

LINCOLN COUNTY
a
POPULAR RECREATIONAL AREA
of
LONG STANDING

Lincoln County, considered by itself, and judged by the numbers who visit there, is the leading, general recreation area of the entire Oregon Coast. It has an ocean frontage of sixty odd miles, with miles of splendid beaches, several spectacular headlands and a number of other natural features, all of outstanding scenic worth that give this county's coast a great diversity of seaboard interest.

Along this county shoreland there are eighteen state-owned recreational units aggregating 785.85 acres, each of individual merit, and practically all of them touching the ocean shore.

The seashore from the north county line to Gleneden Beach, a distance of nearly seventeen miles, is a wide sand beach, which is for the most part readily accessible from the closely paralleling highway. Fronting this stretch of beach, and along both sides of the highway many permanent residences and casual summer homes are to be seen, also there is the greatest aggregation of small business places catering to the needs and wants of visitors, that is to be found concentrated in a like distance anywhere along the entire Oregon coast, giving to this area a simulated Coney Island atmosphere.

The center of this activity is approximately one hundred miles from Portland and seventy-two miles from Salem, by the way of the delightful Salmon River Highway, placing both of these cities and their environments within easy driving distance of this coast area which attracts so many weekend visitors.

A short distance south of Gleneden Beach the physiographic features of the coast line change from the sand beach type to a steep, rocky, surfbound shore, in places rising to high promontories which afford magnificent coast line panoramas.

Along this rocky shore, from Boiler Bay, to and including the Devil's Punch Bowl, are four state parks. Beyond the Devil's Punch Bowl, the beach type resumes and, interrupted by a short interval of rocky shore, sweeps along to Agate Beach, whose sands and gravels are noted for their numerous fine agates, then connects with the Yaquina beach, both of them long since highly favored and extensively patronized by the people of the comparatively near upper Willamette Valley section.

Reflecting the popularity of Lincoln County as a recreational center, in 1940, the high year for state park attendance, the caretaker of the eight principal parks of this county, reported an estimated total of 1,182,975 visitors, distributed as follows: Boiler Bay 219,105; DePoe Bay 280,275; Rocky Creek 69,702; Otter Crest 217,335; Devil's Punch Bowl 115,755; Yaquina Bay 202,581; Seal Rocks 115,577; and Yachats 66,445. The total was fifty-seven per cent of the reported, also estimated, attendance for the state parks of the entire state. These parks, a barometer for all state parks, showed a decline in 1941, fell off again in 1942, with a further sharp drop in 1943, but in numbers reported, still far ahead of any other group of state parks, despite coastal defense inhibitions and war-time restrictions.

HISTORY

There is no written record of who were the first white men to touch on Lincoln County's shores. Captain Gray sailed the Lady Washington into Tillamook Bay as early as August 14, 1788, and there is some evidence that white men had been in Yaquina Bay that year or soon thereafter. Credence is given to this by the finding of human bones half buried in the sands of the bay shore, near which were recovered copper coins stamped "English Trade Tokens 1788", and a brass handled cutlass such as were carried by British seamen of that period, but when or by whom these relics were left is only conjecture.

The Hudson's Bay Company traders visited here as early as 1826, and no doubt others traversed this coast at infrequent, later intervals. In 1849 Lieutenant

Talbot, a United States engineer, seeking a passageway over the Coast Range, traveled from the Willamette Valley to Yaquina Bay and thence to Alsea Bay. His report is probably the first written description of these localities by an American. In 1855, Samuel Case, a veteran of the Indian wars, crossed the Coast Range and settled where Newport is now. That same year, the Siletz Indian Reservation was established, with Lieutenant Philip H. Sheridan in charge, who built a blockhouse where the present Olsonville addition to Newport now stands. The site chosen for the blockhouse was a tribal graveyard, which was the only suitable cleared land available. Resting on scaffolds in this area were forty or fifty canoes which held the dead. The Indians objected to the canoes being disturbed, but after an all day parley they finally consented to the canoes, with the remains, being set afloat upon the bay to be carried out to sea. Relatives were assembled and with all the weird rituals of the tribal ceremonials the canoes were launched upon the bay where the ebbing tide was strong and, with the bugler sounding taps in the sunset glow of a quiet evening, the fleet of canoes was swept over the bar and far out on their last voyage upon the broad Pacific to return no more. These were probably a part of the then strong Ya-ko-nan tribe, who at one time occupied fifty-six villages, distributed around Yaquina Bay and along the river above. They were the only natives of Oregon who had a language exclusively their own and lived unto themselves, jealously guarding their "illahee" and all that pertained to it.

The physiographic conditions and natural resources of this section are what made the Ya-ko-nans a strong, self-sustaining tribe, and these factors have made Newport a prosperous town and its surroundings an appealing, long enduring, recreational area. This is shown in the, always good, Yaquina State Park attendance record, which reached its peak in 1940. When peace is restored to the world, this locality will again become the mecca of other thousands of pleasure seekers.

In 1856 Lieutenant Sheridan opened a trail for the passage of oxcars from Fort Hoskins, in Kings Valley, to Siletz. That same year he suppressed a reservation rebellion caused by hunger and resentment, then drove a small herd of cattle from the Willamette Valley to the reservation for food for the Indians.

The first ocean-going vessel to harbor on the Lincoln County coast was the Calamet, which voyaged from San Francisco and entered Yaquina Bay in 1856 with supplies for the troops at the Siletz blockhouse. Major interest was not aroused in the Yaquina Bay locality until 1861, when a Captain Spenser discovered an abundance of oyster beds in the bay. Speculators began coming into the settlement from San Francisco and the oyster business flourished for a time, with many schooners in the trade with the California city.

By 1866 Yaquina Bay was attracting many Willamette Valley people for seashore outings. To take care of the increasing influx of visitors, Samuel Case built the Ocean House, the first hotel on the bay. The Abbey House and Fountain House were opened in 1871, and Yaquina Bay has flourished as a resort area ever since. While there were occasional early visitors to the Alsea Bay section, there were only infrequent visitations to the north end of Lincoln County.

The above historical information from Oregon Historical Quarterly, The Commonwealth and the Oregon edition of the W.P.A. Writers Project.

The present Salmon River Highway, which so many recreationists use in going to and from the coast, follows the general route of the ancient Indian trail from the vicinity of Valley Junction and Grande Ronde to the Lincoln County recreational areas.

From Leslie M. Scott's "Military Beginnings of the Salmon River Highway", an address delivered July 19, 1934, at the dedication of a tablet in memory of the builders of the highway, and published in the Oregon Historical Quarterly, Volume XXXV, September, 1934, the following is quoted: "The trail evidently served the

uses of the Indians long prior to the advent of white men. The first recorded travel on the trail was in August, 1837, when the Methodist missionaries, Jason Lee and Cyrus Shepard, accompanied by their brides, and Joseph Gervais, made the journey from the mission near Wheatland to the ocean. The trip required five days each way and they spent a week on the seashore. A month before, the two couples had been married at the mission". This journey, made over one hundred six years ago, was, without question, the first recreational trip by white persons to the coast of Oregon. Incidentally the two couples were also the first persons to be married among the white race in the Northwest. Jason Lee married Miss Anna M. Pittman and Cyrus Shepard wedded Miss Susan Downing, on July 16, 1837.

BOILER BAY STATE PARK

Boiler Bay State Park is the most northerly of a series of sixteen state-owned parks and waysides along the Lincoln County section of the Coast Highway and shoreland. It has an area of thirty-two acres, purchased from two owners. The first six acres were deeded on November 19, 1926, and twenty-six acres were deeded on March 17, 1936. The tracts are connected and both lie in Section 32, Township 8 South of Range 11 West, W.M., seventeen miles south of the junction of the Oregon Coast and Salmon River Highways at Otis, which is very near the north line of the county.

This park took its name from the so called bay it touches. Mr. L. C. Smith of Newport, who knows much of the local history, states that the original name of this "bay" was "Joe Briggs Landing", after one of the first settlers in that locality, and in early days small vessels discharged cargo there. The name Boiler Bay became attached to the "bay" after the burning of the small steamer schooner Marhoffer, off the coast in that neighborhood about May, 1910. Later on a section of the hulk, with the boiler attached, drifted into this roadstead. For years afterward it was alternately buried and uncovered as it was buffeted about by recurring hard storms, until it had become of such widespread interest and curiosity that the "bay" became known by its present title and the original name is now only a tradition.

As the story goes, the crew abandoned ship and in the small boats put into "Big Cove", now known as Whale Cove. One of the crew died while coming ashore from the burning vessel. His grave is in the Eureka cemetery at Newport, with the inscription "Frank Tiffany, Steward, Schooner Marhoffer, May 18, 1910".

In the fall of 1908 or 1909 the schooner Minnie E. Kelton, with a deck-load of lumber, was also lost in this vicinity and Mrs. Dunn, of Lincoln Beach,

told Mr. Smith that eleven men of a crew of twenty-two were lost. Five were buried in the Newport cemetery.

There is deep water on the northerly side of this sea-worn salient where small coasting vessels did, and still do, find emergency shelter from strong north-west winds, but this anchorage is exposed to west and southwest winds. The south side of the bay is shallow, rocky and not usable as a shelter.

The park area has a diversified surface. At the south end of the park, between the highway and seashore, there is a narrow strip of open, grassed park land which in its northerly trend expands into a wider, triangular shaped peninsula, with the ocean on its outer side and the rocky bay on the other, each side approximately eight hundred feet long. Approaching the park from the north, the highway skirts the rock bound basin and swings southward on the arc of a wide, sweeping curve, around the foot of a symmetrically rounded knoll rising above the highway at its base. On the west and southwest slopes of the knoll the ridges are grassy, the gulches brushy. Spruce trees of a non-commercial type grow on the northwest slope, reaching over the top and down the east side where they merge into the deep forest beyond. A new, vigorous growth of young spruce is now replacing the old trees that were apparently fire-killed about the time the highway was constructed.

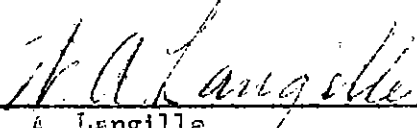
The low, treeless, seagirt portion of the park is wind swept and cool, sometimes cold, even in summer, when the northwest trade winds blow steadily, but it is a most delightful area on quiet days or when the gentle, soothing winds blow from the southwest, and many visitors pause to enjoy the park offerings. The reports show that the estimated attendance of this park is the second highest of the Lincoln County group.

From a scenic standpoint, the upland of the area is of secondary importance. It is but a background stepping stone from which to view its ocean front. Always

of interest is the shallow, rocky, wave-worn basin that holds a mass of shiny, brown kelp and trailing, dark-green seaweed that lifts and falls with the almost spent surge and retreat of the incoming swells when the seas are moderate, but they become the sport of wind and wave when these partially sheltered waters are in the tumult of hard driven seas. The outer ocean frontage is a rugged, offshore series of reefs and rocks, some submerged, some awash and others lifting well above tide, together forming a repellent mass against which the tempestuous waves crash and pound, only to be tossed convulsively, high in the air, and return to their element in a ceaseless, swaying smother of spume that fascinates its beholders and bids them to return, again and again, to visit the mothering sea that humans of all ages and climes have never forsaken, and never will.

The park improvements were made by CCC members working out from the Yaquina Bay Camp SP-7, in the Fourth Period, October 15, 1934 to April 15, 1935 and in the Sixth Period, October 15, 1935 to April 15, 1936, and are as follows: Guard rail, 1,070 feet; Signs and Monuments, 2 each; Lineal Survey 0.5 miles; Topographic survey, 50 acres; fine grading 0.2 acres; Park road 0.8 miles and Parking area 500 square yards. The park road and parking area were surfaced by the State Highway Maintenance Department.

There are no buildings and no picnic or other facilities within the park area.



W. A. Langille
State Parks Historian

WAL:so

RECOMMENDATIONS FOR BOILER BAY

A wider parking area should be constructed. A caustic latrine located just west of the highway should be constructed. A trail to the top of the hill on the east side of the highway should be built. Three or four tables should be constructed on top of the hill. Enough land north of the park should be purchased to take in Boiler Bay proper. A search for water should be made that the park may be provided with water. Another wayside parking area bordering the ocean should be constructed at the southern border of the park.

S. H. Boardman

S. H. Boardman
State Parks Superintendent

SHB:ao
4-5-45

DE POE BAY

The original De Poe Bay State Park contained three acres of shore land paralleling the ocean side of the Oregon Coast Highway for a distance of twelve hundred feet or more, with an average width of approximately one hundred feet. It is located in Lot 6, Section 5 and Lot 1, Section 8, Township 9 South of Range 11 West, W.M., a mile or two south of Boiler Bay and a highway distance of nineteen miles south of Otis. The tract was a gift to the state from the Sunset Investment Company, by deed, dated February 11, 1929.

Until 1940, this tract was practically undeveloped excepting a narrow strip of parking space. In that year the Bridge Department more than doubled the traffic width of the bridge and added a five foot walk on each side. In 1941, the usable park area was practically absorbed by widening the parking space north of the bridge, and erecting a substantial parapet wall along its seaward side to afford a greater measure of safety to sightseers.

While classified as a state park the small De Poe Bay area had only a limited amount of development, which was absorbed by extensive highway improvements. The site is of itself scenically pleasing, but its allurements are more one of dramatic interest, and no description of Lincoln County's coastal attractions is complete without it being mentioned.

Long before and ever since the fishermen cast their nets in the Sea of Galilee, wherever the toilers of the sea foregather with their craft, they attract and hold attention. This picturesque site is no exception and it holds more of intense and alluring interest for the average visitor than any other particular place along the Oregon coast.

The actual bay is a tiny, three-sided, sea-filled basin, roughly one thousand feet long, its average width half of its length, with a mean tidewater

area of ten or twelve acres. Generally considered a safe, landlocked haven for the small fishing craft that harbor there. A few years ago bad weather drove an unusual number of small fishing boats into the harbor, in advance of a storm that attained unusual violence. Despite the length of the narrowed channel entrance, the heavy seas drove clear into this small cove, tore a number of the small vessels from their moorings, sinking or casting them high upon the limited shore, all more or less damaged, some seriously.

When the fleet is snugly anchored in this usually quiet, cliff-rimmed basin, the scene is an attractive and interesting one. These small craft are of many types, some peacefully swinging at anchor, some being iced and outfitted for a new fishing venture, while those recently returned from the sea are discharging their finny catches, which are hoisted into the warehouses perched on the side of the cliff adjoining the highway.

This setting is the rare combination of a small almost landlocked, marine basin, partially surrounded by cliffs, which is looked down upon from the elevated deck of a primary highway bridge, located on its seaward side, beneath which the fishing craft pass as they go to and from their deep sea fishing.

It is a very unique, maritime location, its activities high-lighted by the comings and goings of the fishing vessels thru the narrow, rock-walled channel that leads to the open sea, their passage beneath the bridge dramatized by the presence of the many bridge and parapet spectators, the watchers being especially thrilled by the appearance of a heavily laden, incoming boat. These they watch with a most intense interest, particularly if the sea is a bit rough, as they are skillfully maneuvered into the narrow sea and tide-swept entrance and piloted thru this slender waterway, to pass beneath the bridge and glide into the quiet waters of their little harbor.

Even for small vessels, there is little sea room in this rock bound channel that, in one place, is only about forty feet wide. In stirring human interest, the entrance and departure of the De Poe Bay fishing fleet is, in Oregon, rivaled only by the fascinating scene of the Indians perilously, dip-netting salmon at Celilo Falls on the Columbia River.

Since the reconstruction of the highway bridge and the widening of its northerly approach, all that is left of the original three acres is a narrow, treeless strip lying between the highway and the rocky shore.

The original CCC improvements within the area have been practically obliterated by the reconstruction work which was necessitated by the presence of so many lingering visitors who crowded the old narrow bridge, and their cars jammed the limited parking space at its north end, greatly impeding traffic and jeopardizing the safety of everyone present. The new bridge, with its wide driveway and ample, railed walks on either side, was a great improvement and has prevented many accidents. A reconstructed drinking fountain is in place and a splendid flagpole, set in a substantial, ornate rock base, was erected in the enlarged parking area, which is now rimmed by a heavy rock, parapet wall.

In the Oregon Historical Quarterly, Volume XXXVII, No. 4, of December, 1936, the origin of the name De Poe Bay is given in the following words: "How De Poe Bay got its name is told in a letter from John Loomis to the Oregonian of October 9, 1936. According to Mr. Loomis the government built a depot in 1868 for supplies for the Siletz Reservation. One of the Indians working at the depot was called Depot Charley. His son Robert Depot was renamed Robert De Poe at Carlisle Indian School, where he was a pupil and his name was transferred to the bay. Earlier names for it were Hungry Harbor and Little Cove". Another name, not mentioned by Mr. Loomis, was Wreckers Cove.

RECOMMENDATIONS FOR DE POE BAY

A few more tables and benches should be constructed. The area between the highway and ocean bordering the Bay at the north end of the park should be acquired.

S. H. Boardman

S. H. Boardman
State Parks Superintendent

SHB:ao
4-5-45

ROCKY CREEK STATE PARK

This fifty-eight acre park is made up of four parcels of land, located in Sections 17, 18, 19 and 20, in Township 9 South of Range 11 West, W.M., in Lincoln County. The first tract was purchased June 15, 1926 and the last one on June 3, 1936. They are situated on the shore line, twenty-one miles south of Otis and the highway traverses the park from one end to the other. This is the third state park southward from the north end of the county. Rocky Creek itself is a small stream, closely paralleling the south boundary line, mostly outside of the park, entering the sea at the extreme southwest corner of the tract.

The park lies on both sides of the highway, the greater portion being to the east on the slope of a rounded, rising knoll. Typical of this section of the coast area, much of the knoll is open grass, with shrubbery in the lower depressions, young spruce in their upper reaches, with whitened snags and old, limby spruces, near to and on its top where the bordering trees merge into the green forest of the coast hills.

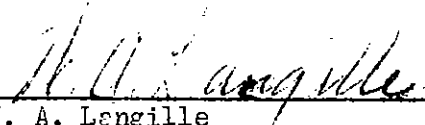
The ocean side of the highway slopes gradually to the edge of the steep, rocky shore, where the waves break heavily against the cliffs, along which there is neither beach nor accessible shore land. From the mouth of Rocky Creek northward for more than half the park distance, the narrow strip between the highway and shore line is an open, somewhat rough terrain of the common, grassy coast type, making a very satisfactory natural park surface that does not require intensive development to be usable. Beyond the parking space on the looped park road, the strip between the highway and shore line widens and has considerable low shrubbery, especially in the depressions. Near the north extremity is a thicket of short bodied spruce, wind depressed and flat topped, canoping a small picnic area in which there is a stove and several benched tables, nestling snug and comfortable out of the wind.

The paved park roadway leaves the highway in the north half of the park and loops toward the ocean, its mid-distance a widened parking space, with a drinking fountain above its upper side. Directly in front of the parking space there is a detached bit of shore land that seems to offer an excellent chance for sea fishing. This is now inaccessible, but there is a good site for a short foot bridge which would make these probable fishing rocks readily available. The rest of the more than half mile long ocean front is entirely a rock cliff, without any beach line. North of the parking space are two stone rest rooms and a foot trail departs from nearby, winding its way to a rustic foot bridge over a small stream, then skirts along the shore line wall, with a thrilling section of the overlooking cliff protected by a guard rail, on its way to the not distant picnic area.

The park improvements, including the grading of the park road and parking space, were made by members of the Yaquina Bay CCC camp, during the Fourth Period, October, 1934 to April, 1935 and the Sixth Period, October, 1935 to April, 1936. The personnel of these camps were brought from the high country, where the winters are cold and the snows too deep for efficient winter work. During these two work periods, detachments from the main camp built the foot trail, its rustic bridge and twelve hundred feet of guard rail. They also built the two rock latrines, installed the water system, a sewage disposal system, garbage disposal pits and set up a camp stove with ten table and bench combinations in the picnic area. The nearly half mile of park road, together with two thousand square feet of parking space, were graded by the CCC's; later on surfaced and paved by Highway Department forces. The CCC's also cleared several acres of camp ground, moved and planted hundreds of native shrubs and trees, cleaned up the highway borders, reduced the menacing fire hazard on the slopes of the knoll, delineated the park boundaries and made topographic surveys.

This park is one of the pleasing resting spots of the Lincoln County shore, for the overflow from the crowded beaches a few miles to the north. Its quite spacious parking area and facilitated picnic ground offering an opportunity for a period of peaceful relaxation on an attractive shore line that borders the ocean with its outlying, surf bound reefs and rock islets, and also touches the rocky Whale Cove that lies on its northerly side.

A fine park, with an assured future, that will require more extensive improvements and facilities in the tomorrows of park history.



W. A. Lengille
Parks Historian

WAL:ao

RECOMMENDATIONS FOR ROCKY CREEK

Rocky Creek Park should have more picnic table development. The water reservoir is of a dirt construction. A concrete reservoir should be constructed. That part of section 17 bordering on Whale Cove should be acquired supplementing the present park area. The planting of trees should be made at appropriate future picnic areas.

S. H. Boardman

S. H. Boardman
State Parks Superintendent

SHB:eo
4-5-45

OTTER CREST STATE PARK

This park of only one and a half acres, is in Lot 3, Section 29, Township 9 South of Range 11 West, W.M., Lincoln County. It is a short distance away from the highway, twenty-three miles south of Otis, and two and a quarter miles south of Rocky Creek Park. It is the fourth of this county group, south bound.

The property was a gift to the state by Wilbur S. and Florence C. Badley, deeded on February 20, 1928. The deed has a number of restrictive clauses, one of which prudently reserved to the vendors a small, triangular point on the northwest corner of the promontory. A point which has the most comprehensive view of any portion of this superb headland. Following the transfer of title, and the improvement of the area by the state, a building was erected by the vendors on this outlying triangle of rock, which has since been utilized for the sale of trinkets and refreshments.

Situated atop this bald, precipitous outpost of solid rock, the park surface is four hundred fifty-three feet (U.S.C. & G.S.) above sea level. While this proud, surpassing outlook point is not as high, nor does it project into the ocean as far as some coastal promontories do, its position on the coast outline, combined with its sheer height and loneliness, marks it as the layman's ideal of a bold, sea-fronting foreland. For untold ages it has withstood the destructive elements, while the pounding seas have wasted the adjacent shores to rocks, reefs or nothingness, leaving this towering symbol of resistive strength from which those who come this way may look upon its superb ocean foreground and coastwise scenes, that are excelled by very few of the views from the readily accessible park headlands on the Oregon coast. In addition to the impressiveness of its physical features, it possesses an individual charm with qualities of appeal that set it apart as a superior site looking upon scenes of more than ordinary interest.

Looking northward, there is a particularly fine view of near and distant surf bound shores and rock cliffs, backed by high slopes, steep and open, along which the elevated highway has been cut, many places in solid rock, forming a shoreland picture of exceptional scenic worth. To the south, there is a stretch of wide beach that reaches to the Devil's Punch Bowl.

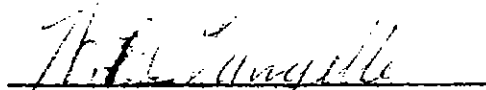
This small, high-resting park area is one of Oregon's finest and most appealing marine overlooks and observation points. Nature has created it for those who enjoy the ultimate of peace and quietness when contemplating a wide expanse of sea or attractive shore. The turmoil of traffic seems remote and subdued, the surf is almost noiseless, and carefree birds wing by with a quiet sedateness as if reluctant to disturb the serenity of this elysian scene.

In the eventide as the tinted rays of the lowering sun are brilliantly flooding the broad surface of the undulating sea, high-lighting the surf tumbling upon the rock-bound shore on one side, or the waves rolling lazily upon the sands of the other, and softly illuminating the background of grassy slopes and evergreen hills, there is formed a picture that will linger long in the memories of its beholders.

In these days of vigilant coastal, defense patrols, as if to contradict the quiet peacefulness of the scene, an alert, youthful coast guardsman appears. Rifle in hand, he walks briskly to the forefront, nonchalantly glimpses the civilian visitors, and with his field glasses carefully scrutinizes the sea and visible shore line, then departs. In the overwater distance is the rising crescendo of a patrol plane on its routine flight up or down the coast and, perchance, a silvery blimp may be seen, serene and majestic, as in the near distance it courses the shore land, its observer closely scanning the depths. All these are grim reminders that competent authorities still consider it within the range of possibilities that the realities of war may even yet reach our fair and peaceful shores to the disturbance

of our ingenuous complacency.

Only a few minor improvements were made in this small park by CCC members. These were landscaping, seeding and sodding and erecting the entrance signs and monuments. The entrance road and parking space were developed by the State Highway Department Maintenance forces. The guard rail was erected by state park forces.


W. A. Lengille
State Parks Historian

WAL:ao

RECOMMENDATIONS FOR OTTER CREST

See construction plans for new highway at this point, the same covering recreational development.

S. H. Boardman.

S. H. Boardman
State Parks Superintendent

SHB:so
4-5-45

DEVIL'S PUNCH BOWL

This is a tract of approximately four and a half acres, a portion of which is in the platted townsite of Otter Rock, in Section 32, Township 9 South of Range 11 West, W.M., in Lincoln County, twenty-four miles south of Otis, a mile or so from Otter Crest and nine miles north of Newport. Over four acres of this tract was a gift to the state from F. W. and Caroline P. Leadbetter, by deed dated April 24, 1929. An additional townsite lot was purchased on October 18, 1935, in order to round out the tract.

This park, which adjoins and includes a portion of the Otter Rock townsite, is of small acreage but packed full of interest. The south and west sides are open to the surging ocean waves. On the north side is a shallow, rocky indentation, which at low tide exhibits what is reputed to be one of the finest marine gardens on the Oregon coast. The principal natural feature of this park area is the Devil's Punch Bowl itself, which is situated in the rounded, rocky point that marks the northwest corner of the park. The surface opening of the "bowl" is an irregularly shaped opening sixty to seventy feet in diameter, its rim about fifty feet below the park floor, with a depth of forty to fifty feet, its base overflowing at high tide, thru a connecting underground tunnel and cavern that, in combination, reach clear thru this rock point in a general north and south direction.

The south opening is more or less of tunnel shape, too low in places for a tall person to stand erect, and is roughly ten feet in width. The north entrance is wide and high, assuming the form of a vaulted cavern, its sides and roof steadily crumbling down as the heavy seas of storm periods, with their burden of drift, pound and tear at the rock walls, slowly but surely wearing these down and washing them away. Thus, thru a long period of disintegration, there has been created here the most unusual combination of a wave-worn cavern, with a large skylighted opening and a

tunnel extension that reaches all the way thru a seagirt point of rock.

This very much out-of-the-ordinary natural feature is an object of much interest to the park visitors, even on the Oregon Coast where there are many unusual physiographic features that are attractive to the many who travel the highways and visit the parks. An opening found anywhere in the earth's surface, man-made or natural, excites the curiosity and interest of the average human and seems to arouse his lingering caveman instinct and, if it is an exhibit of nature's handiwork, a well trodden path will lead to its portal. The Devil's Punch Bowl is no exception to this rule, and it has become widely known as a most unusual feature of wave erosion.

The rocky, rough-shored indentation that opens widely to the sea on the northerly side of the park area affords splendid surf views at high tide, and when the tide is low, this basin reveals a rich marine garden display that is of great interest to the visiting layman and is highly regarded in scientific circles. Here, Nereid the sea nymph, planted of his best and peopled this remarkable sea garden with richly hued sea urchins, starfish and other echinoderms, crustaceans, mollusks, odd small fishes and a wealth of marine plants, for the interest and edification of those who are prepared to explore its mysteries.

Southward from this park peninsula, there is a long, very wide and smooth sand beach, backed by a high and steep shoreland sand bank. From the park the beach is reached by a flight of steps that go from the park level, down the steep slope to the beach. While not a part of the park, the beach is used by a good many park visitors who avail themselves of the opportunity to play upon the sands and enjoy the pleasures it affords.

From the park front there is a broad sea outlook, and a mile or so away Gull Rock, a prominent bird rookery, lifts darkly fifty-six feet (U.S.C. & G.S.) above tide. Southward is Otter Rock, two miles or more away. This rock is of less

height and extent than Gull Rock, centering a long, partly submerged reef, with a north and south trend, which was once a rookery for the much coveted, richly furred sea otter.

The name, Otter Rock, is reminiscent of the days when keen eyed hunters, with steady nerves and heavy, accurate shooting, old Sharp rifles, ruthlessly hunted these lordly sea animals for their regal skins. Once numerous, they are now very rarely seen along the Oregon Coast. From the earliest days of fur trading by the Russians in Alaska, and years later along the shores of British Columbia, Washington and Oregon, otter skins have been the most prized, and highest priced individual furs obtainable in this vast Pacific fur region.

These richly pelleted ocean dwellers were once plentiful along the Oregon coast where many pelts were taken in early days, and they were still being hunted along the Lincoln County shores until in the late eighties of the last century. Their abundant presence in the past is indicated by the frequent use of their name in coastal nomenclature.

The well-planned improvements for this park were executed by contingents of CCC forces, detailed from the Yaquina Bay Camp SP-7, during the Fourth and Sixth periods, October, 1934 to April, 1935, and October, 1935 to April, 1936. These improvements were of the general park type, water supply, drinking fountains and other water needs, tables and benches, a fire place, rest rooms, sewage disposal system, guard rail, tile line, foot trail and steps to the adjoining beach, a concrete drain, sodding, and lineal and topographic surveys.

The approach road was originally First Street of the Otter Rock townsite, which was improved and the parking space developed by the Highway Department Maintenance forces.

The existing facilities are adequate for the time being, but space for

their expansion is very limited. However, the conveniences and services available in the adjoining Otter Rock settlement will take care of any park inadequacies for some time to come.

The caverned and tunneled Devil's Punch Bowl, which gave this park its name and fame, is the outstanding natural feature of Lincoln County. The adjoining marine gardens, which have come to be so widely known in scientific circles, are of the best known on the Oregon coast. Altho not a part of the park, the proximity of the gardens and the fact that they are readily accessible thru the park area and down the steps that reach to the cavern's tidal floor, does link them together and the combination gives this small park a prestige that will be enduring. It is one of Oregon's leading park assets.



W. A. Langille
State Parks Historian

WAL:so

RECOMMENDATIONS FOR DEVIL'S PUNCH BOWL

New railing and stairs are needed at the earliest possible time when material and labor are available. The pathway leading to South Beach should be enlarged for safety measures. North of the park and extending to Otter Crest is the finest Marine Gardens on the entire Oregon coast. A trail should connect these gardens with the Punch Bowl.

S. H. Boardman

S. H. Boardman
State Parks Superintendent

SHB:so
4-5-45

YAQUINA STATE PARK

This now historic park area is situated between the north end of the highway bridge and the ocean beach at the entrance of Yaquina Bay, adjoining the city of Newport, thirty-three miles south of Otis. This thirty-two acre tract, described as being in Section 7, 8, 17 and 18, in Township 11 South of Range 11 West, W.M., in Lincoln County, was a gift to the State of Oregon from the United States, thru the Department of Commerce, Lighthouse Service, by a revocable deed, dated September 1, 1934. Title is contingent upon its continuous use for highway and park purposes, reserving "to the Commerce, Treasury and War Departments of the United States, the right of ingress and egress and to maintain thereon such facilities as these departments may require".

The old Yaquina Bay lighthouse, situated on a modest eminence facing the ocean and near the north side of the bay entrance, is now the headquarters for the caretaker, who looks after all of the Lincoln County State parks. The building was erected and the light put in commission in 1871, and discontinued in 1874, a year after a new lighthouse intended for Cape Foulweather was erroneously erected at Yaquina Head.

This two-story, square and substantial old building, with the light room on top of its center, is of rugged simplicity in its architectural design, and built with a stability that has been tested by the storms and stresses of seventy-two years of exposed isolation on this outlying, wind-swept point, where it has been subjected to the worst weather this section of the coast had to offer. All this time it has stood without noticeably serious deterioration, outside or in, and is an enduring example of the structural strength that characterized the construction of wood buildings for such purposes, in the earlier days of Oregon's history.

The upkeep and preservation of this building in its present form, beacon light and all, as a renascent symbol of Oregon's historic past century, is well worth while, even imperative. Its obliteration would be a lamentable historical loss to the park, to the community and to the State.

Adjoining the park area is Newport, the principal town of Lincoln County, with a 1940 census population of over two thousand. Its splendid Yaquina Bay and adjacent ocean beaches have been popular resort areas for Oregon citizens, particularly for those living in the vicinity of Albany, Corvallis and neighboring Willamette Valley communities, since the late 1850's. In the early days of train service to the bay area, there were excursions, with clam bakes and other beach festivities that are only memories in these modern days of unit automobile trips that embrace miles of coast line.

It is told that in the 1860's, people visiting here frequently made round trips to San Francisco on the schooners that were then making regular trips to and from the Bay City, the sea voyage requiring five days each way.

The Yaquina State Park has no natural physiographic features that are spectacular or particularly outstanding. It does, however, have a fine frontage on Yaquina Bay and also touches upon the exceptionally wide, smooth ocean beach, miles long, that has made this locality famous as a resort area, after centuries of undisturbed occupation by a strong, tribal nation.

For untold years it was exclusively the home of the Ya-ko-nan tribe, who occupied fifty-six established villages, distributed along the bay and river from its entrance to the sea, upstream to where Elk City now stands.⁽¹⁾ Moreover, they had their own language, traditions and ceremonies which they jealously guarded, and

(1) Oregon Historical Quarterly Vol. XXVIII, March, 1927, No. 1, article by J. Neilson Berry.

they held inviolate the integrity of their chosen "illahee" where from stream, bay and forest they obtained their needs in great abundance, until the coming of the white man dissolved their home land. Ever since the first white man came to the Yaquina Bay area, it has been noted as a prime locality for the taking of fish, clams, crabs, and the most delectable of oysters. In General Sheridan's memoirs, he remarks that while stationed on the Bay in 1856, he never tired of watching the weird, torchlight spectacle of the numerous native women moving over the tide flats in search of the abundant crabs.

When white men first came to Yaquina Bay there was also a great abundance of the esculent native oysters. In 1861 it was discovered that there were many extensive beds of these luscious bivalves and a lucrative business was developed, gathering and shipping them by schooners to San Francisco, where they became the luxury of the epicureans of those days. The demand was so great that the original beds were depleted and shipments ceased. In recent years the beds have been restocked, but they are not the oyster of native origin that was rated the very best on the Pacific Coast. The present day catch, altho it does not equal the toothsome-ness of the original stock, is of excellent quality, and the demand is greater than the supply.

On the bay, where Sheridan watched with delight the flares of the natives seeking crabs, there is now to be seen a fleet of modern, seagoing fishing craft, coming, going or riding at anchor. Frequently they take interested visitors off shore to fish or enjoy themselves watching for whales, porpoises or predatory herds of sea lions.

When the fishing boats are all at their moorings in the ending day, the bay boasts a richly colorful, fishing harbor atmosphere that gives it a very pleasing and attractive appearance. The water front of the park, the elevated highway bridge, or its ample bridgehead areas, are all vantage points from which to view the charming

scene of Yaquina Bay and its fishing fleet in the heightened coloring of the sunset hour.

Samuel Case, who was the first white person to settle on Yaquina Bay, came there alone in 1855. In his original home he housed and entertained those who came to the bay as best he could. In 1866 he built the Ocean House, which was the first resort hotel in recreation minded Newport and, so far as known, the first in what is now Lincoln County. Two others, the Abbey House and Fountain House - all hotels were "houses" in those days - were built in 1871. While the others are no longer existant, the Abbey House has been continuously serving travelers, pleasure seekers and groups, ever since it was opened over seventy-two years ago.

The state park begins at the line of the highway right of way, near the north end of the bridge. It fronts the bay for a distance of fourteen hundred feet, and faces the ocean for twelve hundred feet. The entrance road leaves the highway just north of the bridgehead. The facilitated portion is, in part, on a low bench at the edge of the bay, just below the lighthouse. This picnic area has several camp stoves, a number of table and bench combinations, resting benches on the bay shore, drinking fountains and rest rooms. Some of the tables and stoves are in the open near the bay front, others are in the shelter of the nearby pines. Northward of the lighthouse and facing the beach there is another picnic area similarly equipped. Despite the proximity of the town and its many refreshment places, the picnic areas are generally well occupied and on week ends or special occasions are overcrowded with happy, pleasure seeking people who always seem to find enjoyment in these surroundings.

The venerable old lighthouse that gives distinction to the park, sometime since called the "haunted lighthouse", no doubt so designated because of the many woodrats, attracts not only park visitors, but also many who have visited elsewhere on the ocean beach and been intrigued by its historical significance and stories of its spooky reputation.

The traditions of this locality as a recreational area are of long standing and generations of Oregon citizens, in large numbers have marched the beach sands, caught crabs, dug clams, built bonfires and otherwise enjoyed themselves in this delightful Yaquina Bay area for well on toward a century of time, which is much of Oregon's civilized history. They first came on foot, on horseback or with ox teams over Sheridan's trail, later by wagon or stage, then by railroad and now by automobile over paved roads. However they came, pleasure awaited them in full measure, and the number of vacationists who visit the Yaquina Bay area is ever increasing, despite the fact that it has no spectacular scenery nor outstanding physical features other than its charming bay and always interesting ocean beach..

The quiet bay, spanned by a beautiful bridge that lifts high above the water, has its boats and fishing fleet riding safely at anchor inside the jettied harbor entrance and at the turn of the shore is the splendid, wide and long ocean beach that looks from the park front into the evening sun, from close beside a pleasant, hospitable town. While not spectacular these are the principal attractions yet, as in the beach area at the north end of the county, the people congregate here in great numbers, finding the locality sufficiently attractive for them to return again and again, to spend their vacation time of days or weeks in the places that have furnished them so much of seaside enjoyment in the past, as it will in the future.

IMPROVEMENTS:

All the state park improvements made in Lincoln County, except the surfacing and paving of park roads and parking spaces, were by members of the CCC camp set up in Yaquina State Park and occupied during the Fourth Period, October, 1934 to April, 1935 and the Sixth period, October, 1935 to April, 1936, and have been

listed under their respective job titles. All the work plans were subject to the usual routine of being approved, supervised and inspected by the National Park Service office in San Francisco and the construction details were passed upon by the technicians of that Service.

The Yaquina Park entrance road, and parking spaces, were graded by CCC members. The surfacing and paving were done by State Highway Department Maintenance forces.

CCC forces built one double stone latrine, 1946 lineal feet of guard rail, installed four garbage pits, five drinking fountains, laid 920 feet of water pipe to connect with Newport's water system, five fireplaces were erected, fourteen signs were placed, one stone monument with sign erected, twenty-eight table and bench combinations set up, six-tenths of a mile of park road built, four-tenths of a mile of park road improved, three quarters of a mile of foot trail built, thirty acres landscaping, undifferentiated, 2,463 shrubs and trees moved and planted, 2,000 square yards of parking area prepared for surfacing, five acres of campground cleared, seven acres seeded and sodded, a half mile of lineal survey and five acres of topographic survey.

The defense forces prudently closed the park area and its immediate surroundings to all unauthorized visitors early in December, 1941, and reopened to the general public about May 1, 1944.



W. A. Langille
State Parks Historian

WAL:ao

RECOMMENDATIONS FOR YAQUINA BAY PARK

This park is heavily patronized and is in need of enlarged picnic facilities. The parking area on the north side should be oiled. A trail of permanent structure should be made down to the beach. A new latrine should be constructed in the new picnic area. The present caretaker's house is becoming weather unworthy and a new house should be constructed back in the timber away from the trade winds.

S. H. Boardman

S. H. Boardman
State Parks Superintendent

SHB:ao
4-5-45

SEAL ROCK STATE PARK

Seal Rock is a small park of three or more acres, situated nine and a half miles south of Newport and located in Section 25, Township 12 South of Range 12 West, W.M., in Lincoln County. A quarter of an acre of this tract was a gift to the state from Lincoln County, by deed dated October 15, 1929. The remainder was purchased, deed date June 18, 1942.

Attached to the park are three certain rock islands, named Castle, Elephant and Tourist in this order from north to south. Thru the efforts of Senator McNary, these were granted to the State of Oregon by an Act of the Seventieth Congress (Senate Bill 1193), approved February 25, 1928, conditioned upon being maintained in their present state "as natural monuments or objects of scenic interest". They are in the same section, township and range as the park proper.

It is worthy of note at this time that an Executive Order No. 4774, dated November 29, 1927, and signed by Calvin Coolidge, reads in part as follows: "it is hereby ordered that all unreserved rocks and pinnacles situated on the Pacific Ocean off the coast of Oregon, be and the same are hereby temporarily withdrawn from settlement, location, sale or entry, except as provided by said act, for classification and in aid of proposed legislation. This order shall continue in full force and effect unless and until revoked by the President or by Act of Congress".

This small park area is adjacent to the platted Seal Rock Resort and its east side is traversed by the Oregon Coast Highway for most of its north and south distance. The tract is roughly triangular, the outlying corner, terminating at and being a part of the picturesque Elephant Rock, the center of the three larger ones with a half dozen or so smaller ones at either end.

A side road diverges from the highway and enters the park for a short

distance and near its end is a wind-sheltered hollow, where there is a park stove. The park area is generally covered by the usual, dense coastal type of shrubbery and depressed spruce trees to the outer edge of the wind-swept soil deposit. Elephant Rock is an elevated and elongated extension of the outer end of the park triangle, from which there is a splendid view to the north. In the immediate foreground is the high, monolithic Castle Rock and beyond is a mile long, curving rock reef, submerged and awash, which shelters the inner beach shore line from the weight of the heavy, riotous surf that crashes it from end to end.

To the south, is the larger, Tourist Rock, of massive columnar basalt, its top partly grassed, looming bulkily against its ocean background. Along the curve of the inner shore there is a fine beach that extends smooth and inviting to the park limits. Just beyond there is an almost level, stratified sandstone formation, reaching from shore to the black, pinnacled, outside barrier reef. Tourist Rock itself, accessible when the tide is down, offers good sea fishing from its low, south extremity. If the tide has risen, the return trip may present some difficulties, but not impossibilities, in reaching shore. However, for anyone well shod, and familiar with rough, rock-cliff travel, the return would not be perilous. To the seaward side of the outer reefs and some distance away are two gull rocks, which always seem to be crowded with these wayfarers of the sea.

While the park is not facilitated to any extent, the adjoining business section of the Seal Rock village has refreshment places that are always available.

The caretaker's estimated record indicates a meager attendance in this park, being the lowest of the recorded Lincoln County group. This is not at all in keeping with its scenic merits or location. Altho small in acreage, it has a superb view point that overlooks some superior sea coast scenery that is well worth viewing by anyone who has an appreciation of the seashore in excellent form.

-35- W. A. Langille
W. A. Langille
State Parks Historian

RECOMMENDATIONS FOR SEAL ROCK PARK

More picnic facilities should be provided. A larger parking area should be constructed. A thousand feet more land is needed joining on to the north boundary of the park. Nothing on the east side.

S. H. Boardman

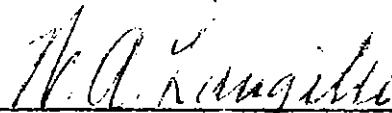
S. H. Boardman
State Parks Superintendent

SHB:eo
4-5-45

WOOD SUPPLY TRACT

This wood supply tract, which has been designated as an "Official Park", is located in Section 20, Township 11 South of Range 11 West, W.M., contains forty acres, of which thirty-eight and two one-hundredths acres were a gift from Lincoln County, the deed dated July 14, 1939. The small remainder was purchased to round out the wood lot, which lies between Newport and Seal Rock, astride the former right of way of the United States Spruce Production Railway, which is near the Coast Highway.

The tract is to be used for the growth of a future wood supply for the Lincoln County state parks, and for the present, no development of any kind is contemplated excepting the promotion of tree growth for wood for park use.



W. A. Lengille
State Parks Historian

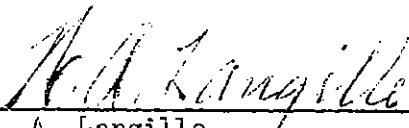
WAL:eo

WALDPOR OCEAN WAYSIDE

This wayside, containing a little more than ten acres, lies between the Coast Highway and Alsee Bay adjoining the town of Waldport, in Section 19, Township 13 South of Range 11 West, W.M., Lincoln County.

This tract was a gift to the state from Maud C. and Wm. P. Keady, by deed dated April 20, 1937. All except a small area at the north end of the tract is subject to tidal overflow.

This is one of the undeveloped Lincoln County waysides. The combined parks, waysides, or other recreational areas in this county total eighteen individual tracts, a greater number of separate units than is found in any other county of the state, emphasizing the popularity of the Lincoln County area for recreational purposes.



W. A. Langille
State Parks Historian

WAL:as

RECOMMENDATIONS FOR WALDPORF WAYSIDE

This is a wayside parking area and should be kept only as such.

S. H. Boardman.

S. H. Boardman
State Parks Superintendent

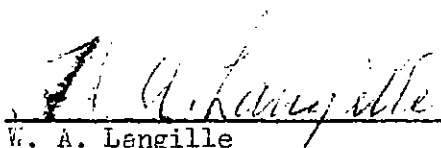
SHB:eo
4-5-45

SOUTH WALDPOR OCEAN WAYSIDES

This ocean wayside is a narrow strip of land, three quarters of a mile long, four hundred twelve feet wide at the north end and twenty-eight feet wide at the south end, containing nine acres. It lies between the highway and the shore line, in Lots 2, 3, and 4, Section 25, Township 13 South of Range 12 West, N.M., one mile south of Waldport, in Lincoln County.

The tract is undeveloped and there are no facilities of any kind. The wide portion at the north end is the only place where facilities could be feasibly established. The right of way of the United States Spruce Production Railway, built for hauling spruce timber for airplane material for World War I, parallels the highway on its east side.

The terrain is generally not rough, but fire has killed a former covering growth of pine. The tract is fronted by a stretch of fine beach, that is accessible by a usable road at the north end of the park. The tract is suitable for an extensive and pleasing, future wayside development.



W. A. Langille
State Parks Historian

WAL:ao

RECOMMENDATIONS FOR SOUTH WALDPORF WAYSIDES

These are a unit of the general ocean waysides between Waldport and Yachats and will be included in the general wayside development.

S. H. Boardman

S. H. Boardman
State Parks Superintendent

SHB:ao
4-5-45

YACHATS STATE PARK

The Yachats State Park is the last and most southerly "Official Park" wholly in Lincoln County. It consists of twenty-six lots of various sizes, situated in the west end of the platted townsite of Yachats, with an area of approximately two and a half acres, which fronts the ocean and also touches the north side of the mouth of the Yachats River. Lot five of Block three, was a gift to the state from Chas. A. and Corinne E. Lounsbury, the deed dated October 16, 1928. The other lots were purchased. All are in Section 27, Township 14 South of Range 12 West, W.M., Lincoln County, twenty-three miles south of Newport, and three and a quarter miles north of the south line of the county.

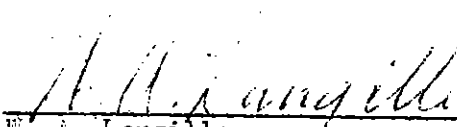
The ocean side of the park has a more or less steep, rocky front, which is a noted locality for catching several varieties of sea fish and is very popular with those who engage in this pastime. Such fishing, practically within a seacoast town is a rare opportunity. Also the Yachats River yields good catches of trout and Salmon, in season.

While the Yachats resort area is the most distant from the populated centers of any in Lincoln County, it is quite popular with families who prefer the quiet isolation where all the natural advantages of the ocean shore are available, with less of confusion from the over crowding that is so prevalent in the more northerly beach resort areas.

The park facilities are limited, but this is not a serious matter because of the proximity of the town and the fact that this locality is more or less a family resort area where visits are prolonged.

There are excellent sea views and attractive surf scenes which may be viewed from the park front resting benches. The beach area is limited.

The only improvements are a few seafront benches placed by the state park traveling mechanics.


W. A. Langille
State Parks Historian

RECOMMENDATIONS FOR YACHTS STATE PARK

Better latrine facilities should be provided. A shelter house should be provided against the winds. More benches are needed. A road along the Bay connecting the park with the highway should be provided. The present road to the park should be oiled.

S. H. Boardman

S. H. Boardman
State Parks Superintendent

SHB:ao
4-5-45

YACHATS OCEAN ROAD

While this area has not been classified as an "Official Park", its location and possibilities for recreational purposes are good enough to justify mention.

The tract is a strip one hundred feet wide and approximately three-quarters of a mile long which diverges from the Coast Highway at the south end of the Yachats River bridge, follows the stream bank a short distance, then courses along the ocean shore a half mile or more and again intercepts the highway.

This generous sea shore road right of way is a gift from the Equitable Trust Company of Portland, deeded to the State of Oregon, on March 11, 1931, "...for the exclusive purpose of a public driveway for the benefit and pleasure of the public and to continuously maintain the same as such". The roadway is located in Sections 26, 27 and 34 in Township 14 South of Range 12 West, W.M., in Lincoln County. The road has been graded and surfaced with crushed stone by State Highway Department Maintenance forces and is usable at all times.

It is a delightful and pleasing driveway, with a right of way that has an abundance of adaptable space which presents a splendid opportunity for the development of roadside picnic areas and resting places, in a setting that lends itself most favorably for this purpose, on the very border of the ocean.

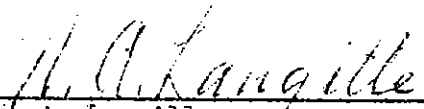
Besides this described Yachats Ocean Road, there are two other "Minor Parks" and one "Roadside Development Area" in Lincoln County, listed as follows: Alsea Bay North Bridge Head, containing six and a fraction acres, which were acquired from Frank H. Hilton, thru court action, under the right of eminent domain, the final judgment dated June 17, 1938. This tract is located in Section 18, Township 13 South of Range 11 West, W.M. Connected with the Hilton property, slightly less than an acre was purchased to round out this bridge head and preclude the intrusion of disfiguring buildings or nuisance shops.

The South Beach Wayside, a tract of twenty-six acres, is an aggregation of unoccupied lots and blocks in the townsite of Harborton, which are entirely undeveloped.

The Ben E. Smith Wayside is a roadside development area, being that portion of Lot 7, Block 1, lying west of the Oregon Coast Highway, in the Coast View Addition to Yaquina City, located in United States Lot 4, Section 7, Township 12 South of Range 11 West, W.M., Lincoln County, Oregon.

This tract is a gift to the state from B. E. Smith, deed date June 8, 1933, containing 0.015 of an acre.

There has not been any development on this property to date.



W. A. Langille
State Parks Historian

WAL:ao

RECOMMENDATIONS FOR YACHTS' OCEAN ROAD

This road should be oiled.

S. H. Boardman

S. H. Boardman
State Parks Superintendent

SHB:ao
4-5-45

RECOMMENDATIONS FOR ALSEA BAY SOUTH BRIDGE HEAD

This area should be kept in its natural state for bridge head protection. Private property should be purchased on the Bay which separates the bridge head property from the old ferry slip property now held by the Commission.

S. H. Boardman

S. H. Boardman
State Parks Superintendent

SHB:ao
4-5-45

CONCLUSIONS

The Oregon coast from the Columbia River to the California line is a region that holds a wealth of surpassing seashore scenery and a wide range of recreational opportunity from one end to the other.

There are miles of ocean beach, with intervals rich in agate yielding gravels. There are bays and tidal estuaries holding the basins of sunken rivers that teem with water fowl of many kinds. Numerous streams yield catches of the most delectable game fish to be found anywhere, and sea fishing from the rock shelves of the headlands or wave-worn salients always yield a worth while catch of excellent pan-fish, and from several harbors there are boats that can be employed to take the venturesome out upon the broad, sometimes heaving, Pacific to try their luck at deep sea fishing. The outlying reefs and rock islets are rookeries for countless sea birds or groups of sea mammals. There are also caves and caverns where these seals and sea lions come to rest. They always arouse human interest and people enjoy watching them whether they are in the water, their more domestic quarters on the rocks or in their caverned homes. Trails, and occasionally roads, reach to the headlands, high promontories and even to the summits of some of the lofty foothill spurs that touch the shore, all offering magnificent panoramas of sea and land. Down to the very sea shore are seen the trails of deer, the great Wapiti and, not infrequently, the forms of these graceful forest dwellers themselves. And, along the great length of this riot of charming scenery there are many homes of all types and classes that reflect the tastes and means of their owners.

What is now Lincoln County is undoubtedly Oregon's primary, and also foremost, coastal recreational area. Not only did the very first of the white settlers of the Willamette Valley to make a recreational visit to the Oregon coast play upon the ocean sands of north Lincoln County, but its Yaquina Bay area was

regularly receiving pleasure seekers before Oregon attained statehood. There were, no doubt, other people who followed the old Salmon River Indian trail used by the early missionaries and their brides, after they had shown the way in 1837. Later, others used the old toll roads that followed the Indian trail route, and antedated the present beautiful Salmon River Highway. However, it was not until this highway and the Oregon Coast Highway were completed and paved, that the later great concourse of people found their way to the now popular, north Lincoln County state parks and ocean beaches.

Citizens of the Willamette Valley began vacationing in the Yaquina Bay area shortly after the energetic Lieutenant Phillip H. Sheridan, with his troops, opened up a rough, oxcart trail to the Siletz Indian Reservation in 1856. Soon after, the Willamette Valley people began using this route to visit the Yaquina Bay area. Trail and road improvements kept pace with development and the procession of recreationists has never ceased. This trail was opened only a year or so after the venturesome Samuel Case had, alone and unaided, established himself on Yaquina Bay. He was Lincoln County's first civilized host.

Case seems to have realized very early the recreational possibilities of the Yaquina Bay area, which later on induced him to build a hotel for the accommodation of visitors in 1866. The business thrived, and in 1871 the Fountain House and the Abbey House were built by others, all facing the bay. The Abbey House has survived and is still in operation. Many of the earlier Oregonians, as well as the present generations, have enjoyed its hospitality.

While the resort hotel built in the late 1850's, on the beach just north of the mouth of the Umpqua River, in Douglas County, was apparently the first of its kind on Oregon's shores, it disappeared soon after, probably in the devastating flood of 1861, and no other was ever built, at or near the mouth of this river.

The popularity of the Yaquina Bay locale for vacationists is thus of a long and continuous standing, that is based upon its natural, alluring features. There is even evidence of its primitive attractiveness in the fact that the very old Ya-ko-nan tribe had a larger number of permanent villages on the Yaquina river and bay, than any other group of the coast Indians had elsewhere. They were strong and self-reliant enough to defend the integrity of their "illahee", as well as maintain their racial and tribal characteristics and the purity of their own language, up to the coming of the white man. The physical conditions and the abundance of food that made the old Ya-ko-nans a hardy, self-sustaining tribe, are the same basic factors that have built up in this locality a community of prosperous, hospitable people, who have made of its surroundings an enticing, long enduring, recreational area. This recreational appeal has been reflected in the good, year to year, attendance record reported for the Yaquina State Park, up to the time of its being closed to the public by the coast defense authorities in December, 1941. It was reopened in 1944.

While the Yaquina Bay area is without spectacular scenic features, the bay itself is an appealing bit of water, that is given a pleasing, maritime touch by the presence of the many trim, seagoing fishing boats that harbor there. The adjoining wide, lengthy ocean beach has long been popular and the quaint, historic, old town of Newport is also attractive. These features make up a combination of engaging, peaceful charm, where visitors find comfort and relaxation in a locality that for several generations has lured vacationists again and again to this inviting bay and its environment.

For the last few years the Lincoln County coast area, as a whole, has undoubtedly been the most popular recreational section of the entire Oregon shore-land.

Altho the attendance reports of the caretaker of this county's state parks are estimated, not actual counts, there can be a considerable allowance made for possible over estimates and the record will still show a higher rate of attendance for Lincoln County than is shown for any other coast county.

Why so many more people visit there than go elsewhere on the Oregon coast is a question that frequently arises. Nearness of the county's splendid north end beaches to the densely populated Portland-Salem area is probably the principal factor. Also, the drive from these populated sections is a pleasing one, over good highways, with beautiful and entertaining, rural wayside scenes. There is an array of inviting small towns along the way, with here and there a whining sawmill punctuating the silence, before reaching the heavily forested section of the Salmon River Highway, where it enters the H. B. VanDuzer Forest Corridor, a restful stretch of beautiful, state-owned, primeval forest, before emerging upon the coast to connect with the Oregon Coast Highway at Otis, at the very north end of Lincoln County. The entire drive from either Portland or Salem is one of diversified interest and pleasure, to say nothing of what awaits at its coastal end.

After leaving Otis, a golf course appears, and then begins a series of homes and small businesses of all kinds, with many caterers, and refreshment places, with conveniences and minor diversions, all adiscent to the beaches. All these are readily available along the eight or ten miles of highway, which closely parallels the coast line, with a few diversions, from Otis to Gleneden. This section fronts a splendid, wide beach that entertains hundreds, sometimes thousands, of pleasure seekers on week ends and holidays, and in a season no doubt attracts a greater number of people than assemble in a like distance any where along the Oregon Coast.

The vacationists seeking enjoyment in the Yaquina Bay section, thirty odd miles south of Otis, are mostly from the upper Willamette Valley. These valley

people have long been partial to this bay area, which seems to offer a greater variety of recreational opportunity than is found in the north end of the county. However, neither of these localities have in their midst any of the superlative scenic features that mark many other sections of the coast, yet their beaches attract and hold throngs of people, when the state parks outside of Lincoln County, even the best facilitated ones, entertain a far less complement of visitors.

The state parks that touch the ocean shore between Newport and the beaches at the north end of the county, are splendid exhibits of readily accessible, rugged coast scenery and are well worth visiting. For several years they have shown a very high, estimated, attendance record that has consistently been far greater than the estimates reported for any of the other coastal state parks which are individually as picturesque and attractive, much better facilitated, but more isolated and away from any largely attended sand beaches.

When a half dozen or so of state parks have reported over fifty per cent of the state wide park attendance, even when so well favored and conveniently located as these, there must be some reason for such a concentration of pleasure seekers along this short stretch of a lengthy coast line. There is little doubt that the high state park attendance reported for this small group of parks is, in a considerable measure, attributable to the proximity of the popular Yaquina bay and adjoining ocean beaches, and the beaches that attract so many to the north end of the county. Too, it has been noted that the high count days were concurrent with the unusual numbers that visited these two prominent beach sections on week ends or special days. On such occasions many cruise the highways from beach to park, park to park and again to their beach, and when these repetitive visits are all reported, it gives an exaggerated estimate of the actual number of visitors in the area concerned.

Human beings have an inherent, ages old, fondness for the seashore. However, from the arctics to the tropics, all around the world, it is on the sand beaches where they have always foregathered for their pleasure, regardless of whether they were untutored aborigines or sophisticated moderns. No matter how spectacular or scenically picturesque an ocean cliff or headland may be, nor how expansive or impressive its outpost view, no one ever saw a large, lingering aggregation of pleasure seekers congregate upon or about them. The crowds are always upon the beaches.

The Oregon sea front has a very unusual and remarkable display of rugged coast scenery along its entire length, yet few, very few, people are seen on the headlands, promontories or peaks that are not reached by automobile. The great diversity of appealing scenery that may be seen from the comfort of a passing automobile, with occasional stops for the outstanding scenes from the better view points from the state parks, or pauses on the frequent overlooking highway turnouts are, to a great majority of people, a satisfying display of the rugged, coastal scenery. View points, near or distant, that are only accessible by trail have little or no appeal to those who are not clothed or shod for foot travel. For their amusement they go to the sand beaches, to assemble with and enjoy the companionship of the pleasure seeking numbers of people they find congregated there.

While it is a splendid idealism to believe that the great number of people who go to the Oregon coast are drawn thither by the abundant and richly eloquent scenery, this idea is confounded by the apparent fact that the Lincoln County sand beaches entertain more thousands of people than all the other resort areas and parks of the Oregon coast combined. There are no actual statistics to affirm or deny this statement, other than the previously cited estimates submitted by the parks caretaker for the half dozen or so of state parks that lie along the

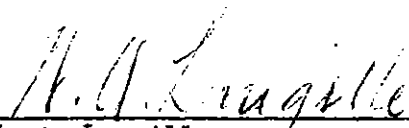
shoreland between or near the mentioned principal beach areas. Giving these figures due consideration, the question arises as to whether the parks drew the crowds who found their way to the beaches, or vice versa.

Casual observations in this area lead to the belief that the beaches, an attraction before the state parks were established, are the drawing cards, the beach attendance supplemented by the presence of the alluring parks disposed along the shoreland adjacent to and between them, making the one a concomitant of the other. The parks do attract many who seek their quieter seclusion and the more private enjoyment of their repasts. Others visit them briefly, one after another, to view and admire their various scenic features, and there is always an element who, from curiosity, move restlessly from one park to another and back again, each park in turn being credited with their visits. To that extent the reports exaggerate the number of people in the area that always far exceeds the reported attendance for similarly featured parks, which are apart from the crowded beaches.

These conditions suggest that the parks near these well attended beaches will, in the future, require more extensive picnic areas, and comparably more facilities to care for what will be an ever increasing influx of visitors from the beaches, to many of whom the parks will be havens of restfulness, with opportunity for a period of quiet and relaxation where there is more of seclusion, greater comfort and more conveniences, "far from the madding crowd".

There is no question but that Lincoln County is, and will continue to be, the leading resort area of the Oregon Coast. When our normal way of living and travel is restored the first outing season that follows will see a great upsurge of visitors to the coast area, particularly Lincoln County, which will greatly overtax the present park facilities. This need should, if possible, be provided for in

advance, if the resulting greater park attendance, both local and out of state, is considered desirable and to be encouraged.



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State Parks Historian

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