY CLUB (open to public; small fee), **1 m.**, which has a 9-hole golf course and an attractive club house.

U.S. 101 here runs through the soft-coal belt that covers in all about 500 square miles. The first mines in the Coos Bay region were opened about 1854, and for years coal played a significant role in the local economy. Mining operations are now carried on only in a small way.

Slow but definite changes in the character of vegetation occur as the route moves south. White-barked alders and yellow maples yield largely to Oregon myrtle, a glossy-leaved evergreen that here grows singly on open hillsides or in groves along the meadows. When not crowded, the trees grow so symmetrically they look as though they had been trimmed. The wood takes on a brilliant polish and is used for making novelties sold along the route. The spicy leaves can substitute for bay leaves in seasoning meats.

Official web site of Oregon Secretary of State

Coquille to Elk River

COQUILLE, **120.6 m.** (60 alt., 2,732 pop.), on the Coquille River, is the seat of Coos County, a region where considerable dairying is carried on. Within the city limits it is possible to fish for several varieties of salmon and trout.

In years past, Coquille was very much a river town, dependent on boats for transport of people, goods, and mail. The boats lent a picturesque character to the town that is no longer evident in the highway era, but Coquille now desires to look as much like other towns as possible. Coquille is at the junction with State 42.



Cottage and rocks at Bandon (2484).

RIVERTON, **126.7 m.** (16 alt., 150 pop.), is a trade center for farmers who specialize in pea-raising. The pea-raising farms are recognized by their vine-covered trellises.

The remnants of PARKERSBURG (R.), **134.8 m.** (34 alt., 20 pop.), are across a meadow at the mouth of Bear Creek. Sawmills were installed in and near Parkersburg, beginning in 1867. Shipyards also played a role in the local economy. A successful fish canning operation began near the town in 1883, but the cannery was burned some years later.

BANDON, **138.5 m.** (10 alt., 1,516 pop.), a resort town with a beach at the mouth of the Coquille River, with long cypress hedges, gleaming white lily beds, and gnarled pines, was known as the most beautiful town in southern Oregon until a disastrous fire swept in from the forests to the east and wiped it out. Reconstruction began in 1938 with federal aid and on plans prepared by the Oregon State Planning Board, which provides for a better arrangement of facilities, wide streets, recreational areas, and better educational facilities. Trees and grasses are being planted on the burned over environs, and the design of business structures is being controlled.

The town takes its name from Bandon, on Bandon River, County Cork, Ireland, which was the former home of George Bennett, one of the earliest settlers in the area. Bennett is also said to have imported the



Battle Rock near Port Orford (2150).

Irish furze, which in early spring yellows the sand hills along the highway southward. A thorny shrub, its pea-like flowers have an odor similar to that of coconut oil.

Between the highway and the ocean, lies a series of dune-sheltered lakes. Stunted huckleberry is mingled with rhododendron and azalea plants. Pitcher plants also grow in this region. The variety "chrysamphora californica" is found only along the coast.

The valuable white Port Orford cedar (Lawson cypress), is seen frequently. It is now in particular demand for use in the manufacture of Venetian

blinds. It also ranks high for use in boats.

LANGLOIS, **152.3 m.** (88 alt., 250 pop.), is a dairymen's trade town. Sawmills are also in operation here.

At **153.4 m.** is the junction with a dirt road.

Right here to FLORAS LAKE, **3 m.**, a small body of fresh water cut off from the sea by low sand dunes. On the shore of the lake is the site of Lakeport, a town that thrived briefly three decades ago on the supposition that a canal could be built between the sea and the lake, thus making possible an inland harbor. Lots were sold, houses built, and businesses established before a disturbing discovery was made: the lake was higher than the ocean. If the canal were dug, the lake would empty into the Pacific unless expensive locks were built. The dream, and the town, faded quickly. A few brush-grown walks and the crumbling foundation of a hotel are all that remain of Lakeport.

DENMARK, **154.8 m.** (97 alt., 96 pop.), is the trading center of dairymen of Danish birth or descent. A fossil-bearing sandstone bed extends from here north to the mouth of the Coquille River.

PORT ORFORD CEDAR STATE PARK, **157.7 m.**, extends along the highway for half a mile. It holds one of the fine stands of this tree.

SIXES, **160 m.** (109 alt., 49 pop.), is on the banks of a small river of the same name noted for steelhead. Gold deposits once drew miners to the river.

At **161 m.** is the junction with a gravel road.

Right on this road through rhododendron and azalea thickets and over lupine-covered hills to the CAPE BLANCO CATHOLIC CHURCH (L.), **4.4 m.**, now in ruins; bats cling to the altar and the glass in the pointed window frames is shattered. The church was built near the home of Patrick Hughes, Irish emigrant and pioneer settler. By the walk is the flower-matted site where Hughes was buried.

CAPE BLANCO LIGHTHOUSE, **5.5 m.**, stands on the most westerly point of Oregon. Bricks for buildings at the site were made from nearby clay deposits.

ELK RIVER, **161.7 m.**, is a narrow stream abounding in trout and salmon. Prosperous dairy farms operate in the area.



Looking south from Port Orford (G654).



Mouth of Brush Creek at Humbug Mountain (2151).

Official web site of Oregon Secretary of State

Port Orford to California Line

PORT ORFORD, **165.6 m.** (56 alt., 300 pop.) took its name because of its proximity to Cape Blanco, which Capt. George Vancouver called Cape Orford in honor of his friend, the Earl of Orford. This rambling village on a bluff has wide view of the Pacific.

Near the village is **BATTLE ROCK** where nine men were landed in June 1851 with supplies, arms and ammunition by Capt. William Tichenor of the "Sea Gull." The men battled with Indians shortly after landing and again two weeks later. Vastly outnumbered, they fled to the mouth of the Umpqua River, where they

were welcomed by whites living in the area. The following month, Capt. Tichenor returned with a much larger party, which established a camp at Port Orford. According to Tichenor, "two block houses were erected inside of heavy logs and everything done for a permanent settlement."



Coast highway looking north toward Cape San Sebastian (370).

After Curry County was created in 1855, the Territorial Legislature placed the county seat temporarily at Port Orford. The first county courthouse was in the home of local resident Frederick Smith.

At the southern limits of Port Orford stands (R.) the **KNAPP HOTEL**, a plain white weathered building. Louis Knapp, who died in 1929, extended his hospitality here, and in previous structures, for generations.

Rooms in the hotel are designated by names of illustrious persons. There is a Sherman Room, an Ellen Tichenor Room, a Joe Meek Room, a Jack London Room, and a W.H. Seward Room. The story is told that Seward, by then a former Secretary of State, was a guest of Mr. Knapp on his way to visit Alaska, whose purchase he helped negotiate.

Port Orford was the home of Minnie Myrtle Dyer, poet of the 1860s and '70s, when she married Joaquin Miller, who had admired her printed works and started a correspondence that led to Miller's visit here. After three days, they were married and started off on horseback to Eugene. The marriage lasted only eight years, and Mrs. Miller took revenge by lecturing caustically on her former husband.



Cape San Sebastian and beach looking north from highway (2153).

The name Port Orford is associated with a sizable meteorite, supposedly discovered in 1856 by Dr. John Evans, some 30 to 35 miles from the southwest Oregon coast. Although Evans provided general directions to the site, no one has found it in the years since.

South of Port Orford the mountains press close to the sea and the highway curves along a shelf high above the waves. **HUMBUG MOUNTAIN STATE PARK, 169.9 m.,** includes **HUMBUG MOUNTAIN (1,748 alt.)**. The massive promontory was formerly called Sugar Loaf

Mountain, then Tichenor's Humbug. According to Capt. Tichenor, the latter name came from members of an exploratory party who disregarded his directions for ascending the south side of the mountain. They became lost, said Tichenor, and assigned the new name "to palliate their gross failure."

Green-walled **BRUSH CREEK CANYON, 173.1 m.,** is the deepest gorge crossed on this section of the coast highway.

At **182 m.** is the **SITE OF FRANKFORT**, a former village with a shipping dock on **SISTERS ROCKS**, just offshore, reached from the mainland by a bridge and wooden railway.

The name of **EUCHRE CREEK, 185 m.,** likely derived from a band of Tututni Indians called Yukichetunne. The band's name meant "people at the mouth of the river." South of the creek are sandy hills bright in season with yellow sand verbena and vivid lupine.



Harris State Park near Brookings (1169).

At **190 m.** is the junction with an improved dirt road.

Right here to GEISEL MONUMENT STATE PARK, **0.5 m.**, a memorial to the family of John Geisel who with his three sons was slain by Indians in 1856, during the Rogue River Indian wars. The mother and two daughters were captured but later released.

WEDDERBURN, **196 m.** (24 alt., 100 pop.), on the north bank of the Rogue River, is a vacation resort with a small myrtle wood factory and small hotel. For years it had a salmon cannery, but it was shut down because of the closing of the Rogue to commercial fishermen. The Rogue is famous for steelhead and salmon fishing. Small boats are able to ascend the river about 32 miles. The route crosses the Rogue River on the long, arched concrete ISAAC L. PATTERSON BRIDGE, named for a former Oregon governor.



Harris State Park near Brookings (1168).

GOLD BEACH, **197.1 m.** (71 alt., 500 pop.). Seat of the most primitive county in Oregon, Gold Beach has only begun to shed its pioneer appearance. The town takes its name from the mining on Curry County beaches, beginning in the early 1850s. Small operations for gold and platinum are still carried on upstream, and mining sometimes muddies the current to such an extent that its brown waters are seen far offshore.

At **204.6 m.** is the junction with an improved road.

Right here to high CAPE SEBASTIAN, **1 m.**, which juts into the ocean to form one of

the striking landmarks of the southern coast, rising 700 feet sheer above the water. Roads and trails lead to view points commanding splendid views of the Pacific. In 1603, on an exploring expedition, Sebastian Vizcaino spotted a white bluff near what he thought was the 42nd parallel and named it San Sebastian in honor of the saint of that day. What bluff Vizcaino actually saw is not clear, but Cape Sebastian takes its name from that event.

From this point is visible (R) CAPE FERRELO (not accessible from the highway), named for Bartolome Ferrelo, who may have sailed as far north as the Oregon coast in 1543.

Making sweeping curves, sometimes along ledges of gold-bearing quartz and through heavy timber, the route passes a huge KITCHEN MIDDEN (R) **208.7 m.**, and descends to PISTOL RIVER, **210.7 m.** The name commemorates James Mace's loss of a firearm in the stream in 1853. According to an 1854 report from Indian agent J.L. Parrish, the river also bore the name of the Chetl-essentan Indians, who had a

village near its mouth. In March 1856, during the Rogue River wars, a company of volunteer troops was caught offguard and placed on the defensive by Indians at Pistol River. The volunteers held out, with a loss of one man, until their eventual rescue by regular troops.

CARPENTERVILLE, 218.5 m. (1,715 alt., 35 pop.), is the highest point on the highway. Mount Shasta is seen (L.) on clear days. Ghost forests, where fires have blackened the trees, mark the approach to **HARRIS STATE PARK, 232.3 m.**, which overlooks a narrow beach and bird rookeries offshore.



North entrance to Brookings (1920).

BROOKINGS, 234.2 m. (129 alt., 250 pop.), by Chetco Cove, grew up around a large sawmill.

U.S. 101 crosses Winchuck River (Ind., Windy River), **239.9 m.**, and at **240.4 m.** crosses the California Line 21 miles north of Crescent City, CA.