OREGON STATE PARKS
CONTEXT STATEMENT

March 31, 2005

for

Oregon Parks and
Recreation Department

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INTRODUCTION

In December 2003 the Oregon Parks and Recreation Department (OPRD) contracted with Architectural Resources Group (ARG) to develop an Oregon State Parks Context Statement and to conduct surveys of buildings, objects, and cultural landscapes in several parks. This report consists of the Context Statement; the survey portion of the project has not yet been completed. Once the survey is conducted and types of resources are identified, there may be need to revise or add to the Context Statement. It is anticipated by the OPRD that subsequent projects will continue to survey the parks in phases until all parks have been surveyed.

Oregon Parks and Recreation Department (OPRD) manages more than 95,000 acres of land, which include such diverse properties as 230 parks, 362 miles of ocean shore, 1150 river miles of state scenic waterways, and over 90 parcels of the Willamette River Greenway. In addition to natural resources, the department is also responsible for the inventory, evaluation, and management of historic resources within these parks.

The predecessor to the OPRD, the Oregon State Highway Commission, was established in 1913. Although primarily concerned with the state's roadways, early in its history the Highway Commission was given the task of preserving some of the state's natural resources. In 1913 Governor Oswald West and the Oregon State Legislature declared the Oregon beaches a public highway. The law placed the state's beaches under the authority of the Highway Commission. In the 1920s the Oregon State Highway Commission began acquiring land for a state park system. Oregon's acquisitions focused on lands close to highways. By acquiring land, the system also acquired the historic resources on them. Finally, in 1963 Oregon law was changed to allow the Highway Commission to acquire and develop scenic or historic places, marking the first time historic resources were part of park acquisition policy.

The Oregon Legislature created a State Department of Transportation in 1969; the Highway Department was retained as a division of the larger agency. A decade later, in 1979, the legislature authorized a State Parks and Recreation Division (SPRD), an agency separate and equal to the State Highway Division. The SPRD was accountable directly to the Transportation Commission. Finally in 1989 the Oregon State Legislature passed a bill that made State Parks a separate department, a completely independent agency of state government now known as the Oregon Parks and Recreation Department.

The historic resources that the park system acquired over the past eighty-plus years vary greatly: from nineteenth-century coastal lighthouses, to the cultural landscapes of New Deal campgrounds. There are 10 OPRD heritage sites, and 18 parks with resources listed on the National Register of Historic Places. Currently OPRD does not have a comprehensive survey or inventory of its historic resources. Some park's historic resources have been well documented, while others have not been documented at all. A complete survey is likely to yield many other properties eligible for the NRHP.

SCOPE OF THE PROJECT

OPRD's long-term goal is to undertake, through a phased approach, a comprehensive survey of buildings, structures, sites, objects, historic districts, and landscape features in Oregon State Parks and evaluate their integrity and historical interpretive potentials. A matrix will be developed that displays aspects of significance and condition in order to develop basic historic property treatment standards and prioritize repair and maintenance. All treatment standards will be consistent with *The Secretary of the Interior's Standards*.

PROJECT METHODOLOGY

The research design and methodology for the project was outlined by the consultant and discussed a start-up meeting held with State Parks staff Kathy Schutt, and Nancy Niedernhofer on December 2, 2003. The project incorporated guidelines recommended by *The Secretary of the Interior's Standards for Preservation Planning and Developing Historic Contexts*.

Archival Research

- *Research was conducted December 2-5, 2003 at:*
  - *Oregon Parks and Recreation Department Archives*
  - *Oregon State Historic Preservation Office*
  - *Oregon State Archives*
  - *Oregon State Library*

- *Research conducted January 29, 2004 at:*
  - *U.C. Berkeley, Doe and Bancroft Libraries*

- *Research conducted February 24-26 at:*
  - *Oregon State Library*

- *University of Oregon (Knight, Special Collections[i], and Architecture and Allied Arts Libraries)*
- *Oregon Historical Society, February.*

- *ARG staff contacted archivist John Hedger at the National Archives at San Bruno on March 11, 2004. After several conversations and e-mails with Hedger and consultation with Nancy Niedernhofer of OPRD, it was determined that the archives were unlikely to yield much information on Oregon parks, specifically the involvement of the Civilian Conservation Corps.*

It should be noted that no archaeological or historic Native-American resources were surveyed or researched during this project. These issues will be covered in the report Archaeological Resource Evaluations, Oregon State Parks, 2002/2003 Surveys prepared by Guy L. Tasa, Richard L. Bland and Julia A. Knowles. Only brief mention of the Lewis and Clark journey and the Oregon Trail were made in the contexts. While these themes are extremely important to understanding the history of Oregon, because so much has been written on these themes, extensive information is already available.

CONTEXT STATEMENT

Cultural resource surveys are not complete without linking resources to their associated historic contexts; the establishment of historic contexts is vital to targeting survey work effectively. In addition, contexts are necessary to make future significance evaluations for resources and to evaluate the potential for historic designation. Historic contexts are organizing structures for interpreting history that group information about historic properties that share a common theme, common geographical area, or a common time period. The establishment of these contexts provides the foundation for decision-making concerning the planning, identification, evaluation, restoration, registration, and treatment of historic properties, based upon comparative significance. Contexts can be developed for all types of resources including, but not limited to, buildings, structures, objects, cultural landscapes, and historic districts. The methodology for developing historic contexts does not vary greatly with different resource types.

As individual parks are surveyed, it is expected that new types of resources will be identified, and adjustments to the Context Statement will be made. To date the following contexts have been identified and developed for the Oregon Park System:

- Oregon's Park System
- Important Persons
- Federal Involvement: CCC and WPA
- Design in Oregon's Parks

- Transportation
- Engineering
- Early Exploration and Development
- Agriculture and Ranching
- Tourism
- Military
- Maritime History
- Industry
- Early Government
- Ethic Heritage

Initially Commerce was included as a context, but after conducting research it was determined that the parks related to commerce should be discussed under other contexts.

ENDNOTES

[i] Special Collections at the Knight Library have the papers of Robert W. Sawyer. The collection is extensive. Some information was gleaned from these papers, and it is anticipated that they will be more useful in the study of individual parks.

OREGON'S PARK SYSTEM

The predecessor of the Oregon Parks and Recreation Department, the Oregon State Highway Commission, was established in 1913. Although primarily concerned with the state's roadways, early in its history the Highway Commission was also given the task of preserving some of the state's natural resources. In 1913 Governor Oswald West and the Oregon State Legislature declared the Oregon beaches a public highway, attempting to preserve the beaches for public access.[1] The law placed the state's beaches under the authority of the Highway Commission.

In the 1920s there was a nationwide movement calling for state parks systems administered by state departments of conservation. The 1921 National Conference on State Parks, organized in part by Stephen T. Mather, the first director of the National Park Service, promoted this idea. Oregon's Governor Ben Olcott was receptive to Mather's ideas of a state park system, but not its independence as a separate department. Olcott's support was inspired partly by the logging of impressive forests along the Cannon Beach-Seaside Road. In 1921 Olcott asked the legislature for a scenic preservation package, and the state legislature passed portions. The 1921 law empowered the Highway Commission to acquire rights of way within 300 feet of the highway centerline for scenic conservation and tree planting purposes. The Commission began acquiring land for small roadside parks and waysides.[2] In addition, the agency undertook roadside beautification projects including planting trees and shrubs. Sarah Helmick State Park donated in 1922 was the first park given to the system.[3] Soon thereafter Clatsop County agreed to transfer a tract of land that became Bradley State Wayside.[4]

In 1924 the Highway Commission appointed an Advisory Committee on Roadside Planting. In addition to planting campaigns, the committee member's duties were expanded to advise the Commission on the suitability of new sections of parkland.[5] In 1925 the State Legislature passed an act that gave the State Highway Commission the authority to acquire lands for the preservation of scenic places along state highways specifically for park purposes "parks, parking places, campsites, public squares and recreation grounds."[6] The new legislation enabled the committee to expand their acquisitions to larger areas beyond the former 300 feet right-of-way limit.[7]

In 1927 Charles G. Sauers, a representative of the National Conference on State Parks, visited Oregon promoting the idea that a separate parks department of conservation be placed in charge of the state's natural resources. Sauers argued that an agency distinct from the Highway Commission would be administered by people concerned with natural resources rather than the construction and maintenance of roadways. Although Sauers found some support for his ideas, the Highway Commission, especially its chairman, H.B. Van Duzer, and commissioner Robert W. Sawyer were in strong opposition. Sawyer, an enthusiastic promoter of the Oregon park system, feared that if the parks were administered by a separate entity, the new department would be reliant on financial support from the state legislature. Judging from the political climate, Sawyer doubted the legislature would support a park system without a struggle over the budget every couple of years. In contrast, the Highway Commission's financing was independent from legislative appropriations and received its funding from gasoline taxes and automobile licensing fees. Further bolstering Sawyer's argument, the Highway Commission had been increasingly successful in acquiring parklands. Sauer's suggestions did not garner support, and the park system remained under the Highway Commission. [8]

Later the Highway Commission began to understand the benefits of developing a state park system; the preservation of scenic natural resources along Oregon's highways furthered tourism and use of the state's highways.[9] Realizing the growing park system needed greater attention, in 1929 Governor I.L. Patterson formed the State Parks Commission composed of a three-member State Highway Commission and two former Highway Commissioners.[10] In addition, in August 1929 the Highway Commission, with the approval of Sawyer, appointed its first Oregon State Parks engineer, or superintendent, Samuel H. Boardman.[11]

As state parks engineer Boardman aggressively sought the acquisition of new lands both along the coastline and state highways, particularly in places where logging operations were in progress. Boardman's approach was to travel constantly making personal contacts. He was well-known for his remarkable ability to convince people to donate land or sell below the market rate. Later Boardman expanded his search to lands valuable solely for their scenic and recreational values.[12] In his search for new parkland, Boardman traveled throughout the state. However, the largest number of acquisitions was on the coast and in the Columbia Gorge.[13] By the mid 1930s a significant amount of scenic acreage had been acquired. As Boardman stated in a letter to Robert

W. Sawyer in 1936, "We have the foundation of a real park system. I hope that its standard will never be lowered, and that quantity will never take the place of quality."[14]

Figure 1: Waysides along Oregon's highways were popular with travelers in the 1920s (from Ney C. Landrum, *The State Park Movement in America*).

During the Great Depression funding for the purchase of parkland was in short supply. However, manpower from New Deal programs was available for the development of park facilities. The Civilian Conservation Corps (CCC) worked within the State Park Emergency Conservation Work (ECW) under the supervision of the National Park Service (NPS). The first two CCC camps in Oregon were established in October 1933 near Gold Beach in Curry County and Benson Park on the Columbia River. Some of the notable examples of CCC improvements are the projects at Jessie M. Honeyman Memorial State Park on the Oregon Coast Highway. CCC crews built improvements and public use facilities in 45 Oregon state parks, and continued their efforts until the end of the program in 1942.[15]

During the Depression work was also undertaken in Oregon state parks by another federal relief program, the Works Progress Administration (WPA). WPA projects in the parks included the design and construction of myrtle wood furniture at the Silver Falls Lodge and landscaping in the parking areas. In 1934 the WPA, Emergency Relief Administration, and National Park Service created the Recreation Demonstration Area at Silver Falls. The project's purpose was to develop youth camps for city children on logged tracts and marginal agricultural land.[16] The WPA programs ended just a year after the CCC in 1943. The park was deeded to the State Highway Commission to become part of Oregon's state park system. Not long after the CCC and WPA

programs ended, the State Highway Commission authorized the establishment of a State Parks Division in 1947.[17]

During the Depression years, in 1936, the Park, Parkway and Recreational Area Study Act was passed directing the NPS to survey park use throughout the U.S. at all levels. In 1938 Oregon contributed a report on the current state of its parks titled *A Study of Parks, Parkways, and Recreational Areas of Oregon.* Nationwide recommendations were published in 1941 in *A Study of the Park and Recreation Problem in the United States.*[18] Dr. John C Merriam inspired the Oregon State Board of Higher Education to create an Advisory Committee on State Parks in 1942. The purpose of the committee was to study the scientific value of the John Day State Park and other protected regions.[19]

During the Boardman era the State Parks staff remained small. Boardman's emphasis was on clean, well-maintained parks, and he personally disapproved of extensive park development or overnight camping facilities. However, the post-war years saw a dramatic rise in park visitors and increased demand for campsites.[20] In 1949, likely as a result of higher use, the state was divided into five park regions with supervisors of park operations assigned to each area.[21] That year an estimated 2,856,949 persons visited the park. There were 161 units and approximately 60,000 acres in the park system by January 1, 1950.[22]

Boardman's retirement and the appointment of Chester H. Armstrong (Boardman's assistant superintendent) as his replacement in 1950 marked a major transition in Oregon state parks. Boardman had focused on acquisition, but under Armstrong the staff was directed to emphasize the development of park facilities rather than acquisition of new lands; he titled his administration the "Construction Period."[23] In addition, under Armstrong's direction, the administration of the park system changed from a dominant superintendent to a more diffuse organization with much of the decision-making delegated to region supervisors, park managers, and other professionals. Early in Armstrong's tenure the size of the State Parks staff was expanded to 119 permanent employees.[24]

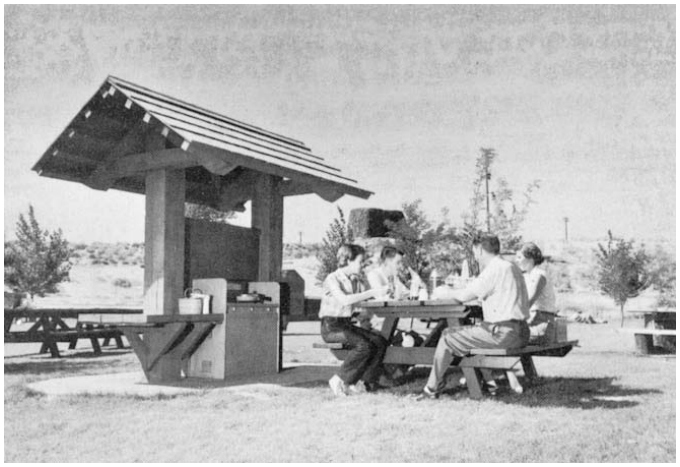

Figure 2: Picnic area with improvements such as a gas stove at Hat Rock State Park c. 1960 (from Chester H. Armstrong, *Oregon State Parks History, 1917-1963).*

The construction of improvements at parks, particularly the development of campsites, began almost immediately upon Armstrong's appointment. Large camps were built at Honeyman State Park, Umpqua Lighthouse, Humbug Mountain, and Harris Beach. A hike-in primitive camp was created at Oswald West State Park. Other campsites were built at parks along the Columbia River and in central and eastern Oregon.[25] At Silver Falls State Park facilities were created or modified to offer opportunities for recreation such as; a swimming pool, the conversion of a building for indoor recreational purposes, and a fire circle.[26]

In the mid 1950s the question of whether Oregon State Parks should remain under the State Highway Commission or become a new entity was raised again. In 1955 Governor Paul Patterson requested the Highway Commission's Advisory Committee on Travel Information, headed by William M. Tugman, study and make recommendations for Oregon park policies and development as well as compare the Oregon park system with those of California and Washington.[27] The July 16, 1956 Commission issued its report, known as the "Tugman Report." It concluded that as long as the parks were funded from highway revenue, they should remain under the jurisdiction of the Highway Commission.[28] The Commission advocated the creation of an advisory board of citizens to make recommendations to the Highway Commission on park issues such as acquisitions, program projects, division policies, and budget.[29]

In August 1957 Governor Elmo Smith acted on the Commission's recommendations and appointed a six-member State Parks Advisory Committee, an official advisory body to the State Highway Commission.[30] The committee shaped park policy for the next 31 years. In 1959 the

Oregon Legislative Assembly amended existing statutes concerning state parks and renamed the organization State Parks and Recreation Division. The park division's scope was broadened to include the development of recreational facilities. When Chester Armstrong's tenure as State Parks superintendent ended in December 1960, the number of state parks units had increased to 175 and 60,139 acres.[31] Under Armstrong's direction the first substantial improvements and facilities were built at state parks including: access roads, parking, picnicking, and overnight campsites.[32]

Beginning on January 1, 1961 Mark H. Astrup took over the role of State Parks superintendent, but in March 1962 he accepted an appointment as supervisor of the landscape section of the Highway Departments' construction division.[33] That year the Highway Commission initiated a comprehensive study of non-urban parklands and the demands for public recreation, the resulting report was called *Oregon Outdoor Recreation.* The study was the first long-range plan for outdoor recreation in Oregon.[34]

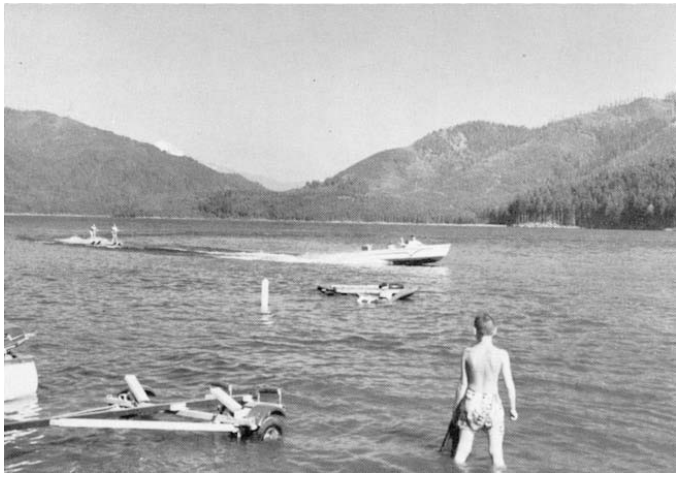

Figure 3: Boating facilities at Detroit Lake, Detroit Lake State Park, c. 1965 (from Chester H. Armstrong, *Oregon State Parks History, 1917-1963).*

Harold Schick was hired to replace Astrup and began his tenure July 1, 1962. Under Schick, and with the aid of federal and state funds, acquisition of parklands continued to increase. In 1963 Oregon law was changed to allow the Highway Commission to acquire and develop scenic or historic places, marking the first time historic resources were part of park acquisition policy. In December 1964 Schick was succeeded by David G. Talbot. That same year the United States Congress passed the Land and Water Conservation Fund Act, which dedicated matching grants-

in-aid funds for the acquisition and development of public outdoor recreation projects by federal or state agencies. In Oregon the Parks and Recreation Division coordinated these funds.[35]

In the 1960s the Parks Division, encouraged by the 1962 *Oregon Outdoor Recreation* study and the Parks Advisory Committee, started a major beach access acquisition program.[36] At the time there was increasing controversy and litigation over the public's control of and access to the beach versus private property rights.[37] In 1965 the State Legislature codified the state-owned tidelands as the ocean shore from the ordinary high-tide line to extreme low tide. Although previously defined as public highways, these beaches were redesignated under state law as state recreation areas.[38]

On July 6, 1967 the Oregon Beach Law, a groundbreaking law that protected public beach land from the high-tide mark to the vegetation line, was passed by the legislature and signed by Governor Tom McCall. However, access points remained a problem, and the Parks Division continued its efforts in this area. In the late 1960s and 1970s the Parks Division also began taking on new roles. In 1969 the agency became responsible for administering the state historic preservation program mandated by the National Historic Preservation Act of 1966. In the early 1970s State Parks became the sponsoring agency for the Willamette River Greenway, Scenic Waterways Program, and the Oregon Recreation Trails System.[39] Oregon's parks experienced heavy use from 1972 to 1973; the 160 developed state parks had 28 million day visitors and 1,770,000 camper nights.[40]

In 1972 the Metropolitan Parks Foundation of Portland became the Oregon Parks Foundation. The organization's mission was to encourage the growth of parks and recreation statewide and accept donations. The foundation significantly added to open space in the public domain.[41] This same year the State Legislature created the Land Conservation and Development Commission (LCDC). The commission's goals were to coordinate State Park agencies and create a comprehensive plan relating to open spaces, scenic and historic areas, natural resources, recreational needs, the Willamette River Greenway, and coastal areas.[42]

The Oregon Legislature created a State Department of Transportation in 1969; the Highway Department was retained as a division of the larger agency. The acquisition, development, and

maintenance of state parks was given a boost when the State Legislature authorized the assessment of fees on the registration of recreation vehicles go to state parks. A decade later, in 1979, the legislature authorized a State Parks and Recreation Division, an agency separate and equal to the State Highway Division. The State Parks and Recreation Division was accountable directly to the Transportation Commission.

Although the recreation vehicle license fees and camping fees helped support the State Parks and Recreation Division, the majority of the support came from the Highway fund. In 1980, Oregonians voted to restrict the use of the gasoline, tax-supported Highway Fund for highway construction and maintenance only. The Parks Division became reliant on the income-tax supported general fund.[43] The change resulted in the restriction of park budgets.

The Columbia River Gorge National Scenic Area was created by federal legislation in 1986. The legislation established a partnership between Oregon, Washington, and the U.S. Forest Service that would develop a management plan for the gorge.[44] A year later, in 1987, federal, state, local, and tribal agencies joined together to create the Deschutes River Scenic Waterway Recreation and the Deschutes River Management Committee.[45]

Finally in 1989 the Oregon State Legislature passed a bill that made State Parks a separate department, a completely independent agency of state government.[46] A Parks and Recreation Commission was selected to assume the responsibilities the Parks and Recreation Advisory Committee. The new agency continued to have a successful and beneficial relationship with the Department of Transportation.[47] In 1998 state parks funding received a boost; in 1998 Oregonian's voted state parks as one of the approved uses for Oregon lottery proceeds.

Oregon's Highway Park System

Representative Parks:

Almost every park will have some structures, objects, sites, or manmade landscape features that are representative of a period of the development of the Oregon park system.

Endnotes

[1] "Oregon State Parks Superintendents" (Unpublished manuscript, 1976) 1.
[2] Lawrence C. Merriam Jr., *Oregon's Highway Park System 1921-1989: An Administrative History* (Salem, OR: Oregon State Parks, 1992) 20.
[3] Ibid., 19.
[4] Ibid., 158.
[5] Elizabeth Walton Potter, "Oregon State Parks Superintendents," (Unpublished Manuscripts from the Oregon Parks and Recreation Department Archives, 1981) 2.
[6] Oregon State Highway Commission., *Fifth Biennial Report* (Salem. OR: State Printing Department, Dec 1, 1920 – Nov. 30, 1922).
[7] Merriam, 20.
[8] Ibid., 21.
[9] Sutton, 1-2.
[10] Potter, 2.
[11] Sutton, 2.
[12] Sutton, 3.
[13] Merriam 26-27.
[14] Boardman, S.H. Letter to Judge Robert W. Sawyer, 18 September, 1936. Sawyer Collection Special Collections and University Archives, University of Oregon Library System.
[15] Merriam, 28.
[16] Ibid., 29.
[17] Potter, 2.
[18] Merriam, 263.
[19] Ibid., 264.
[20] Ibid., 34.
[21] Ibid., 264.
[22] Ibid., 34.
[23] Ibid., 39.
[24] Ibid., 39, 41.
[25] Ibid., 40.
[26] Oregon State Parks Division. "Annual Report for 1955 to the Oregon State Highway Commission" 7.
[27] "Oregon State Parks & Recreation Division: Administration of State Parks," (Unpublished manuscript, 1962) 4.
[28] Merriam, 42.
[29] "Oregon State Parks & Recreation Division: Administration of State Parks," 4.
[30] Potter, 3.
[31] Merriam, 45.
[32] Ibid., 47.
[33] Ibid., 49.
[34] Potter, 3.
[35] Merriam, 50-51.
[36] Ibid., 52.
[37] Sutton, 4, 5.
[38] Merriam, 52.
[39] Sutton, 4, 5.

[40] Samuel N. Dicken and Emily F. Dicken, *The Making of Oregon: A Study in Historical Geography.* Portland (OR: Oregon Historical Society, 1979) 187.
[41] Merriam, 57.
[42] Ibid., 61.
[43] Ibid., 270.
[44] Ibid., 110.
[45] Ibid., 172.
[46] Ibid., 66.
[47] Ibid., 272.

IMPORTANT PERSONS

Ainsworth, John C. (1870-1943)

John Churchill Ainsworth, banker, philanthropist, and advocate for better Oregon highways, served as chairman of the Oregon State Highway Commission from 1931 to 1932. Ainsworth received his bachelor's and master's degrees from the University of California in 1891 and 1892, respectively. Upon graduating Ainsworth began a long career in banking at the Central Bank of Oakland. In 1894 Ainsworth returned to Oregon and served as president of the Ainsworth National Bank in Portland, which was founded by his father. In 1902 the Ainsworth National Bank and the United States National Bank merged; Ainsworth remained president. Throughout his lifetime Ainsworth sat on various boards and commissions: Pacific Telephone & Telegraph Company, Portland General Electric Company, the Portland Branch of the Federal Reserve Bank of San Francisco, and the Portland City Planning Commission. Ainsworth was also president of the States Steamship Company and the Fidelity Trust Company of Tacoma, Washington, as well as a regent of the University of Oregon and Whitman College.[1] In 1933 John C. and Alice Ainsworth donated 40 acres to the state to create the core of what would become Ainsworth State Park (116 more acres were purchased in 1947 and 1966).[2]

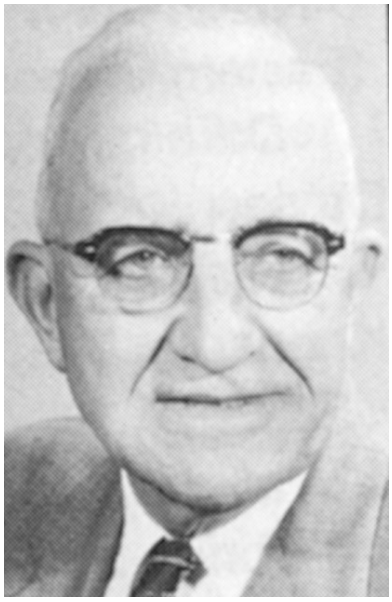

Figure 4: Chester A. Armstrong, State Parks Superintendent 1950-1960 (Lawrence C. Merriam Jr., *Oregon's Highway Park System 1921-1989: An Administrative History).*

Armstrong, Chester H. (1892-1973)

Chester H. Armstrong was born in Oregon and attended Willamette University and Oregon State College. After briefly working in the Oregon State Highway Department, Armstrong enlisted in the armed service; he returned to the Highway Department after World War I and stayed until 1948. During his early tenure at the Highway Department, Armstrong served as assistant maintenance engineer, engineer for city and county relations, and eventually assistant superintendent to State Park Superintendent Samuel Boardman.[3] Armstrong became Boardman's successor as State Parks Superintendent on July 1, 1950 and served in that capacity until 1960. The transition between superintendents was significant; the emphasis shifted from Boardman's interest in the acquisition of new park units to Armstrong's goal of making existing land more accessible for public use. Under Armstrong overnight camping and recreational facilities were developed.[4] When Chester Armstrong retired from State Parks service in December 1960 there were 176 park units comprised of 60,139 acres of land; year-round staff had grown to an all-time high of 150 personnel and 65 seasonal employees.[5] In retirement Armstrong authored a *History of the Oregon State Parks,* a comprehensive account of the development of the state's parks benefiting from his 40 years of experience. The book was published by the State Highway Department in 1965.

Figure 5: Simon Benson, philanthropist regarded as one of the fathers of the Oregon Highway System (Ted Stokes "Lumberman's Vision Contributed to State Attractions*)*.

Benson, Simon (1852-1942)

Simon Benson was born Samuel Bergerson in Gudbrandsdalen, Norway; his family immigrated to America 1868. The Bergersons changed their name to Benson and settled in Wisconsin when Simon was 16. Benson earned a meager living as farmhand and married Esther Searle in 1875. The couple opened a store and stayed in Wisconsin for several years then migrated to Portland, Oregon in 1878. Benson began his career in logging in the lumber camps of Columbia County. By 1897 Benson had saved enough money to buy land, timber, logging cars, and a locomotive. Within a few years, Benson had an income of over $300,000 a year.[6] Simon Benson introduced a number of innovative systems to the Northwest logging circuit, including bringing steam engine and rail locomotive lines to the woods and using log rafts to transport lumber down the rivers to the ocean. In 1910 Benson retired from logging with $5,500,000 in hand. In 1912, Benson realized the need for a modern hotel in downtown Portland and built the Benson Hotel.[7] In the first of many philanthropic gestures, Benson donated $100,000 toward the construction of Benson Polytechnic School and several bronze drinking fountains to downtown Portland "in the cause of temperance." Benson was a life-long teetotaler.[8] Concerned that the site of Multnomah and Wahkeena Falls would be commercialized and not left open for the public's enjoyment, Benson purchased the 700 acres of scenic land in 1915. He promptly donated a portion of it to the city of Portland to be used as parkland; the city transferred the park to the forest service in 1939.[9]

Simon Benson is regarded as one of the forefathers of the Oregon highway system.[10] Benson invested his own money in the construction of the Columbia River Highway. He also helped to create the Oregon State Highway Commission and served as the first citizen Chairman of the Commission from 1917 to 1929.[11] As evidence of his confidence in the importance of good highways, he built the Columbia Gorge Hotel on the Upper Columbia River Highway. Benson retired in Beverly Hills, California after World War I.[12]

The 272-acre Simon Benson State Park is located in Multnomah County and was acquired through gifts and purchases from 1939 to 1977.[13]

Figure 6: Samuel H. Boardman on the Oregon coast (from Thomas R. Cox, *The Park Builders).*

Boardman, Samuel H. (1874-1953)

Boardman dedicated his life to his love for nature and is well known throughout the nation as a builder of one of the United States' best state parks systems. Samuel H. Boardman was born in Lowell, Massachusetts. After making his way westward, Boardman worked as an engineer in Colorado before migrating to Oregon in 1903. He continued to work as an engineer for railroads in Oregon, including the North Bank, Southern Pacific, and State Portage in The Dalles. Disillusioned by the treeless area of eastern Oregon where he was homesteading, Boardman embarked on what he believed to be one of his greatest life achievements; in 1904, he spearheaded a project to plant trees along tree-less highways from The Dalles to the Idaho state line. From 1919 to 1929, Boardman was an engineer for the maintenance department of the state

highways. Samuel Boardman became the first superintendent of state parks in 1929; at that time, only 46 parks existed (encompassing 5070 acres); at the end of his term, Boardman had acquired 181 parks (66,000 acres).[14] In 1940 Samuel championed the proposal that a large tract of land along the Oregon coastline be designated as a national park; the park was instead acquired for state park use between 1949 and 1957. The park was named in honor of Samuel H. Boardman.[15]

In recognition of his passionate dedication to parks, Boardman was awarded the Pugsley Medal from the American Scenic and Historic Preservation Society of New York in 1946.[16] Boardman retired as superintendent of state parks in 1950 after a 21-year term, but remained involved as a consultant.[17] Chester Armstrong succeeded Boardman after serving as his assistant for several years. In retirement announcements and obituaries Boardman was remembered universally for his forceful, yet congenial, skill of talking private landowners into donating their land to the state for public park use. A town in Morrow County in eastern Oregon where he homesteaded is named Boardman in his honor.[18] Samuel H. Boardman State Park is 1,471 acres of shoreline and steep coastal mountains located in Curry County.[19]

Figure 7: Samuel Hill the "father of the northwest highways (Washingtonhistorylink.org).

Hill, Samuel (1857-1931)

Samuel Hill, known informally as "the father of the northwest highways," was born in Deep River, North Carolina but spent the majority of his life in the West. Hill earned his Master of Arts degree from Haverford College in 1978 and graduated from Harvard in 1879. Several years

later, Hill received an honorary doctorate of law from Penn College in Iowa. Shortly after graduating from Harvard, Samuel Hill passed the bar and began practicing in Minneapolis. From 1880 to 1888, Hill served as associate attorney for the St. Paul & Northern Pacific railway and the Minneapolis & St. Louis railway lines. In this capacity Hill worked for his future father-in-law, James J. Hill (no relation). Samuel Hill married James Hill's daughter, Mary, in 1888. The couple had two children. In addition, Hill had three children with women he never married.[20]

Throughout his lifetime Hill held various occupations and served on a number of boards; he was president of the Eastern Railway, Minneapolis and Manitoba Railway, Montana Central railway, Minneapolis Trust Company, and the Seattle Gas & Electric Company. He also served as director of the Great Northern railway and of the Northern Steamship Company. Hill was an overseer of Harvard University from 1900 to 1906 and vice-president of the Minneapolis Library. In 1916 the Russian government invited Samuel Hill to Siberia to organize their railroad system. They needed his expertise, because the troubled system was delaying the transportation of war munitions across Siberia. Hill was a vocal activist for the "Good Roads" movement in the Pacific Northwest. He was also one of the most ardent supporters of building the Columbia River Highway and, "believed that the building of highways would make the Pacific Northwest the center of the cultured world."[21] In 1907 Hill purchased 6,000 acres of land near Goldendale overlooking the Columbia River in the hope of establish a Quaker agricultural community there. For his house, he selected a bluff, and began construction of his mansion in 1914. Hill named both his home and his land company Maryhill after his daughter, Mary. The house now serves as the Maryhill Museum.[22]

Figure 8: Jessie M. Honeyman seated on the pylon entrance sign of the park named in her honor (Lawrence C. Merriam, Jr. *Oregon's Highway Park System 1921-1989: An Administrative History).*

Honeyman, Jessie M. (-1948)

Jessie Millar Honeyman was born in Glasgow, Scotland. She taught school there until she married Walter J. Honeyman. The couple immigrated to the United States and settled in Portland, Oregon in 1883. Jessie Honeyman quickly fell in love with her new homeland and became an activist for the preservation of Oregon's natural open spaces.[23] In response to debris and garbage left by highway construction crews working on the ever-expanding Oregon roadways,. Honeyman became a lobbyist for highway beautification. She organized statewide roadside cleanup days.[24] The overwhelming support for Honeyman's campaign led to the creation of the Oregon Roadside Council in 1931. The council's motto was "SOS," which stood for "Save Oregon Scenery." As president of the council, Honeyman advocating preserving roadside timber, regulating billboards along the highways, and gaining public and official support for the preservation of scenic areas and highway beautification.[25] Honeyman was of the firm belief that clean roadsides and bountiful natural vegetation would have a positive effect on travel and tourism. She felt that Oregon should be kept "Prettied Up" for visitors.[26]

Among her many affiliations with civic organizations, Honeyman was a founder and the first president of the Portland YWCA in 1900, president of the National Exposition Travelers Aid and the Portland Art Class, and a member of the National Forestry Association, American Nature Association, American Civic and Planning Association, and the American Federation of Arts. "In recognition of her years of unselfish devoted public service, her tireless efforts in conserving for posterity the wealth of roadside beauty in Oregon …" Mrs. Honeyman was awarded an honorary Master of Arts degree in public service from the University of Oregon in 1942.[27]

Jessie M. Honeyman Memorial State Park honors the memory of one of Oregon's foremost state park and nature advocates. Located in Lane County, this 522-acre park was purchased from private owners.[28]

Figure 9: Samuel C. Lancaster (courtesy of Oregon Historical Society).

Lancaster, Samuel Christopher (1864-1941)

Samuel Christopher Lancaster, engineer, landscape architect, and avid nature-lover, gained fame in the early 1900s for his design of Seattle's Lake Washington Boulevard. In 1908 Lancaster attended the First International Road Congress in Paris, along with his contemporary, Samuel Hill. He also visited Western Europe where he observed continental road-building techniques. During the European tour Samuel Hill was inspired by the roads in the Rhine River Valley and immediately made the comparison to the Columbia River Gorge in Oregon. Hill urged Lancaster to design a highway along the Columbia River Gorge.[29] Samuel Lancaster was employed as the locating engineer for the Columbia River Scenic Highway project from 1913 to 1916. Using techniques acquired in Europe and at the Congress, Lancaster's design for the Columbia River Highway was revolutionary and led to a significant advancement in American engineering standards. The strategic design used new materials and safety devices in a layout that protected the dramatic natural scenery of the gorge. Mr. Lancaster was able to gain public support for preserving the area through press coverage.[30]

Lancaster built a resort on his land near the Columbia River in Multnomah County but sold the property after the resort burned. Portions of land became part of Bonneville State Park. During the Great Depression Lancaster worked as a foreman of the WPA. He returned to the area he once owned and lived on the edge of the park, often working closely on projects with Sam Boardman, State Parks Superintendent.[31]

Figure 10: Conde McCullough, circa 1930. Engineer of many of the Oregon Highway bridges during the l930s (Robert W. Hadlow, *Elegant Arches, Soaring Spans*).

McCullough, Conde B. (1887-1946)

Conde B. McCullough, prolific bridge engineer of international acclaim, graduated from Iowa State College in 1910 with a degree in civil engineering. McCullough's first position after college was at the Marsh Engineering Company of Des Moines from 1910 to 1911. James Marsh's use of reinforced-concrete arches had a profound influence on the young engineer; throughout his career, McCullough designed and built almost all of his bridges and structures with reinforced concrete. From 1911 to 1916 McCullough served as bridge engineer and assistant highway engineer for the Iowa State Highway Commission. In this capacity "McCullough and his colleagues developed a forward thinking, efficient, and economical highway-building program for Iowa." [32] McCullough's success in Iowa gained him national recognition for his bridge-building expertise.

Because of his reputation, the Oregon Agricultural College (now Oregon State University) hired McCullough to teach structural engineering. In 1919 McCullough left the college to become the bridge engineer for the Oregon State Highway Commission. The Commission wanted

McCullough to design an extensive system of highway bridges. As director of the bridge department, McCullough, with a select, handpicked staff, was successful in "creating low cost custom-designed structures characterized by architectural elegance."[33] McCullough was a bridge engineer for the State Highway Commission until 1935.[34]

McCullough authored several books on engineering throughout the 1920s and 1930s; he also earned a degree in law. The U.S. Bureau of Public Roads chose McCullough to design a series of bridges and structures for the Inter-American Highway. From 1935 to 1937 he designed suspension bridges and other structures for the route through Panama, Honduras, Guatemala, and other Central American countries. In 1937 McCullough returned to Oregon and was promoted to State Highway Engineer.[35] McCullough died unexpectedly in 1946. In recognition of his service to the state, a park was named after him. The Conde B. McCullough Bridgehead State Wayside is located at the north end of the McCullough Memorial Bridge over Coos Bay. The land for this 23-acre park was acquired through Highway Commission purchases in 1934 and 1935.[36]

Figure 11: Milo K.McIver, Oregon Highway Commissioner (www.odot.state.or.us/ssbpublic/BSS/rmds/photos/p_mciver.htm).

McIver, Milo K. (1897-1962)

Milo K. McIver, originally from Leland, Idaho, graduated from Washington State College. In 1925 he arrived in Portland and worked for the Portland Trust and Savings Company and later the Commerce Investment Company, where he became president. Finally he founded his own mortgage brokerage company. McIver was also involved with a number of civic organizations;

he briefly served as president of the Portland Rose Festival board and director of Portland School District No. 1. On March 31, 1950 McIver was appointed to the Oregon Highway Commission by Governor Douglas McKay and served in that capacity through 1962.[37] In 1968 a 952-acre park in Clackamas County was dedicated as Milo McIver State Park in honor of McIver's continual support of state park activities. Private owners sold the land that comprised the park to the state from 1966 to 1975, and Grant Schiewe donated the rest of the land in 1987.[38]

Figure 12: Robert W. Sawyer c. 1925
(courtesy of University of Oregon Library).

Sawyer, Robert W. (1880-1959)

Known as the "father" of the Oregon State Park System, Sawyer spent most of his life as an advocate for conservation. Born in Bangor, Maine, Robert William Sawyer graduated from Harvard University with a Bachelor of Arts and Bachelor of Laws in 1902 and 1905, respectively.[39] He was admitted to the Massachusetts Bar in 1905 and practiced law in Boston through 1910. Sawyer moved to central Oregon in 1912 and was briefly employed at the Bend Lumber Mill as a mill hand. In 1913 Sawyer was hired to work for the Bend Bulletin newspaper, and by 1915 he had quickly worked his way up the ladder to editor and publisher.[40] The Bulletin became a daily newspaper in 1916, and Sawyer bought the paper a year later.[41] Sawyer was editor of the Bend Bulletin for more than 36 years. His paper communicated Sawyer's passion for conservation of nature through his editorials. His influence reached far beyond the circulation of his newspaper.[42] Sawyer also held the esteemed positions of Deschutes County judge from

1920 to 1927, Oregon State Highway Commission member from 1927 to 1930, president of the Oregon State Editorial Association from 1927 to 1929, president of the Oregon Reclamation Congress from 1930 to 1937, and from 1945 to 1951 Sawyer was a member of the Oregon Statuary Commission.[43]

During his tenure with the Oregon State Highway Commission, Sawyer advocated for the significant improvement of highway roads: at the end of his term only 340 miles of 4,359 remained unimproved.[44] Sawyer was also responsible for the adoption of highway standards such as a uniform system of road signs and highway numbers and 80-foot right of ways. He promoted the benefits of preserving strips of forest along The Dalles-California Highway and helped create a park at Dillon Falls on the Deschutes River.[45] In what would be deemed his most valuable contribution to the state of Oregon, Sawyer authored and oversaw the passage of the Oregon Conservation Act of 1941. Sawyer was the recipient of numerous awards throughout his lifetime, including the Amos Voorhies award for journalistic accomplishment, the Oregon "Top Citizen of the Century," and the American Forestry Association's Distinguished Service Award in 1958.[46] He also had a park named in his honor; the Robert W. Sawyer State Park, located in Deschutes County.[47]

Tugman, William M. (1894-1961)

William M. Tugman, originally from Cincinnati, Ohio, graduated from Harvard University. A newspaperman throughout his life, Tugman was employed at papers in Massachusetts, Connecticut, and Ohio before moving to Oregon in 1927. From 1927 to 1954, Tugman served as managing editor of the Eugene Register-Guard. During his tenure at this newspaper, Tugman was an advocate for improved long-range city planning, building codes, and zoning. He also saw the importance of attracting good schoolteachers to Oregon and championed raises in teachers' salaries. Tugman received two special accolades in 1954: an award from the University of Oregon for Distinguished Service to the State and the Amos Voorhies plaque from the Oregon Newspaper Publishers Association.[48] Tugman was a promoter of state parks and was the first chairman of the State Parks and Recreation Advisory Committee in 1957. In this capacity Tugman created the report of the State Park Study and Advisory Committee, now known as the Tugman Report. Oregon State Parks honored Tugman by naming a state park after him. The

William M. Tugman State Park is 560 acres of land located in Coos and Douglas counties. Land for the park was donated by the Oregon State Game Commission and purchased from private owners between 1962 and 1976.[49]

Figure 13: Henry Van Duzer served as the Oregon State Highway Commission Chairman from 1927 to 1931 (from Thomas R. Cox, *The Park Builders).*

Van Duzer, Henry B. (1874-1951)

Henry Brooks Van Duzer was born in Elmira, New York. As a young journalist he earned national recognition when he won an exclusive interview with Mark Train, published in the *New York World.*[50] Van Duzer worked as a civilian engineer for the United States Army in 1896 and helped develop an Ohio River project. Van Duzer was transferred to the Army Engineering Portland office in 1898. In 1900 he resigned from the Army and began a life-long career with the Inman-Poulsen Lumber Company. Van Duzer volunteered his efforts during World War I by serving as chairman of the United States Fir Production Board. From 1920 to 1921 Van Duzer was president of the Portland Chamber of Commerce, "devoting his full energies to the general welfare of his home city." In 1923, Van Duzer was appointed to the Oregon State Highway Commission.[51] He later became chairman and served in this capacity from 1927 to 1931. Van Duzer was an ardent champion of Oregon State Parks and roadside forest conservation.[52] As chairman, Van Duzer oversaw an increase of new highway miles from 2,000 to 4,000.[53] Oregon Highway Commission lore claims that Van Duzer never used a state-owned automobile for his

inspection tours, and he never sought reimbursement for the gas and oil used on his park-related excursions.[54]

After eight and a half years as chairman of the Highway Commission, Van Duzer retired in 1931. That same year, the Portland Realty Board honored Van Duzer with the designation of Portland's First Citizen, for his "most outstanding civic accomplishments."[55] At the ceremony, the national chairman of the Bureau of Public Roads sent a telegram from Washington, D.C. declaring Van Duzer "an inspiration to the highway builders of the nation."[56] After his retirement Van Duzer continued to serve as vice-president and general manager of the Inman-Poulsen Lumber Company.

A state park was named in Van Duzer's honor; the H.B. Van Duzer Forest Corridor Wayside is 1,487 acres of land located in Lincoln, Polk, and Tillamook counties. Samuel Boardman, the first superintendent of State Parks, began negotiations for this land in the early 1930s. Private owners sold the land to the state between 1935 and 1942.[57]

Washburne, Carl G. (1888-1948)

Carl G. Washburne was born in Eugene, Oregon, the son of pioneer parents, George and Minnie Lockwood Washburne. An enterprising businessman throughout his life, Washburne was a founding partner in a successful nationwide department store chain. He served as a Eugene City councilman beginning in 1926 and rose to statewide fame in 1932 when he was appointed as Oregon State Highway Commissioner. Washburne's various affiliations were the Eugene Rotary Club, Royal Arch Masons, Al Kader Shriners, and Knights of Columbus.[58] Washburne's wife, Narcissa, donated a large tract of land to the state and named it after her husband. The Carl G. Washburne Memorial State Park is located in Lane County and encompasses 1,090 acres.[59]

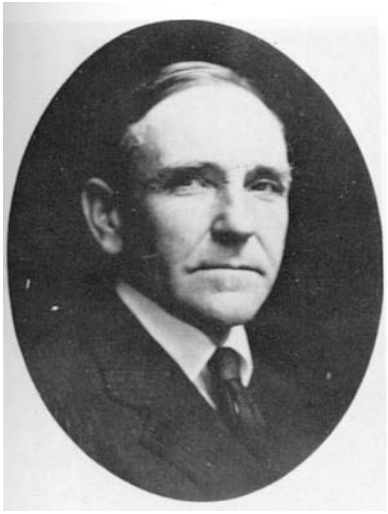

Figure 14: Governor Oswald West (courtesy of the Oregon State Historical Society).

West, Oswald (1873-1960)

Oswald West was born on a farm near Guelph, Ontario Canada. The West family immigrated to Oregon in 1877. He married Mabel Hutton in 1897.[60] Among various occupations held, West was a messenger and teller at Ladd & Bush Bank in Salem, a sheepherder, a Klondike gold hunter, an employee of the First National Bank of Astoria, and a state land agent, appointed by the governor. West was also a member of the first State Railroad Commission, which benefited Oregon shippers with lower rates and better service. In 1910 Oswald West was elected Governor of Oregon. In one of his greatest achievements, Governor West, along with fellow highway-advocate Samuel Hill, designed the plans for Oregon's famous scenic highway system. Other notable achievements were West's appointment of the first Oregon State Highway Commission in 1913 and the promotion of legislation that ultimately resulted in public ownership of the state's 400 miles of beaches. A lifelong foe of alcohol, West played a pivotal role in bringing prohibition to Oregon. West's term as Governor ended in 1921. West then moved his family to Salem and resumed his private law practice. After suffering a heart attack, West retired from practicing law.[61]

In recognition of his successful efforts in turning Oregon's shores over to the public, Short Sand Beach was named after West in 1958. Oswald West State Park is 2,474 acres of coastal land in Clatsop and Tillamook counties.[62]

Yeon, John B. (1865-1928)

John B. Yeon was born in Canada and migrated to Oregon after earning a living as a logger in Ohio. Yeon continued to log in Oregon until he saved enough money to change careers. He was involved in real estate from 1906 to 1910 and soon thereafter bought a significant amount of land for $155,000 on which he erected the 120-story Yeon Building. From 1913 to 1917 Yeon held the position of Multnomah County Roadmaster and supervised construction of the scenic Columbia River Highway.[63] Likely due to his ardent support on the Columbia River Highway project, Yeon was appointed to the Oregon State Highway Commission in 1920 and served through 1923. A 284-acre state park in Multnomah County along the highway he helped create was named after him; tracts of land for the John B. Yeon State Park were acquired between 1935 and 1956.[64]

Endnotes

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[3] Ibid., 39.
[4] Ibid., 69.
[5] Ibid., 45.
[6] Ted Stokes, "Lumberman's Vision Contributed to State Attractions." Newspaper article, no date. Vertical files, Oregon Historical Society Research Library
[7] "S. Benson Claimed by Death." Newspaper article, no date. Vertical files, Oregon Historical Society Research Library.
[8] "Simon Benson." *Oregonian,* 6 August 1942. Vertical files, Oregon Historical Society Research Library.
[9] "S. Benson Claimed by Death."
[10] Ibid.
[11] Merriam, 18.
[12] Stokes.
[13] Merriam, 155.
[14] "State Says 'So Long and Thanks' to Sam Boardman, Park 'Brains.'" Newspaper clipping, no date. Vertical files, Oregon Historical Society Research Library.
[15] Merriam, 220.
[16] "State Says 'So Long and Thanks' to Sam Boardman, Park 'Brains.'"
[17] "Preserver of Nature." Newspaper article, no date. Vertical files, Oregon Historical Society Research Library.
[18] "State Says 'So Long and Thanks' to Sam Boardman, Park 'Brains.'"
[19] Merriam, 220.
[20] "Hill, Samuel (1857-1931)," www.washington.historylink.org 29 March 2005.
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[22] www.maryhillmuseum.org 29 March 2005.
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[25] Cox, 91.
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[29] http://www2.cr.nps.gov/hli/currents/columbia/historic.htm 23 April 2004.
[30] Cox, 9.
[31] Merriam, 157.
[32] Robert W. Hadlow, *Elegant Arches, Soaring Spans: C.B. McCullough Oregon's Master Bridge Builder,* (Corvallis, OR: 2001) 3.
[33] Hadlow, 4.
[34] Merriam, 169.
[35] Hadlow 5.
[36] Merriam, 169.
[37] "McIver Active in Wide Field." *The Oregonian,* 17 March, 7:2.
[38] Merriam, 204.

[39] "Highway Commission Biography: Sawyer, Robert William." Unpublished manuscript from the Oregon Parks and Recreation Department Archives.
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[42] "Honors Paid Bend Editor." *The Oregonian,* 9, November 1958, 3:1.
[43] "Ex-Editor R.W. Sawyer Victim of Heart Attack."
[44] "Highway Commission Biography: Sawyer, Robert William." Unpublished manuscript from the Oregon Parks and Recreation Department Archives.
[45] Merriam, 18.
[46] "Honors Paid Bend Editor." *The Oregonian,* 9, November 1958, 3:1.
[47] Merriam, 217.
[48] "Veteran Newspaperman, William Tugman, Dies." *The Oregonian.* 10 May 1961, 1:2.
[49] Merriam, 44, 246.
[50] "No. 1 Man: Van Duzer Is Acclaimed as First Citizen," newspaper clipping, no date. Vertical files, Vertical files, Oregon Historical Society Research Library.
[51] "Henry B. Van Duzer, Lumberman, Named Portland's First Citizen" Newspaper of the *Loyal Legion of Loggers,* no date. Vertical files, Oregon Historical Society Research Library.
[52] Merriam, 188.
[53] "Henry B. Van Duzer, Lumberman, Named Portland's First Citizen."
[54] "No. 1 Man: Van Duzer Is Acclaimed as First Citizen."
[55] Ibid.
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[58] "Death Claims Vet Merchant." *The Oregonian.* 31 March 1948, 15:3.
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[60] "Ex-Governor 'Os' West, 87, Dies in Sleep." Newspaper clipping, 23 August 1960. Vertical files, Oregon Historical Society Research Library.
[61] "Self-Educated 'Os' West Saved Beaches for Public." Newspaper clipping, no date. Vertical files, Oregon Historical Society Research Library.
[62] Merriam, 210.
[63] "John B. Yeon (1885-1928), Lumberman Capitalist, Columbia Highway Builder." *The Oregonian.* 8 December 1950, sect 2, 8:1.
[64] Merriam, 194.

DESIGN IN OREGON'S PARKS

This context statement has been written without seeing the buildings, landscaping, or layout of Oregon's parks. Much of the information is based on general National Park and State Park trends and should be revised when the design of Oregon's parks is evaluated on a park-by-park basis.

Early Development of Oregon State Parks

At the turn-of-the-twentieth century, the first state park systems in the United States were developed including, New York, Pennsylvania, Minnesota, and Wisconsin.[1] The creation of Oregon state parks followed a different course than most. Its beginnings were not as a separate agency, but as part of the State Highway Department. In 1921 the State Highway Commission was authorized to acquire rights-of-way, including forested strips, for scenic conservation and roadside tree-planting purposes. This was the initiation of the Oregon state park system.[2] The selection of scenic byways was usually based on their proximity to a highway. Some early parks such as Sarah Helmick State Park were donated. References to early state park buildings have not been found, with the exception of one of Oregon park's earliest and most well-known structures, the Vista House. This building was constructed in a Richardsonian Romanesque style in 1916 to celebrate the completion of the Columbia River Highway from Portland to Hood River through the Columbia River Gorge.[3]

Reacting to a nationwide movement for state park systems, in 1924 the Oregon State Highway Commission established a committee on tree planting, which later became the Park and Recreation Committee. Still, the parks were not focused on the major scenic features of Oregon, but on waysides along the highways. In 1925 the Highway Commission was authorized by the State Legislature to acquire rights-of-way specifically for park purposes. This enabled the Highway Commission to acquire land, in close proximity to state highways that contained natural features of interest.[4] There is little evidence that any improvements such as landscape design or the construction of facilities for visitors was undertaken at this time.

Samuel H. Boardman was appointed the first superintendent of park operations in 1929. Boardman described the parks and waysides along the state's highways noting: "A necklace of scenic gems has been strung, but many brilliants must still be added."[5] Boardman focused and excelled at acquiring new parkland. He was resistant to the development of park facilities, which

he believed should be left in their pristine state.[6] Boardman declared: "When man enters the field of naturalness, the artificial enters. Remember you never can improve on the design of your Maker in the creation of His pattern."[7]

The increased popularity of the automobile changed the landscape of the national and state parks. For the first time a significant number of Americans had two-day weekends, two-week vacations, and automobiles to carry them to remote areas in parks.[8] By the 1920s, almost every visitor to parks arrived by car. Increased automobile traffic required changes in park layouts, roads had to be created or widened, and parking lots, campgrounds, decentralized services, and scenic overlooks were needed.[9] Boardman was forced to reconsider his reluctance to build visitor facilities. His resistance to development was even further challenged when the Oregon park system became swept up in a national Depression-era movement established by President Roosevelt called the New Deal

National Park Service

By the 1920s the National Park Service (NPS) had hired landscape architects Daniel R. Hull and Thomas C. Vint. The pair worked with architects and engineers to develop a comprehensive theory of park design. This philosophy included recommendations for the construction of everything from park roads, bridges, and villages, to individual buildings. The plans outlined a hierarchy of trails, roads, and circulation paths that worked together to guide visitors through the parks. For consistency, the buildings were all variations on a style that was called "rustic" which was considered appropriate for the natural park setting. These "comprehensive plans" were developed for each national park and would later be called "master plans."[10]

Influence of the New Deal on State Parks

The late 1910s and 1920s were prosperous years for landscape architects; there were enough opulent estates and grand subdivisions to keep the offices busy. But during the bleak years after the stock market crash of 1929, few professions were more affected. By 1933 unemployment among landscape architects reached 90 percent.[11] When President Roosevelt announced his New Deal, make-work programs, such as the Civilian Conservation Corps (CCC), Works Progress Administration (WPA), and Emergency Conservation Work (ECW), Henry Hubbard, president of the American Society of Landscape Architects, lobbied heavily to maximize the role of landscape

architects in the programs. Hubbard efforts paid off; the New Deal programs needed landscape architects as much as landscape architects needed them. Without landscape architects, the programs might result in irreparable harm to the country's national and state parks. The CCC projects in particular needed supervision, and the Park Service and Forest Service hired as many landscape architects and foresters as could be found. The NPS wanted one landscape architect in every CCC camp operating in national and state parks.[12]

As part of Roosevelt's New Deal, NPS staff was able to disseminate well-developed philosophies on master planning, landscape design, and rustic style architecture to state, county and metropolitan parks. CCC crews working in state parks were supervised by park inspectors, who were employed by the National Park Service and reported to an ECW district officer. These inspectors traveled from park to park, making recommendations on everything from master plans to the actual construction of park roads, trails, buildings, and facilities. Technical specialists such as landscape architects, architects, and engineers were assigned to each CCC camp and supervised the work of the CCC crews.[13]

Figure 15: Humbug Company 572, one of Oregon Park's CCC camps (courtesy of the Oregon Park and Recreation Department Archive.)

As with all projects in the NPS, master plans were also prepared for all CCC work in state parks. One of the major differences between the national and state park master plans was that the state parks often incorporated recreation facilities such swimming pools, man-made beaches, boating docks, and ball fields. For individual state parks, the resident landscape architect, architects, and engineers prepared the master plans, working with local park managers.[14] The plans indicated roads, trails, buildings, and any other features.[15] Plans were then sent to the regional office to

ensure the initial concepts met with NPS standards.[16] The plans were divided into six-month work projects coinciding with the CCC enrollment periods.[17] Construction projects included improving roads and trails and the development of picnic areas, campgrounds, picnic shelters, comfort station and water supplies. All of these activities were directed by the camp foreman and technicians and the traveling landscape instructors.[18]

Conrad L. Wirth became the chief of the federal program for state park planning and with cooperation from the Park Service, Wirth instituted far-reaching policies in 1933 and 1934. He asserted that state parks (and all parks) should be considered in two categories, lands preserved for "conservation" and those utilized primarily for "recreation." The two types could be present in the same park, but the two should always be separated.[19] Exemplary master plans for state parks were included in Wirth's *Yearbook* of park and recreation progress, which was published in 1938.[20] The plans illustrated Wirth's basic premise that conservation and recreation could be skillfully included in the same park without conflict. In 1941 Wirth published his most comprehensive planning guidelines, *A Study of the Park and Recreation Problem of the United States.* The publication was the final report of the Park, Parkway and Recreational-Area Study.[21] Wirth concluded there were "three basic requirements" for planning: reconnaissance, determination of "the logical and economical relationship" between the elements of the park system, and "modification of the natural environment only when it is certain that values resulting will fully balance losses."[22]

While Wirth was developing standards for planning, Herbert Maier created designs that epitomized the style the National Park Service wanted. Maier's Yellowstone museums served as an example for both national and state parks.[23] A photographic handbook for district inspectors was issued by Maier's office, which illustrated site features such as: amphitheaters, campgrounds, picnic sites, shelters, guardrails, and footbridges.[24] Maier's office recommended using logs or boulders as barriers to control traffic and protect vegetation. Fireplaces were to be of rock whenever available. For picnic tables, Maier advised seats of a standard width and height, but tabletops should be substantial wood slabs of varying widths.[25]

Figure 16: Logs used as parking barricades in Humbug State Park, Oregon (Albert Good, *Park and Recreation Structures).*

Maier became the NPS spokesman on park structures and addressed a conference of state park officials in 1935. He recommended the use of indigenous native materials to create "rustic" architecture. He said that in the Park Service a project was underway to identify and document "close to one hundred types of indigenous frontier construction." The frontiersman, he said, had only minimal tools such as an ax, a pick and a shovel. Construction in parks should communicate a primitive appearance in order to blend with the natural surroundings.[26]

Maier encouraged state parks designers to use an open-ended process based on principle rather than prototype.[27] Maier and the other administrators of the ECW eschewed standardization of state parks structures. The designers were to use local building materials, indigenous frontier forms, and construction methods to create diverse structures from park to park. He advocated buildings with low silhouettes, horizontal lines, and the avoidance of right angles and straight lines.[28] Straight lines could be avoided by using knotted logs and obscuring the foundation line with vegetation. Rocks were never to be placed on end and were not laid like bricks.[29] Whenever possible, the ECW program encouraged the parks to use local designers from the state or local park systems.[30]

The National Park Service issued several publications that provided designs and ideas for state and national park structures. These included *Portfolio of Comfort Stations and Privies* and *Portfolio of Park Structures* in 1934, and *Park Structures and Facilities* in 1935. Conrad Wirth, head of the State Parks Division, had studied under landscape architect Frank Waugh. Wirth hired Dorothy Waugh, an illustrator, and the daughter of Frank Waugh, to gather information on

park facilities and develop and illustrate a manual of basic structures that could be used by the CCC crews.[31]

Although most of the portfolios gave information on structures; *Landscaping Conservation: Planning for Restoration, Conservation, and Utilization of Wild Lands for Parks and Forests* by Frank Waugh covered larger issues. This comprehensive Portfolio was published in 1935 and dealt with issues of land reclamation, creation of lakes for recreation, trails, and campgrounds. The book was intended to guide the CCC in their conservation work. Waugh had a long history of working with the U.S. Forest Service and practiced what he called a "natural style" of landscaping. The lands were to be developed based on 8 principles: human use and enjoyment, order, cleanliness, beauty of scenery, conservation, restoration, economy, and circulation. The principle of order recommended the organization of buildings or structures in clusters. Waugh called for the restoration of native species after careful study.[32] An adequate and integrated circulation system was essential, and fresh trails should be built into new areas only when demanded by use. Waugh stressed that roads and trails were the framework of the park. The planner's job was to place turnouts at places of scenic value. Trails should be designed to connect points of interest with the finest views at turning points.[33]

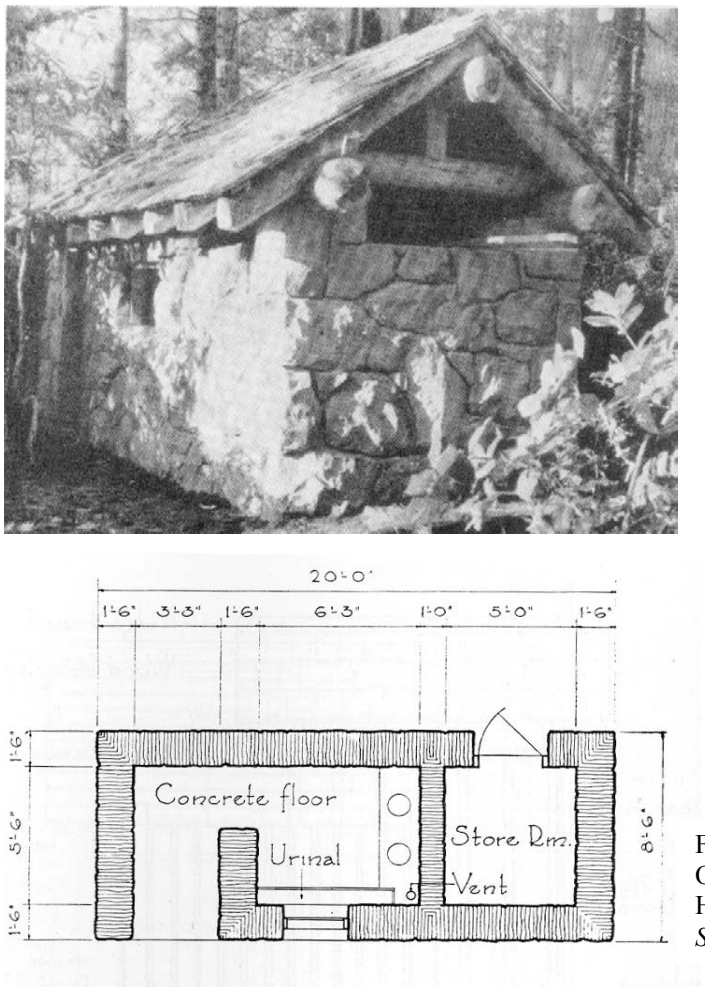

Figure 17: Woahink State Park, Oregon photograph and plan (Albert H. Good, *Park & Recreation Structures).*

Waugh gave special attention to bonfires and outdoor theaters in *The Natural Style in Landscape Gardening.* Waugh emphasized the social importance of the bonfire as a gathering place. He recommended concentric circles of low seats of sawn or split logs. Outdoor theaters could be half round or round with similar seats.[34] In order to create recreational lakes, Waugh said architects needed a complete knowledge of the species inhabiting a particular area. He warned against artificial lines delineating cleared areas. He particularly disliked the cement coping often used around city ponds.[35]

In 1938 the NPS released the three-volume series *Park and Recreation Structures and Facilities*. Architect Albert Good edited the 1935 and 1938 volumes.[36] The portfolios included examples from county, state, and national parks.[37] In his selection Good reinforced Maier's earlier

guidance such as using local materials, keeping a low silhouette, emphasizing the horizontal, and avoiding straight lines and right angles. Good warned against cutting stone, using concrete blocks with a regular size and surface, shaping logs like rigid telephone poles, or introducing rocks or timber not found in the immediate area.[38] Roofs were to appear heavy with by using oversized verge boards and roofing material such as thick wood shakes.[39] In order to promote architectural unity, Good recommended that a single style be used in each park, and that there be a limited range of constructions methods and materials. He stressed that any structure should be subordinate to the natural scenery.[40] Although Good was not satisfied with the term rustic, it was used to describe the design philosophy Good advocated: "Successfully handled, [rustic] is a style which, through the use of native materials in proper scale, and through the avoidance of severely straight lines and over-sophistication, gives the feeling of having been executed by pioneer craftsman with limited hand tools. It thus achieves sympathy with natural surroundings and with the past."[41] His words echoed Maier's earlier "frontiersman" metaphor.

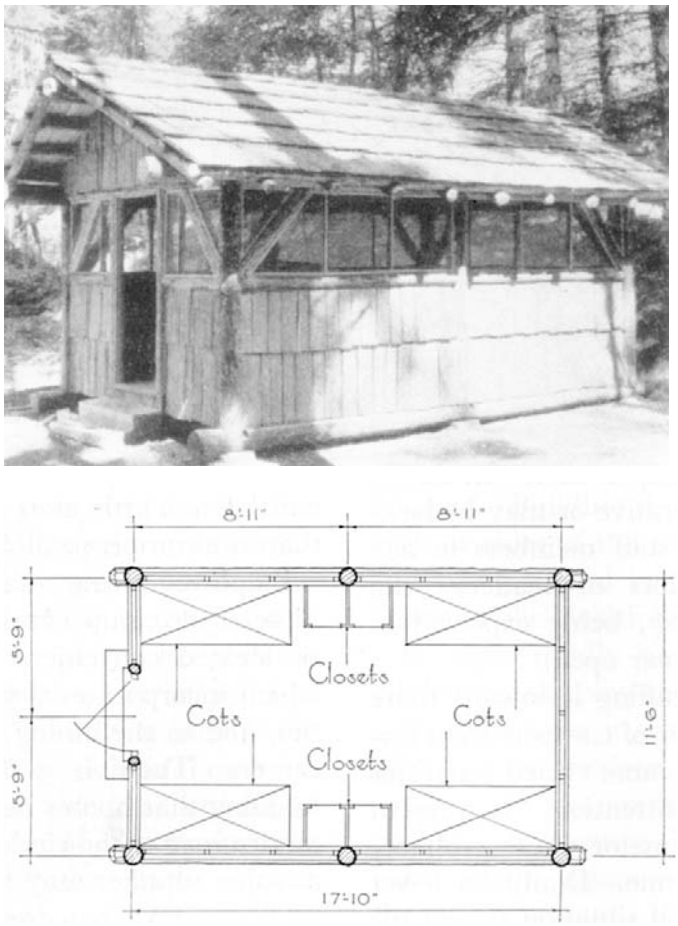

Figure 18: cabin at the Silver Creek Demonstration Area, Oregon. The cabin illustrates the horizontality, natural materials, and rusticity Good recommended (Albert H. Good, *Parks & Recreation Structures).*

In Volume 3 of *Park and Recreation Structures,* which was titled "Overnight and Organized Camp Facilities," for the first time the designs presented a full range of camp structures such as overnight lodges, dining halls, washhouses, camp stoves, laundries, spaces for social activities, and sleeping cabins.[42] The volume provided layouts for a variety of camp sizes and settings. All of the plans divided the camps into small social units and arranged them in informal or curvilinear layouts across the natural topography.[43] The only suggestions for automotive campgrounds (an ever increasing problem) was simply to elaborate on the standard campground loop known as the Meineke system. There was more detail on a new type of layout, an "organized camp," which was used at the Recreation Demonstration Areas (RDAs). The designs featured a central structure, such as dining hall, with cabins grouped in clusters all around.[44] The portfolios were sent to district offices and state park camps.[45] Good's portfolio's gave examples of exemplary designs, but the state park landscape architects and designers gained most of their education in park planning from their direct supervisors, and the review of their plans by Wirth and his regional representatives[46]

For the most part, the NPS and New Deal programs worked in existing parks, but Recreation Demonstration Areas created new parks, usually on reclaimed land previously labeled substandard. The NPS was given a free slate on which to practice their comprehensive planning philosophies in designing park roads and trails, constructing rustic buildings, and reforesting the landscape.[47] RDAs gave NPS the chance to design purely recreational facilities, which were not part of the mission of the National Parks.[48]

The WPA was another of President Roosevelt's New Deal Programs. Although CCC camps were more numerous in the parks, the NPS also sponsored WPA camps. In contrast to the CCC crews, WPA used skilled labor, and their projects included many of the large facilities built in state parks such as refectories, museums, dams, lodges, artificial lakes, and amphitheaters.[49]

In the late 1930s the CCC budgets were cut, and the program declined. On July 1, 1942 President Roosevelt's efforts to extend the CCC failed when congress voted against funding. The reduction in resources translated into a decrease in state park staff. The rustic style and attention to detail of the CCC era was replaced with a contrasting design emphasizing function, modern materials,

streamlined forms, and use of modern technology.[50] Although the CCC was no longer in existence, its presence would long be felt in the improvements made to national, state, and local parks throughout the country. Even as early as 1935, the beginning of the program, NPA director Arno Cammerer credited the CCC with advancing state parks fifty years.[51]

It was not until 1956 with the implementation of the NPS's Mission 66 program, that Congress and the President Eisenhower provided funding and support to develop NPA facilities on a large scale. The NPS's design philosophy continued to promote the appearance of naturalism through avoiding straight lines and right angles, but the design of structures such as bridges, culverts, overlooks, and tunnels received less individual attention and used more modern materials; concrete was often unfaced, and masonry lines became more regular. The labor intensive texture, rustic style, and natural forms of the CCC era simply could not be replicated in a different era.[52]

Oregon Civilian Conservation Corps

The Great Depression resulted in the reduction of Oregon state budgets and, as a result, the funding for state parks was limited. But after Roosevelt instituted the CCC and WPA, there was plenty of manpower available. Superintendent Boardman was willing to accept the CCC crews, but was hesitant to take the NPS administration, supervisors, and designers that came with them.[53] Boardman was uncomfortable with the plans and increase in facilities. From the beginning of the program in 1933 to its end in 1942 improvements were carried out in 45 of Oregon's State Parks. Developments in the Oregon parks were administered by the National Park Service Regional Office in San Francisco.[54]

The New Deal programs in Oregon developed parks that would have otherwise not been improved. The CCC was responsible for numerous projects at Jessie M. Honeyman Memorial State Park. It is an example of useful developments well integrated with the natural setting.[55] The Silver Falls Lodge and Concession Building at Silver Falls State Park, constructed in 1937, illustrates the design principles that the NPS architects and engineers promoted; the building used rough natural materials, has a low silhouette, and is in a rustic style.[56] The major federal project at Silver Falls was the Recreation Demonstration Area (RDA) set up in 1934 under the Emergency Relief Administration. Like other Recreation Demonstration Areas throughout the U.S., its purpose was to take marginal land, and in this case, create a youth camp and miles of

trails for city children. It was one of only two New Deal Recreational Demonstration Area projects on the West Coast.[57] All RDA lands were purchased by the NPS but the agency intended to be eventually turned over to state parks.[58]

Civilian Conservation Corps Structures in Oregon Parks

In *Park and Recreation Structures*, Architect Albert Good selected examples of a great variety of structures that had been built in national and state parks. Many of the CCC structures built in Oregon's park exemplified his (and NPS's) design philosophy.

Signs and Markers

For stone entrance pylons, Good recommended squat forms with casual pilings of rock and buttresses. The entrance sign to Oregon's Cape San Sebastian was a battered pylon formed of random coursed stone. A rock buttress supported the rear. An irregularly-shaped sign hangs from a wood post.[59] Signs within the parks were usually of simpler design. They were often made of rough wood posts. Good illustrates three examples from Oregon's Humbug Mountain State Park. The first was a wood board sign that appears to have had burnt-etched writing. The sign hung from a horizontal post between two large vertical posts. The second sign was simpler, but like all of Good's examples of this type, was composed of rough round posts; the structure was "T"-shaped with a hanging wood board on each side of the post.[60] The third was composed of two roughhewn logs with a large board between that appears to have had etched and burnt writing.[61] Oregon's Yaquina Bay State Park sign was similar to other signs; it was is compost of round logs forming posts and a lintel. Shorter logs of varying heights buttressed the posts. An irregular-shaped sign hung freely.[62]

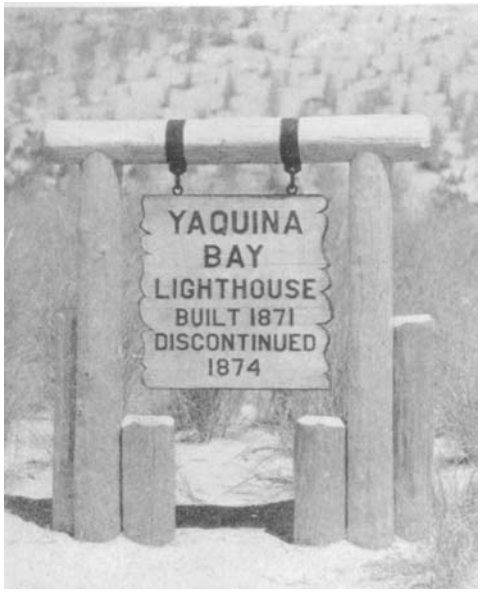

Figure 19: The Yaquina Bay Lighthouse sign materials and rustic style was typical of CCC built signs in state and national parks (Albert H. Good, *Park & Recreation Structures).*

Buildings

The Custodian's Dwelling at Silver Creek Falls State Park was a simple log building similar to many of other park structures, but Good holds it up as an example of the loss of character that occurs when logs are over perfect, and the masonry of the chimneys was poorly done.[63] Good was more pleased with the design of a Toilet Structure for a Single Sex at Oregon's Woahink Lake State Park (see figure x). The building illustrated the rustic style; the stone walls were rough and laid in a random pattern. Round logs form the rafters and ridge beam creating the weighty roof Good promoted.[64] Camper's cabins were mostly found in the RDAs; at Silver Creek Recreational Demonstration Area, the buildings were unique, instead of log structures, the walls were covered with long wood shingles with a band of windows just under the eaves. Logs formed the rafters and purlins.[65]

Figure 20: Custodian's Dwelling, Silver Creek Falls Park, Oregon. Good saw the building design as flawed because the logs are over perfect (Albert H. Good, *Park and & Recreation Structures).*

Furniture & Drinking Fountains

The examples of picnic tables Good selected show tabletops made from wide slabs of indigenous wood and plank seats resting on round posts. The table at Oregon's Rocky Creek State Park illustrated this design.[66] A table at Woahink Lake Sate Park was similar, but the seats were formed of split logs.[67]

One form of a simple drinking fountain, which Good illustrates, was a log pedestal. Good liked the use of logs because the fountains resembled tree trunks, and wood was usually a readily available material. The Humbug Mountain State Park fountain was typical of the other examples he selected; the fountain was bored through the center of a large wood log and was surrounded by shorter logs that created steps.[68]

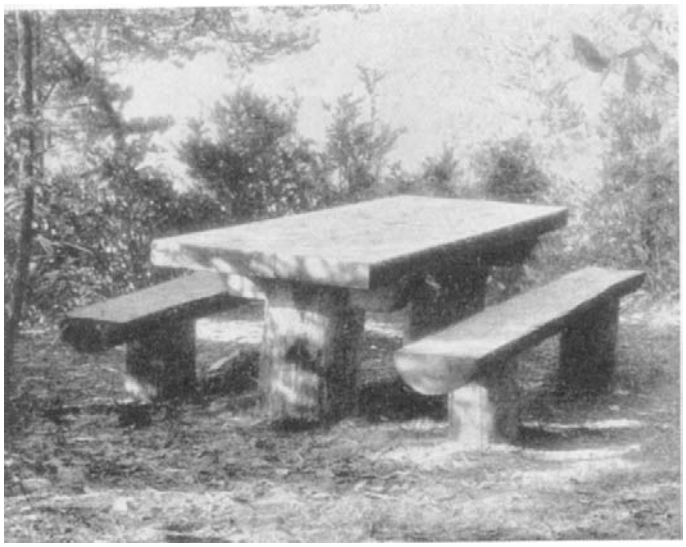

Figure 21: Picnic table at Woahink Lake State Park (Albert H. Good, *Park & Recreation Structures).*

Fences, Barriers, & Bridges

Good illustrated how logs could create barriers to control the path of automobiles. The barriers at Woahink Lake State Park were perfect examples. They consisted of rough-shaped logs laid horizontally and supported at each end by a vertical post. A second post rested horizontally on the ground against the supports.[69] Fence design often had similar elements: horizontal logs supported vertical log posts, but the fences also used a lower buffer rail. At Oregon's Devil's Punch Bowl State Park, one of the fences is composed of vertical round posts supporting lower and upper rails.[70] Bridge rails were often similar to the fencing. One rail of a bridge at Humbug Mountain State Park was formed of rough vertical log posts connected by two horizontal logs. The other rail was lower and consisted of vertical posts connected by horizontal logs. The simple deck was made of wood planks.[71] A footbridge at Alderwood State Park was similar, but the diagonal log braces reinforced the vertical posts.[72]

Figure 22: footbridge typical of the CCC log fences and bridges at Cascadia State Park (courtesy of Oregon Parks and Recreation Department archive).

Sporting Facilities

The creation of recreational facilities was also one of the tasks of the CCC. The boat ramp at Woahink Lake State Park was a clever design; one-half consists of incline rollers for skidding the boats into the water, and the other half had cleats to give a foothold for hauling the boats in.[73]

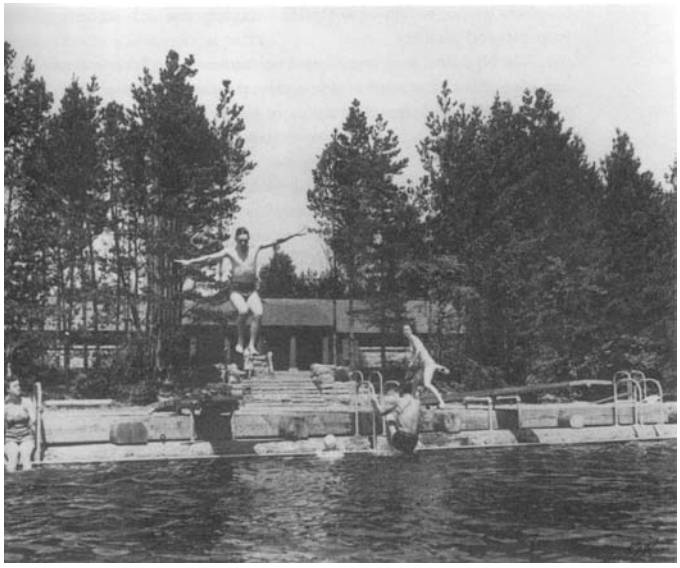

Figure 23: The bathhouse and swimming beach on Lake Cleawox in Jessie M. Honeyman Memorial State Park (from Linda Flint McClelland, *Building the National Parks).*

Post New Deal Development in Oregon's Parks

With the 1941 attack on Pearl Harbor, all attention was turned to the nation's war effort. Harold Ickes, Secretary of the Interior, and even Roosevelt argued for the continuing funding of parks, if only to provide the war-weary nation with distraction and recreation. Their calls were unheard.[74] For most state parks attendance dropped due to automobile tire and gas restrictions.[75] In addition, many staff members enlisted or were drawn away by high-paying defense industry jobs. Without adequate staff, some parks were closed outright. The National Park Service wanted to continue to work with and assist state parks, but Congress failed to provide funds or personnel. Shortly after the end of World War II, the state parks began to make plans, but the Korean War threatened to again divert money to a war effort. Luckily the National Production Authority ruled that state parks were conservation rather than recreation, and they were able to proceed with their efforts. In the mid 1940s, attendance started to rise, and states acquired new parklands. In 1946, immediately post war, nationwide state park improvements totaled $2,304,000, by 1957 the total reached $27,000,000. Much of the money was spent to create overnight accommodations.[76]

Chester H. Armstrong was appointed superintendent of Oregon State Parks superintendent July 1, 1950. In contrast to his predecessor Boardman who resisted park development, under Armstrong, the emphasis shifted from acquisition of new parkland to development of facilities for public use.[77] He called his era the "Construction Period."[78] In 1951 a complete survey was made of all Oregon state park units to ascertain the potential for new development, particularly campgrounds. Unimproved camps were developed in 27 parks in 1952. Each camp had 4 to 15 campsites with a table, fire grate, and community restrooms.[79] Trails were built at numerous park units and parking lots were enlarged.[80]

Figure 24: Holman State Wayside small latrine, c. 1959. The style and details of the building are much more utilitarian than the earlier CCC structures (courtesy of the Oregon Parks and Recreation Department archive).

Some examples of this construction campaign include camping facilities at: Catherine Creek State Park, Emigrant Springs State Park, Humbug Mountain State Park, Jessie M. Honeyman State Park, Umpqua Lighthouse State Park, and Viento State Park. In addition day use and swimming facilities were built on Multnomah Creek in Benson State Park. Access roads, parking, picnic facilities, and overnight camping facilities were constructed at Cape Lookout State Park. At Saddle Mountain, primitive facilities were added.

By 1957 the need to provide the public with recreation became more important to the administration. Tellingly, the 1959 Oregon Legislative assembly renamed the organization State Parks and Recreation Division. The position of recreation director was created.[81]

Little information on the architecture, landscaping, and cultural landscape is available for the 1950s. More specific information will be gathered as individual parks are visited.

Design in the Parks

Representative Parks:

- Alderwood State Wayside – Land County
  Albert Good used a footbridge from the park as a fine example of CCC work. It is not known what remains in the park from the CCC period.

- Benson State Park – Multnomah County
  Swimming facilities were built at the park in 1950s.

- Cape Lookout State Park — Tillamook County
  Access roads, parking, picnic facilities, and overnight camping facilities were constructed at the park in the 1950s.

- Cape San Sebastian State Park – Curry County
  The entrance sign to the park was built by the CCC and used as an example of appropriate park design by Albert Good. It is not known what remains in the park from the CCC period.

- Catherine Creek State Park – Union County
  Campsites were developed at the park in the 1950s.

- Crown Point State Park – Multnomah County
  Crown Point Vista building listed on NR.

- Champoeg State Park – Marion County
  Pioneer pavilion and monument.

- Devil's Punch Bowl State Park – Lincoln County
  Albert Good used a fence from the park as an example of CCC work. It is not known what remains in the park from the CCC period.

- Emigrant Springs State Park – Umatilla County
  Campsites were developed at the park in the 1950s.

- Humbug Mountain State Park – Curry County
  Albert Good uses three examples of signs from this park as examples in his book. In addition to the signs, Good shows a bridge and a fountain. It is not known what remains in the park from the CCC period. In addition, campsites were built in the park in the 1950s.

- Jessie M. Honeyman Memorial State Park – Lane County

Numerous CCC projects were undertaken at this park. . It is not known what remains in the park from the CCC period. In addition, campsites were built in the park in the 1950s.

- Saddle Mountain State Park – Clatsop County
  Primitive facilities were added to the park in 1950s.

- Shore Acres State Park – Coos County
  Botanical Gardens of the Louis Simpson Estate and gardener's cottage (the main house was razed).

- Silver Falls State Park – Marion County
  Silver Falls New Deal Recreation Demonstration Area (RDA) was one of only two on the West Coast. The WPA designed and constructed myrtle-wood furniture at the Silver Falls Lodge and landscaped the parking area. The Silver Falls Lodge and Concession Building, constructed in 1937, built by the CCC illustrates the design principles that the NPS architects and engineers promoted.

- Umpqua Lighthouse State Park – Douglas County
  Campsites were built in the park in the 1950s.

- Viento State Park – Hood River County
  Campsites were built in the park in the 1950s.

- Yaquina Bay State Park – Lincoln County
  Albert Good used a sign from the park as a fine example of CCC work. It is not known what remains in the park from the CCC period.

- Alderwood State Wayside – Land County
  Albert Good used a footbridge from the park as a fine example of CCC work. It is not known what remains in the park from the CCC period.

Endnotes

[1] Ney Landrum, *The State Park Movement in America: A Critical Review,* (Columbia, MO: University of Missouri Press, 2004) 57.
[2] Lawrence C. Merriam Jr. et al., *Oregon's Highway Park System 1921-1989: An Administrative History.* (Salem, OR: Oregon Parks and Recreation Department, 1992) 261.
[3] Paul Hartwig, Park Historian, "Vista House: National Register of Historic Places, Inventory – Nomination Form." (Salem, OR, 1974) significance.
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[8] Ethan Carr, *Wilderness by Design: Landscape Architecture and the National Park Service,* (Lincoln, NE, 1998) 6.
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[11] Ibid., 249.
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[15] McClelland, Chapter 7:4.
[16] Carr, 289.
[17] McClelland, Chapter 7:3.
[18] Ibid., Chapter 7:5.
[19] Carr, 266.
[20] Ibid., 289.
[21] Ibid., 297.
[22] Ibid., 299.
[23] Ibid., 145.
[24] McClelland, Chapter 7: 25.
[25] Ibid., Chapter 7: 30-31.
[26] Carr, 283.
[27] McClelland, Chapter 7: 10.
[28] Ibid., Chapter 7: 14, 15.
[29] Ibid., Chapter 7: 17.
[30] Ibid., Chapter 7: 23.
[31] Ibid., Chapter 7: 45.
[32] Ibid., Chapter 7: 62, 63.
[33] Ibid., Chapter 7: 64.
[34] Ibid., Chapter 7: 64.
[35] Ibid., Chapter 7: 67.
[36] Carr, 425.
[37] Carr, 284-285.
[38] Albert H. Good, *Park and Recreation Structures.* Boulder (CO: Graybooks, 1990) 7.

[39] Ibid., 8.
[40] Ibid., 6.
[41] Ibid., 5.
[42] McClelland, Chapter 7: 60.
[43] Ibid., Chapter 7: 61.
[44] Carr, 286, 287.
[45] McClelland, Chapter 7: 45.
[46] Carr, 287.
[47] McClelland, Chapter 7: 35.
[48] Ibid., Chapter 7: 38.
[49] Ibid., Chapter 7: 40.
[50] Ibid., Chapter 7: 69.
[51] Landrum, 153.
[52] Carr, 452.
[53] Thomas R. Cox, *The Park Builders: A History of State Parks in the Pacific Northwest,* (Seattle, WA: University of Washington Press, 1988) 36.
[54] Merriam, 28,29.
[55] Ibid.
[56] Ibid., 131.
[57] Ibid., 263.
[58] Carr, 275.
[59] Good, I:12.
[60] Ibid., I:48,49.
[61] Ibid., I:51.
[62] Ibid., II:174.
[63] Ibid., I:81.
[64] Ibid., I:139.
[65] Ibid.,III:177.
[66] Ibid., I:15.
[67] Ibid., II:17.
[68] Ibid., I:107.
[69] Ibid., I:33.
[70] Ibid., I:35.
[71] Ibid., I:179.
[72] Ibid., I:181.
[73] Ibid., 154.
[74] Landrum, 158.
[75] Ibid., 160.
[76] Ibid., 165-168.
[77] Merriam, 39.
[78] Cox, 103.
[79] Merriam, 39.
[80] Ibid., 42,47.
[81] Ibid., 43,44.

FEDERAL INVOLVEMENT: CIVILIAN CONSERVATION CORPS

The Civilian Conservation Corps (CCC) was one of the best known and most effective of President Roosevelt's New Deal programs. Roosevelt's make-work programs were created in 1933 to provide employment and economic relief to some of the thirteen million jobless Americans during the Great Depression.[1] Over its nine plus years of existence, the CCC employed more than two million young men.[2] In addition to providing jobs, the purpose of the program was to conserve the nation's parks, forests and agricultural land. In order to implement the program quickly and to effectively continue to operate the vast system, Roosevelt turned to the already-established national departments of Labor, War, Agriculture and the Interior.

The Department of Labor was charged with selecting CCC enrollees and local experienced men (LEMs). The War Department processed the arrival and departure of enrollees and provided the men with housing, medical care, food and transportation. The War Department was also responsible for the workers during their off hours.[3] Camps were operated on the Army schedule; wake up was at 5:45 am with reveille at 6 am. Work concluded at 4 pm with taps at 10 pm.[4] The Department of Agriculture was responsible for work projects on national forest land and erosion control work on state and private lands.

As part of the Department of the Interior, the National Park Service (NPS) administered CCC work at national, state, county and metropolitan parks.[5] A state cooperation division was established in the NPS to oversee all projects that took place in state parks. For speed in approval and execution, NPS required state parks to use NPS policies and design standards. The corps completed an unprecedented amount of work in state parks, and through these projects the stewardship policies of the NPS were disseminated throughout the nation's state and local park systems. In many ways, the CCC projects in state parks replicated the national parks in planning, design, construction, architecture and landscape architecture.[6]

Enrollment in the corps was restricted to men between the ages of eighteen and twenty-five. In 1935 the age range was expanded to seventeen to twenty-eight, and employment was limited to young men from relief families and war veterans. The age and marriage stipulations were waved for LEMs, and they were allowed to live at home.[7] Each CCC camp was assigned to work programs lasting 6 months and consisted of 200 men. The program started with camps on the East Coast and moved west. The peak of enrollment of the entire CCC program occurred in 1935.[8]

Sites selected for the camps were located as close to as many projects as possible. Sidecamps or "spike" camps were used in remote areas and were much smaller. Standardized designs were used in the construction of CCC camps and called for a flagpole, administration office, officer's barracks, latrines, hospital and infirmary, showers and washroom, kitchen and mess unit, and garage and shop. The Army developed three CCC camp designs: tent camps, rigid camps and portable camps. Initially tent camps were employed. Rigid camps were first used November 1933 and used temporary building rather than tents. The portable camp was introduced in 1934, and by 1935 it was the predominant type used. The portable camps employed buildings that could be disassembled and reassembled where needed. The buildings were wood-frame with clapboards or board and batten siding. Camps were typically constructed using local labor not CCC crews.[9]

Figure 25: Emigrant Springs CCC camp 1650, one of the few camps constructed with CCC labor rather than local crews, c. 1935 (courtesy of the Oregon Park and Recreation Department Archive).

The NPS provided funds for a landscape architect and engineer for each CCC camp. Landscape architects had the responsibility of designing buildings and structures and supervising their construction. They were also in charge of roadside clean up and monitoring landscape features during construction projects. The engineer controlled the location and construction of bridges, roads, trails and telephone lines and other improvements in parks.[10]

Most of the structures the CCC built were based on designs developed by the NPS between 1918 and 1933 (nn, 130). The buildings were frequently constructed in a style that came to be called National Park Service rustic. The designs were based on Dorothy Waugh's portfolios of drawings, including floor plans and elevations, of NPS structures. The portfolios were collected and published as *Park Structures and Facilities* edited by Albert Good. The book illustrated the NPS's principles for naturalistic landscape design and rustic architecture.[11]

In 1935 Roosevelt authorized the National Park Service to purchase lands for Recreation Demonstration Areas (RDAs) or Recreation Demonstration Projects (RDPs). The new program served two main purposes: moving farmers off submarginal land and

redeveloping the site for the education and training of inner-city children.[12] Oregon was one of only two states west of the Mississippi in which a RDA was constructed. Work on the RDA at Silver Creek Falls (Silver Falls) State Park in Oregon began in 1935 and halted in the spring of 1942 when the U.S. became involved in World War II.[13]

Continuing the federal government's involvement in the nation's parks, Roosevelt approved the Park, Parkway and Recreation Study Act June 23, 1936. The act enabled a study of national, state and local park recreation to be undertaken.[14] Oregon's study, *Oregon's Parks, Recreational Areas and Facilities,* was published December 21, 1938. The study discussed state park organization, administration and legislation.

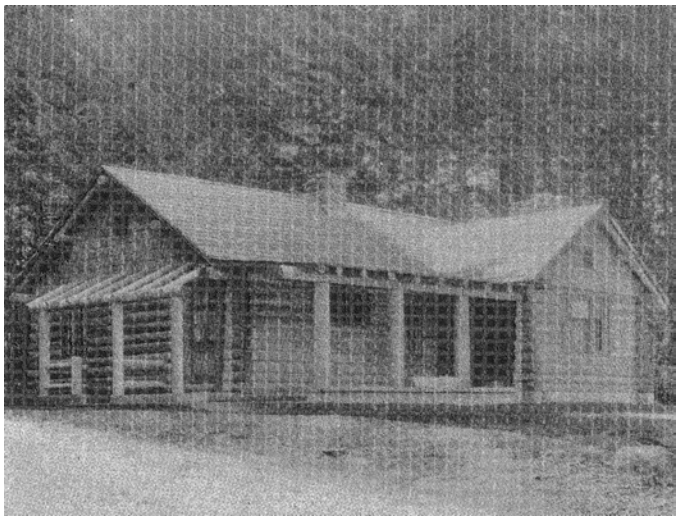

Figure 26: Silver Creek Falls State Park, CCC constructed custodian's dwelling (from Albert H. Good, *Park & Recreation Structures).*

CCC in Oregon

On a national level the start of the Great Depression is linked to the 1929 stock market crash, but by that time the Pacific Northwest was already in economic turmoil resulting from the downturn in the lumber industries.[15] Camps were not established in Oregon until the fall of 1933. By March 31, 1940 1500 CCC camps had been established in the United States. Oregon had sixty-one camps, more camps than any other western state with the exception of California.[16]

Lawrence C. Merriam, the district director for the West Coast, oversaw CCC projects in Oregon. Merriam opened the regional office in San Francisco beginning on May 15, 1933.[17] As part of CCC management, each state appointed a trained park specialist; Sam Boardman served in that capacity for the entire state of Oregon.[18] Projects in the state included the construction of new facilities and erosion control. Construction projects consisted of a wide range of projects such as stone comfort stations, caretaker's residences, picnic and bench combinations, foot trails, roads, parking areas, steps and stone and log guardrails. Because of Boardman's belief that state parks were best left as nature made them with little human disturbance, the majority of CCC work in Oregon was natural resource improvement.[19] Boardman's influence deterred the CCC from building overnight facilities in Oregon's parks.

Figure 27: Short Sand Beach Overlook (courtesy of the Oregon Park and Recreation Department Archive).

As the United States geared up for involvement in World War II, CCC camps were transferred to wartime preparation and training. The CCC presence in Oregon State Parks ended in December 1941 when the U.S. entered the war. Many CCC camps in state parks, such as Oregon's coastal parks, were converted to military uses.[20] None of the three types of camp (tent, rigid and portable) were intended to be permanent, and only a few of the buildings were left in the parks with the exception of Battle Mountain and

Emigrant Springs. Today only the mess hall/community building survives at Emigrant Springs State Park.[21]

Figure 28: Jesse M. Honeyman Memorial State Park, bathhouse and swimming facilities (courtesy of the Oregon Park and Recreation Department Archive).

Although the CCC was disbanded, its effects would prove lasting. Permanent improvements were completed in fifty of Oregon's state parks.[22] Echoing NPS director Arno Cammerer's sentiments about work in national parks, in 1938 Boardman said:

> I believe the state parks have been improved through CCC forces at least fifty years in advance of any improvement that the State might have done because of lack of funds available for such improvements.[23]

Roosevelt's program succeeded in both its goals: during its nine years nationwide the CCC employed over 3,000,000 workers.[24] And by the program's end in 1942, the CCC had made improvements on national lands and completed projects in 405 state parks in 43 states.[25]

Oregon WPA

Although the majority of crews were CCC, at Silver Falls State Park the WPA designed and constructed myrtle-wood furniture at the Silver Falls Lodge and landscaped the parking area. The major project at that park, the creation of a Recreation Demonstration Area, was undertaken by the Emergency Relief Administration and the CCC under the direction of the Emergency Relief Administration, the NPS, and the WPA.[26]

FEDERAL INVOLVEMENT:
CIVILIAN CONSERVATION CORPS
Representative Parks:

- Ainsworth State Park – Multnomah County
  Among other projects, the CCC cleared land for a campground and constructed two fireplaces and three table and bench combinations. It is not known what remains.

- Alderwood State Wayside – Lane County
  The CCC made improvements to a day use facility including a parking area, two footbridges, trails, tables and sanitary facilities. It is not known what remains.

- Benson State Recreation Area – Multnomah County
  The park served as CCC camp SP-2. CCC improvements included constructing trails, table and bench combinations. It is not known what remains.

- Boiler Bay State Scenic Viewpoint – Lincoln County
  CCC crews graded the road, constructed a parking area, built a guardrail and erected two signs and monuments. It is not known what remains.

- Bolon Island Tideways Wayside – Douglas County
  The CCC built a fence, single stone camp stove, four split log table and bench combinations, entrance sign and directional sign. It is not known what remains.

- Cape Arago State Park – Coos County
  The base of a stone hexagonal lookout shelter constructed by the CCC is extant in the park.

- Cape Sebastian State Scenic Corridor – Curry County
  Of the CCC projects in the park, only the stone base of the pylon and a rock wall remain.

- Casey State Recreation Site – Jackson County
  The CCC constructed pylon and wood entrance sign remain in the park.

- Devil's Elbow State Park – Lane County
  The CCC worked in the park and built, among other projects, a stone drinking fountain and picnic table. It is not known what remains.

- Devil's Punch Bowl State Natural Area – Lincoln County

Among other projects, the CCC constructed a concrete water storage tank, pipeline, guardrail, wood fence, rock steps, trails, ten table and bench combinations and three fireplaces.

- Ecola State Park – Clatsop County
  A picnic shelter, the layout of the picnic area and stonework were built by the CCC. In addition a caretaker's garage, built c. 1934, may have been constructed by the CCC.

- Emigrant Springs State Heritage Area – Umatilla County
  CCC Camp SP-3 was constructed by the corps at the park. Their improvement projects included a day use area, three restrooms, camp stoves, picnic tables, a water system, foot trails, a snowdrift fence, roads, parking lot, and guardrails. It is not known what remains.

- Jessie M. Honeyman Memorial State Park – Lane County
  After Silver Creek Falls, Jessie M. Honeyman Memorial State Park was the state park most highly developed by the CCC. Crews built roads, footpaths, benches, a stone caretaker's cottage, two rock chimneys, flagstone walkways, table and bench combinations, shelter kitchens, camp stoves, a stone restroom, day use area and hexagonal stone kitchen shelters. On Lake Kleawox CCC workers constructed a stone bathhouse, dock and diving tower. It is not clear what remains.

- Muriel O. Ponsler State Scenic Viewpoint – Lane County
  The CCC made improvements to the parking area, road, guardrails, reservoir, pipeline system, stone entrance fence, stone and cedar monument, rock drinking and fountain. It is not clear what remains.

- Rocky Creek State Wayside – Lincoln County
  CCC crews created trails and day use enhancements such as fences and benches. It is not clear what remains.

- Saddle Mountain State Natural Area – Clatsop County
  The CCC built roads, trails, two timber vehicle bridges, powder storage house, maintenance shop, and two stone comfort stations. It is not known what remains.

- Silver (Creek) Falls State Park – Marion County
  Silver Falls was the most developed by the CCC of any Oregon state park. Improvements included: picnic area, picnic shelters, log concession building, parking lot, log caretaker's residence, foot bridges, trails, overlooks and a restroom. In addition, for the Recreation Development Area, the CCC built: a

mess hall, infirmary, craft building, administration building, swimming facilities, cabins, restrooms and a recreation building.

- Starvation Creek State Park – Hood River County
  The CCC built foot trails, footbridges, picnic area, a camp stove and three table and bench combinations. It is not known what remains.

- Umpqua Lighthouse State Park – Douglas County
  The CCC worked in the park and built, among other projects, an entrance road, day use area, swimming area, trails, parking lot, benches and water and sanitary facilities. It is not known what remains.

- Viento State Park – Hood River County
  CCC improvement projects included an entrance road, picnic tables, benches, stoves, water supply and footbridge. It is not known what remains.

- Wygant State Natural Area – Hood River County
  The park served as a main camp for CCC SP-4. CCC improvements included a parking area, a water system, picnic area, drinking fountains, camp stoves, a monument, foot trails and three rustic bridges. It is not known what remains.

- Yaquina Bay State Recreation Site – Lincoln County
  The CCC built day use facilities for motorists, an entrance road, guardrails, fourteen signs, five fireplaces, twenty-eight table and bench combinations and a stone restroom. It is not known what remains.

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TRANSPORTATION

Stage Coach and Wagon Roads

The earliest travel routes in Oregon were trails used by Native Americans, explorers, and fur trappers.[1] Overland emigration of settlers began in the 1840s using primitive mountain roads, which often followed earlier established trails. Settlers were drawn by the free land promised by the Oregon Donation Act of 1850 and favorable reports by early explorers such as John C. Fremont and Lewis and Clark.[2] However, once eastern travelers arrived in the Pacific Northwest, they found treacherous and often impassable trails. The lack of passable roads discouraged settlement and hindered the trade of goods. As a result, the condition of the roads was a major issue for the provisional government of 1843-1849; the legislators passed numerous bills, amendments to bills, legislative enactments, and petitions on the subject.[3] Along the coast plans called for charting harbor entrances and estuaries and siting lighthouses. In the interior the matter of grading and surfacing trails became a high priority.[4] The first major road in western Oregon was the Oregon California Trail, which, until the gold rush, was passable only by pack animal.[5]

Despite the calls for improvements, the territorial road commissioners did little more than establish general road routes and set minimal requirements for residents to undertake a road construction and maintenance program.[6] The roads often crossed rugged terrain, and heavy rains frequently washed out road sections.[7] Poor transportation continued to limit the territory's economic development of the territory particularly the success of local agriculture, since goods could not reliably be transported to market.[8] The great call for better roads resulted in the improvement of some roads. A common type of surfacing was planking (also called corduroy roads) which consisted of laying planks across the road.[9] The poor quality of overland transportation persisted through the 1850s, and settlers remained highly dependent upon water-based transportation until the 1880s.[10]

Oregon's elevation to statehood in 1859 promised to lead to an improvement in roadways. Congress required the new commonwealth to use five percent of the net proceeds from public land sales for road building.[11] In 1859, soon after the Rogue River Indian uprisings were brought to an end, a road from Portland south to Jacksonville in the Rogue River Valley was completed.[12]

Progress was not immediate; the rugged geography still limited any speedy development of the road system.[13]

Private enterprise played a major role in the construction of roads in Oregon; entrepreneurs were largely responsible for the construction of many of the passable roads. Investors sought to capitalize on the establishment and control of important economic routes. Once incorporated, road companies could apply for federal land grants in order to finance the costs of road building. Unscrupulous dealers sold the land and built only a few miles.[14] Some of the privately financed paths were operated as toll roads. For example, the Santiam Wagon Road and Barlow Road were two major routes that charged travelers a toll at various points.[15] Toll road construction by private companies was a popular trend from the early 1860s until the close of the century.[16]

Stagecoach companies were another major user and creator of roads.[17] The first stagecoach line to operate in Oregon country was run by Charles Ray and carried mail and passengers between Oregon City and Salem beginning in 1850. The routes of stagecoach lines were often linked to the most recent gold find. The discovery of gold in California brought stage lines to Southern Oregon to transport goods and passengers to the mines.[18] Products were also moved by sea and with animals over the Oregon-California Trail.[19] In 1860 the California Stage Company provided the first overland transportation between Portland and Sacramento, California. The 700-mile journey could be accomplished in seven days by four-horse or six-horse stages. Sixty contracted hostler stations spaced along the route accommodated passengers, drivers, and teams.[20]

In addition to passengers and goods, California Stage Company carried the U.S. mail until about 1864 or 1865 when the company lost its contract to the Oregon Stage Company.[21] After the discovery of gold in northeastern Oregon, Idaho, and Salt Lake City, lines were opened to these areas in the early 1860s. By 1871 one of the larger stagecoach companies the Northwestern Stage Company had 22 coaches running between The Dalles, Pendleton, Walla Walla, the Blue Mountains, and along the Snake River to Kelton, Utah. As the railroads extended their lines in the late 19th century, the stage lines shrank. However, some ran in the more remote areas into the 20th century.[22]

In addition to the contracted stagecoach hostler stations, independent hotels, taverns, and inns were built along the state's new roadways, especially in remote areas with little other accommodation. Hotels like the Wolf Creek Tavern in Josephine County were initially built to serve stage travelers on their way to a local mining district. Later inns built in the 1880s often accommodated rail passengers. The hotels provided travelers with overnight accommodations and simple meals. Some of these hotels survived into the automobile era.[23]

Stage Coach and Wagon Roads

Representative Parks:

- Crooked Creek State Wayside – Malheur County
  A historic route through southeastern Oregon crosses the site. The route was used by gold seekers, the Oregon Calvary, and the U.S. Army.

- Elliott R. Corbett Memorial State Park – Jefferson County
  The historic Santiam wagon road over the Santiam Pass crossed the park.

- H.B. Van Duzer Forest Corridor Wayside – Lincoln, Polk, and Tillamook Counties
  The wayside includes an early wagon road route from the Willamette Valley to the coast.

- Holman State Wayside – Polk County
  The territorial road from the 1850s passed through the wayside. A nearby spring was used by travelers.

- Mackin Gulch Forest Wayside – Josephine County
  The old stage road between Jacksonville and Roseburg passed through this site.

Waterways

Native Americans and the earliest European explorers and trappers used water transportation, usually canoes, whenever possible. Sailing ships ventured as far into the Columbia ay Fort Vancouver where they had problems with currents and sandbars. The first steamer, the *Massachusetts,* from Honolulu entered the Columbia in 1849.[24] The Hudson's Bay Company operated the steamship the S.S. *Beaver* on the lower Columbia. Later, the company owned other steamships as well. It was not until mid 19th century that American Oregonians adopted the steamship as a method of transportation. In 1850 a group of business from Astoria launched the side-wheeler, the *Columbia,* which plied the waters between Astoria and Portland. As the products of the Willamette Valley increased, so did the number of steamships. From 1851 to 1852 there were at least a half-dozen steamships launched above or below the Willamette Falls.[25]

Between 1850 and 1857 a new type of flat-bottomed boat was designed that allowed ships to travel as far as Eugene City during high water.[26] By that time, it was possible to take a steamer from Portland to the Cascade Rapids, portage around the rapids by mule, board a second steamer to The Dalles, portage around Celilo Falls, and continue upriver by a third steamer. From 1850 to 1870 steamboats dominated the Columbia, Willamette, Umpqua, Coos, and Coquille rivers.[27] In the early 1860s, the Oregon Steam Navigation Company gained a monopoly of all steamship business on the Columbia River and its tributaries.[28]

Water travel by sail along the coast was difficult, sand bars made it treacherous for all but small ships to reach the harbors at Tillamook, Newport, Gardiner, and Empire. Residents of coast side towns often lacked necessities. Steamships were able to navigate the bars better than the sailing ships, and steamship trade developed between these communities and San Francisco.[29]

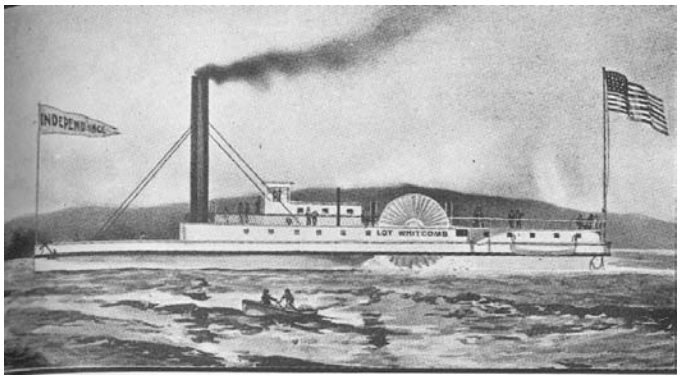

Figure 29: The side-wheeler steamship *Lot Whitcomb* (courtesy of Donald Bates, Portland in Oscar Osburn Winther, *The Great Northwest).*

Because of the mid-nineteenth century treacherous roadways, water transportation was an attractive alternative even inland. Most farms has short roads leading to the nearest river landing.[30] Ferryboats were used at the local level for hauling goods and people along creeks and rivers.[31] Because of the poor quality of roads, settlers remained very dependent on water transportation until the 1880s.[32] However, competition of the railroads in the 1880s would force the steamship companies to lower their inflated rates.[33]

The greatest obstacle to shipping on the Columbia River had been the Cascades and Celilo Falls. The federal government built two canals to bypass the rapids on the Cascades in 1896 and one at

Celilo Falls in 1915. Now able to efficiently navigate the Columbia, farmers in the interior could ship their products down the Columbia to the coast and markets in Asian markets.[34] In the 1920s, shipping continued to grow because of the Panama Canal and the access it gave Oregonians to markets in the southern and eastern United States.[35]

Waterways

Representative Parks:
No parks associated with this context have yet to be identified.

*See also **Maritime.***

Railroads

Prior to the Civil War the isolated and rugged Pacific Northwest was best accessible from eastern cities by traveling by ship around South America including the treacherous Cape Horn. In the early 1860s, the Federal government granted land from the public domain to help finance railroads; the grant lands could be mortgaged, sold, or developed as the railroad companies saw fit. In 1869 the Central Pacific and Union Pacific lines met forming the first transcontinental railroad and connecting California and with the Midwest and East.

Despite the southern transcontinental route, the Northwest was still remote. The Northern Pacific Railroad was founded to connect Oregon with a line in Minnesota, thereby creating a northern transcontinental line. However, the terrain was a major obstacle, and the traffic and profit potential was less than the southern line. By 1873, the Northern Pacific was bankrupt, and the rail line extended only to Bismarck, North Dakota.[36] Oregon Central pursued a line south from Portland through the Willamette Valley, with the idea of eventually linking with the Central Pacific or Southern Pacific in California. A second plan would run a line from Portland east along the Columbia Gorge to join the Union Pacific in Wyoming. Oregon Pacific pursued a third route from Yaquina Bay through the state to meet the Union Pacific in Idaho.[37]

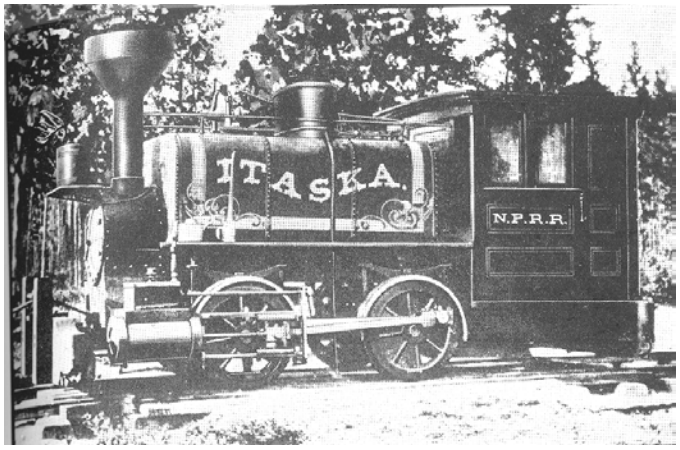

Figure 30: Locomotive used on the Northern Pacific Railway, 1870 (from *Oscar Osburn Winther, The Great Northwest).*

Benjamin Holladay, the "stagecoach king" and president of the California Railroad Company lost control of the railroad to Henry Villard in 1878. Villard also became president of the Oregon Steamship Company.[38] That year he began construction on a railroad that ran along the southern bank of the Columbia to conjunction with the Snake River. He then consolidated all his rail and water companies into a new corporation Oregon Railway and Navigation Company (OR & N). The new corporation acquired the Oregon Steamship Company, which ran from Portland to San Francisco. His goal was to make Portland the major trade port of the Northwest. When Villard obtained control of the Northern Pacific and connected it to the OR & N, he created the first transcontinental route to reach Oregon. The following year Villard lost control of his rail lines.[39]

The completion of other rail routes soon followed; in 1884 the Union Pacific line from Portland through eastern Oregon to Granger, Wyoming, was completed, and in 1887 the Southern Pacific finished construction of the Oregon and California route from Portland to Sacramento. Villard bounced back by organizing the Oregon Transcontinental Company in 1889, which took back the Northern Pacific and shared ownership of the OR & N with the Union Pacific.[40]

Under James J. Hill, a railway magnate, the Great Northern Railway was formed to compete with the Northern Pacific, which was invading Hill's territory in the Midwestern United States and Canada. Hill chose Seattle as the end point of his line, and the railroad was completed January 6, 1893. The Northern Pacific did not survive under Villard's leadership and was purchased by J. Pierpont Morgan, the banking giant. Hill set out to control all of the railroads in the Pacific Northwest. After some competition with Edward H. Harriman, Hill and his new ally Morgan

controlled the major rail lines. Hill and Morgan formed the Northern Securities Company, which owned The Great Northern, the Northern Pacific, and the Burlington. The 1890 Sherman Antitrust Act broke the company, but the three railroads continued to operate. Hill built another rail line along the north bank of the Columbia River called the Spokane, Portland, and Seattle, which was completed in 1906.[41]

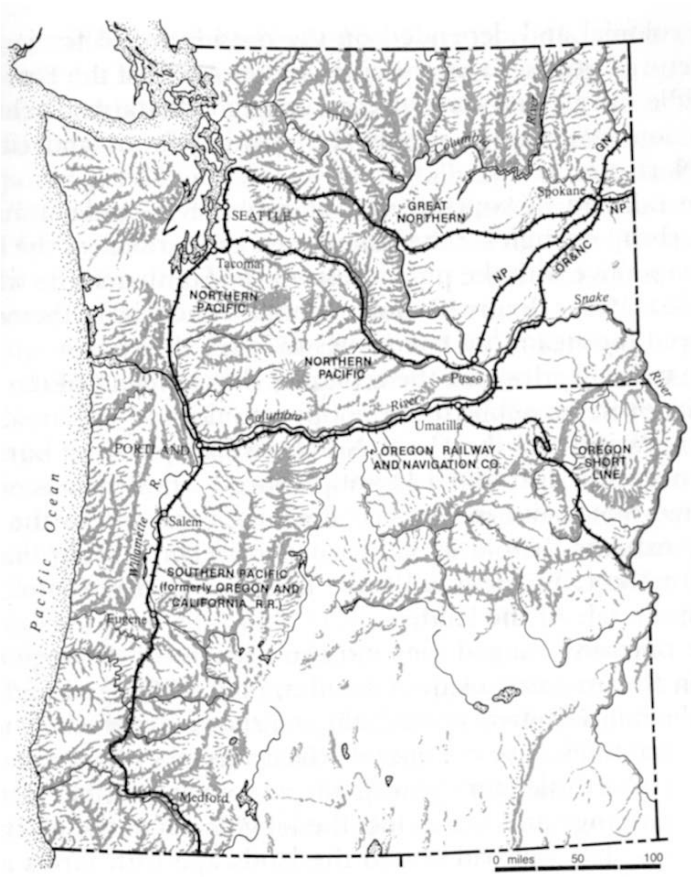

Figure 31: Major railroads of Oregon and Washington (from Gordon B. Dodds, *The American Northwest).*

The realization of transcontinental routes and rail lines connecting Oregon's communities, industries, and farmers with national markets is inestimable. P ortland grew, and the products of the interiors of the state, such as wheat and lumber, could be shipped nationwide. Oregonians could also receive the full variety of eastern goods.[42] The completion of the major rail lines also stimulated a great population influx in the 1880s.[43]

Railroad companies continued to build lines throughout the state to connect communities to major markets and rail routes. In addition to commodities, railroads carried the U.S. Mail, and holiday

and excursion passenger traffic became popular. Some local lines were built to serve mining operations.[44] As the logging industry developed, hauling timber became another profit source for the railroads.[45] Railroads were a great boon to the lumber industry; they opened up new areas of lumber and created a great demand for railroad ties, and lumber for trestles and other structures. Tenino and Olympia was the first logging railroad and was constructed in 1881.[46] The success of the railroads spelled the downturn of the stagecoaches and to some extent the steamers.[47]

From 1900 to 1930 Oregon's railroad trackage more than doubled in length.[48] Several additions were made to the state's railway system, including the Natron Cut-off from the Southern Pacific Railway. Some small branch lines of the Union Pacific and Southern Pacific main lines to were also created to service lumber and agricultural areas and in eastern Oregon. Branch lines were built from the Southern Pacific Railway through the Cascades to the coast. The branch lines transported lumber but also carried general freight and passengers.[49]

Since the length of rail lines in Oregon peaked in 1930, they have decreased substantially. Many branches were shut down as the result of the closure of lumber mills.[50] In addition, in the 1920s the railroads were losing passengers to automobiles and buses. The railroads began to shut down unprofitable lines and begin running bus service.[51] In the mid 20th century, passenger train traffic dropped significantly, but freight increased. Amtrak was introduced to serve Oregon at this time.[52]

Railroads

Representative Parks:

- Banks-Vernonia State Trail – Columbia County
  Historic railroad trestles.

- Lost Creek State Park – Lincoln County
  A railroad to the forest tracks south of Waldport to Yaquina Bay extended through this park and was in operation from 1918 to 1920.

- OC&E Wood Lines State Trail – Klamath County
  Old rail bed of the Oregon, California and Eastern Railroad.

- Starvation Creek State Park – Hood River County
  In the winter of 1884-85 deep snow stalled two trains in the area and stranded the passengers.

State Highways

After the introduction of automobiles in the 1910s, the desire for greater access and well-paved roads increased. A growing number of motorists were clamoring for better roads and cheering the Good Roads Movement. A national Good Roads Movement had been started in 1902 by the Good Roads Association.[53] One of the biggest supporters of the cause in the Pacific Northwest was Samuel C. Hill, who proposed a highway along the north bank of the Columbia River. Washington was not interested, but Oregon, would later respond.[54]

In 1913 the Oregon State Legislature authorized the creation of a State Highway Department and established a property tax to finance activities. The department designated a highway system of 1,070 miles of primary and 1,830 miles of secondary roads.[55] Some of the first construction projects were along the Columbia River and Pacific Highways in Clatsop, Columbia, Multnomah, Hood River, and Jackson Counties. Aside from these major highways, few roads were of a width or surface adequate for use by automobiles.[56] With the passage of the 1916 Federal Aid Act, Federal matching funds were made available for road construction.[57] Until then county bond issues financed the projects.[58] The State Highway Commission, in response to the federal act, levied a number of bond issues, a tax of one cent per gallon of gasoline, instituted a property tax, and established automobile license fee.[59] In addition, in 1919 state law addressed the funding of a county market road system.[60]

Figure 32: c. 1915 photograph of travelers in the Mitchell Point Tunnel on the Columbia River Highway (from Linda Flint McClelland, *Building the National Parks.)*

The Columbia River Highway, Samuel C. Hill's dream, was completed in 1922. As its proponents had envisioned, the roadway opened the scenic vistas of the gorge to the public and strengthened commercial ties with inland Oregon and Washington. Specifically, the highway connected Portland and The Dalles. The scenic highway was also a way to attract tourists.[61] The construction of new highways spurred the construction of buildings along the roadside to support the needs of the auto travelers such as gas stations, lodges, auto courts, and restaurants.[62]

Figure 33: Shepperds Dell on the Historic Columbia River Highway c. 1930 (courtesy of the Oregon Parks and Recreation Department).

The state's scenery was an early concern of the highway commission. In 1919 the commission supported legislation that would protect standing timber and establish timber-planting projects along state highways. Other efforts to improve travelers' highway experiences included the creation of roadside rest areas, tree planting, and the regulation of outdoor advertising.[63] Oregon State invested heavily in its highway system and by the end of 1923 it had one of the top ten highway systems in the United States. From 1914 to 1923 the miles of constructed paved roads grew from none to 700. At the time, 2,000 miles were graded, and 1,650 miles were surfaced with rock.[64]

During the late 1920s and early 1930s road improvements slowed, but the Great Depression brought National Recovery Funds to Oregon's highway program.[65] In the 1930s US 101 was paved along the entire Oregon coast. The Pendleton John Day Highway was completed in 1935

and was the most easterly of Oregon's north and south routes. The highway and its extension, the Yellowstone cutoff, were known as U.S. No. 395.[66] The Pacific Highway, reaching from Canada to Mexico carried the heaviest traffic in the state.[67] US 20, a route that crossed the Santiam Pass, was completed in 1939.[68] By 1940 US 30 had been paved, becoming the only continuous west-east paved road across the state. In 1941 the last link in Oregon's primary highway system was completed with the construction of the Willamette Pass Highway (OR58).[69]

World War II diverted the nation's attention, and highway projects became a low priority.[70] At the conclusion of the state legislature acknowledged the neglect of the Oregon's roadways and the needs for funding improvements. They authorized a 1 cent per gallon increase in the gasoline tax and a 5 dollar per car increase in registration fees. In addition, federal aid substantially increased. The boost in funding enabled the Highway Commission to plan for a five-year program of construction. Two of the major projects were the improvement of Highway US 99 from Portland to Salem, and the reconstruction of Highway US 30 between Portland and The Dalles.[71]

Figure 34: Parking lot at Cape Lookout State Park, 1954 (from Lawrence C. Merriam, Jr. *Oregon's Highway Park System 1921-1989: an Administrative History).*

By the mid 20th century, the private automobile had become the preferred mode of transportation. As a result new freeways and belt lines were constructed and many existing roads were widened, straightened, and designed for higher speeds. The number of commercial trucks on the roads also increased.[72] To serve the growing number of vehicles, new roads were constructed. By 1960 Oregon's highways and roads totaled 63,200 miles. At this time, 715 miles of a new category were under construction, the interstate freeway.[73]

State Highways

Representative Parks:

- Most of the early wayside parks would relate to this context.

- Mayer State Park – Wasco County
  May include the Mayer overlook and sections of the Columbia River Highway (U.S. 30).

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ENGINEERING

Bridges

Few records exist on the earliest bridges of Oregon. Like the early road system, many of the of the first bridges were probably rough, simple structures improvised to keep wagons and stage coaches out of the mud or allow them to cross streams. The first recorded bridge in Oregon country was built across Dairy Creek in Washington County in 1846.[1] The Willamette River was bridged at Harrisburg in 1871. The first bridge to span the Willamette at Portland was the Morrison Street Bridge in 1887.[2]

In southern Oregon a bridge over the Rogue River was attempted in 1859. The bridge was a simple wood structure and was carried away by the high waters of 1861 to 1862. In central Oregon, Sherars Bridge across the Deschutes River was constructed out of timbers in 1858. The bridge was rebuilt several times but, like those over the Rogue River, was carried away by floodwaters. The earliest highway bridges were constructed in the late 1880s across the Willamette at Oregon City, Salem, and Eugene, all important ferry sites. Many of the early bridges throughout the state were wood and were prone to decay. In order to protect the deck from weathering and prolong the life of the bridge, some of the bridges in the 1880s in the Willamette Valley and other locations in western Oregon were covered.[3]

Railroad companies built many of the nineteenth century bridges. In 1870 the Oregon & California Railroad built two bridges: one across the Clackamas River at its mouth, the other over Pudding River north of Aurora. As the line extended southward, numerous small bridges and trestles were constructed; all were timber. In 1887 Oregon Pacific opened a bridge across the Willamette.[4]

When the Oregon State Highway Department (OSHD) was created in 1913, they found the state's bridges in a deplorable state. Many of the bridges had been constructed by unskilled bridge companies hired by counties. The design and materials were frequently inferior. The OSHD hoped that by constructing high-quality bridges on the Columbia River Highway, the Pacific Highway, and other state roads, they might gain support for the highway commission.[5] The first state bridge engineers were C.H. Purcell, K.P. Billner, and L.W. Metzger. The group designed the bridge between Troutdale and Eagle Creek and the Latourell Bridge. In 1916 road and bridge

building received a boost; Congress passed the Federal-Aid Road Act, which appropriated $75 million in federal matching funds for state road and bridge construction.[6] The Interstate Bridge between Portland and Vancouver, Washington was opened February 14, 1917 forming the final link of US 99 from Mexico to Canada.

Charles Purcell resigned as state bridge engineer in 1915. Despite its lack of a leader, the OSHD bridge department designed 95 bridges and 15 culverts for state road systems, and 34 bridges and 6 culverts for county roads.[7] In 1919 Oregon enacted a gas tax, the first in the country. The funds were used for road and bridge construction.

In 1919 the OSHC hired Conde B. McCullough, an engineer with a national reputation, to become state bridge engineer. While many other states used standardized plans for their bridges, McCullough designed bridges that were innovative and unique to the setting.[8] In 1935 McCullough decried ready-made solutions:

> The railroads usually measure a stream, and then send out a hand-me-down blueprint for a bridge to be built to predetermined standards. In Oregon our engineers have been trained to go to the stream, build a bridge for utility and economy, and at the same time design it so it will blend with the terrain.[9]

McCullough departed from the typical steel and wood bridges and preferred cast concrete with open arched spans. Timber was inexpensive, but more costly in the end; reinforced-concrete arch-span bridges might last 4 to 8 times as long.[10] From 1925 to 1926 McCullough's department designed 46 large structures, 73 small spans, and 42 bridges for county routes.[11]

McCullough's designs frequently employed a delicate cost-saving open-spandrel ribbed style made of reinforced concrete. However, he was willing to deviate if the location called for it. Creating a bridge to span the Crooked River on The Dalles-California Highway was one of the most challenging projects of the 1920s. The extreme vertical distance made traditional framework or centering impossible. His innovative solution was to build a 330-foot, two-hinged, steel-braced spandrel deck arch with reinforced-concrete girder span approaches. McCullough called the structure "the most spectacular [structure] on the state highway system."[12] On the

south end of the gorge that the bridge spanned, the Oregon State Highway Department created Peter Skene Ogden Park.[13]

Figure 35: Crooked River High Bridge designed by C.B. McCullough. (Oregon Parks and Recreation Department Archives.)

For county roads, which carried lighter loads, McCullough accepted timber construction. Although it had a limited life expectancy, wood was the most economical. In most locations he used a simple truss-type design. In an apparent exception to his dislike of ready-made plans, McCullough's bridge department created a set of standardized plans for the timber structures built in western Oregon counties.[14]

In the 1920s the public increasingly demanded access to Oregon's beaches, and state highway engineer Roy A. Klein stated that improving the coast highway was one of the most important objectives of Oregon's road building system.[15] With the completion of the Isaac Lee Patterson Bridge, the OSHC proclaimed the Oregon Coast Highway Complete.[16] Between 1933 and 1936 McCullough's office promoted and designed and built five large bridges for the Oregon Coast Highway. Each of the five bridges, Yaquina River, Alsea Bay, Siuslaw River, Umqua River, and Coos Bay were unique. These five bridges are considered McCullough's greatest accomplishments as state engineer. Technically the bridges were innovative, and stylistically his lines were clean and modern, but embellished with Art Deco and Gothic elements.[17]

McCullough's early death in 1946 ended an era of bridge building in Oregon. Significant new bridges in the 1950s and 1960s include The Dalles Interstate Bridge (1954) on Highway 197, Sam Hill Bridge (1962) on Highway 97 between Biggs and Maryhill, and Umatilla Interstate 82 eastbound section (1955). The 4.1 mile long Astoria-Megler Bridge built in 1966 on Highway 101 is the longest bridge in Oregon.[18]

Bridges

Representative Parks:

- Conde B. McCullough Bridgehead – Coos County
  Conde B. McCullough was a bridge engineer with highway department from 1919 – 1946 he built many bridges in Oregon.

- Peter Skene Ogden Wayside – Deschutes and Jefferson Counties
  Crooked River Bridge.

- Rocky Creek State Park – Lincoln County
  Rocky Creek Bridge.

Dams: Hydroelectric Power, Flood Control, and Irrigation

From the early dams of the 19th century to the modern dams of the late 20th century, the structures served three major purposes, to provide farmers with irrigation water, create hydroelectric power, or act as flood control.

As early as 1880 hydroelectric plants were able to create direct current stations, which could transmit power over very short distances. The invention of alternating current and the transformer revolutionized hydroelectricity; the technology allowed long distance transmission. Operators could harness the potential hydroelectric power of the West's, (including Oregon's) remote streams and waterfalls and transmit it to areas of need such as urban or industrial centers.[19] The early companies often utilized structures already in place; in western states, like Oregon, 19th century mining and irrigation enterprises had built extensive systems of dams and flumes to channel the flows of the mountain streams. Early power plant builders often used these early systems and expanded on them for power plants.[20]

Figure 36: View of Willamette Falls Electric Company Building February 22, 1890 (Craig Wollner, *Electrifying Eden).*

In 1888 the Willamette Falls Electric Company was founded in Oregon City. The company later became Portland General Electric (PGE).[21] From 1895 to 1920 PGE grew dramatically. In addition to the Willamette Falls location, early Portland General Electric hydroelectric stations included Estacada (1895), Cazadero in Faraday (1907), Silverton (1906-1911), River Mill in Clackamas (1911), Bull Run (1912), and Scott Mills in Oak Creek (1917-1953.[22]

In 1902 the federal government became involved in the business of dam building. Congress passed the Reclamation Act in order to encourage the settlement of the West. The Act was intended to facilitate the irrigation of dry western land by constructing large water storage facilities.[23]

American Power and Light, a subsidiary of the eastern holding company Electric Bond and Share, incorporated as Pacific Power and Light (PP&L) in Portland. Just prior to World War I Pacific Power and Light acquired several smaller utilities in Oregon and Utah. The adoption of the electricity was quick; by 1905 either public or private utility companies provided electricity to most towns and cities in the Northwest.[24]

Because of power shortages during World War I, government officials, planners, and engineers began discussing the creation of huge regional power grids. The big disagreements centered on whether the grid should be publicly or privately owned.[25] In addition to the power issues, irrigation had become increasingly expensive and a burden on Northwest farmers since 1914. The problem of high irrigation costs was exacerbated when, after World War I, agricultural prices dropped. Small water systems, which had been built in the optimistic years of reclamation, failed

or had to be readjusted. In the 1920s half of the commercial irrigation companies in Oregon went out of business. As a result federal agencies, such as the Corps of Engineers of the United States Army and Reclamation Bureau, became increasing responsible for control of the Northwest's water systems[26]

The Federal Power Commission was created in 1920 under the Federal Water Power Act. The commission was originally responsible for the general administrative management of waterpower sites on navigable rivers, public land, and reservations.[27] Private companies were limited to locating their dams and hydroelectric stations on secondary, non-navigable rivers and streams.

By 1928 much of Oregon's electric supply was controlled by firms outside the state. Electric Bond and Share, a national company, owned Oregon's Pacific Power and Light. By 1930 the Chicago companies Standard Gas and Electric and Central Public Service Corporation provided service to much of Oregon. During the Great Depression these national holding companies were hit hard financially.[28] In 1930 Oregon organized Public Utility Districts (PUDs) to create and regulate power on a multi-county basis. Private utilities persistently and effectively fought public power, playing on fears of indebtedness. By 1940 voters had rejected twelve PUDs but also approved twelve.[29]

In 1925 Congress authorized the Rivers and Harbors Act. The Act directed the Corps of Engineers to study navigable rivers for hydroelectric feasibility. A "308 report " (as the surveys came to be known) on the Columbia River recommended 8 dams on the River. The first two would be the Grand Coulee and the Bonneville Dams.[30] Bonneville was constructed mainly for power and began generation in1937. In 1943 the dam generated 70 percent of all electric energy in Oregon.[31] The dam was operated by the secretary of war and the chief of engineers of the U.S. Army. The sale and transmission of the electricity the dam created were administered by the Secretary of the Interior.[32] Grand Coulee was primarily an irrigation project and was completed in 1942.[33] Arch dams became very popular in the West during this period, because they required less material, which was essential because the sites were often remote and the transportation of materials a major hindrance to the projects.[34] Owyhee Dam on the Snake River in Malheur County was constructed between 1928-1932 and is an example of a concrete arch gravity dam.[35]

The issue of a regional power grid in the Northwest was once again raised in 1937. With the strong support of President Franklin D. Roosevelt, the Bonneville Power Administration (BPA) was established. The BPA's service area included Oregon, Washington, Idaho, Western and Eastern Montana, parts of California, Wyoming, Nevada, and Utah. The BPA had several tasks. It was established to market power from the Bonneville Dam, the first federal project on the Columbia River. It was also designed to interconnect the public, private, and municipal distribution systems into an integrated grid. It was hoped that these actions would attract industry to the area and spread cheap Columbia River power to rural communities.[36]

Figure 37: The Bonneville Dam (Courtesy U.S. Dept. of the Interior. Bonneville Power Administration in Oscar Winther, *The Great Northwest: A History*.

With the war in Europe appearing eminent, Roosevelt took steps to ensure the nation's power supply. The Federal Power Commission and War Department were charged by Roosevelt with assessing the nation's power capacity. The country's power supply was determined to be inadequate, and the commission looked to the Bonneville grid to significantly increase the nation's power supply.[37] In 1939 construction on the BPA's master grid infrastructure began.[38]

In 1941 growing military needs and a major influx of defense industries to the Northwest created a great demand for power. BPA sought to design a Northwest grid that would be able to meet the defense load and normal requirements. Between 1940 and 1943, BPA signed defense contracts for power sale to 9 private industrial companies, 6 government-owned Defense Plant Corporation facilities, and 11 military facilities.[39] By 1942 most of the Pacific Northwest's privately-owned systems were interconnected with the BPA grid. The Northwest Power pool consisted of 11

major power systems located in the states of Oregon, Washington, Idaho, Montana, and Utah and included Oregon's Portland General Electric and Pacific Power and Light. By 1942 the primary loop of the master grid (including Grand Coulee and Bonneville Dams) was complete, and by 1943 the master grid was mostly complete.[40] Pacific Northwest's Power Pool consisted of public and private distribution systems, federal dams, and the master transmission grid of the BPA.[41] The Army Corps of Engineers built the Detroit Dam in 1953 as a power source, which also served as flood control.[42]

Federal agencies were not the only dam builders in Oregon. In the late 1940s, Pacific Gas and Electric spent $32.8 million on construction and upgrades, and expenditures were even greater in the 1950s. Most of the new construction was increasing substation capacity. Some money went to reinforce the service infrastructure running underground in Portland. Another expenditure was connecting PGE lines to the BPA system. One of the biggest expenditures was the Timothy Meadows Reservoir above the Oak Grove Hydro plant on the Clackamas River.[43] By 1956 the company was pursuing the controversial Pelton Dam on the Deschutes and a North Fork Dam project on the Clackamas. Just as these projects were being completed in 1958, the company filed a plan with the Oregon State Hydroelectric Commission to build Round Butte Dam on the Deschutes.[44] PGE also pursued building a dam on the Columbia, a body of water controlled by the federal government because it was navigable.[45] The company was ultimately defeated, but the incident illustrates the complicated relationship of public interest, federal agencies, and private companies in the control of the Northwest's considerable hydroelectric resources.

By 1960 over 1180 dams had been built in Oregon, the vast majority of those, 895, where principally for irrigation. However, there were other uses for dams including ponds for muskrat propagation, municipal use, log ponds, and recreation.[46]

Dams: Reservoirs and Recreation

In addition to hydroelectric power, irrigation, and flood control, the dams created reservoirs that became important recreation facilities for Oregonians and tourists. Some state parks made use of the reservoirs to give the public access to recreational activities such as swimming, fishing, hunting waterfowl, and boating.

Ochoco Lake was created on Ochoco Creek by an earthen irrigation dam built from 1918 to1920 by the Bureau of Reclamation.[47] Ochoco Lake State Park was located on the north side of the lake and became popular for fishing, bathing, swimming, and later water skiing.[48] Flood control was the main reason Owyhee Dam was constructed. The dam was built from 1928 to 1932 creating a lake that was used extensively for recreation including, boating, warm-water fishing, and waterfowl hunting.[49]

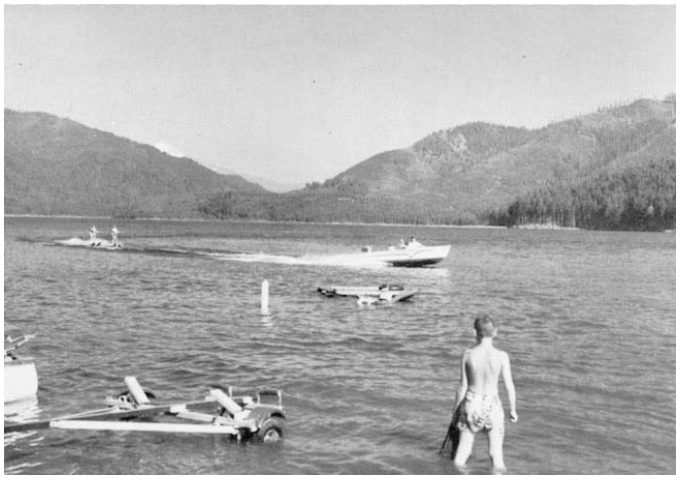

Figure 38: Detroit Lake State Park from boating dock (Chester Armstrong, *Oregon State Parks History 1917-1963).*

From 1936 to 1938, the U.S. Bureau of Reclamation built Unity Reservoir, an earthfill dam, on the Burnt River.[50] The resulting reservoir was once again a boon to the state park system. The state parks system was granted a long-term lease on a peninsula on the south shore of the lake, creating what is now called Unity Lake Recreation Site. The acquisition was made primarily to give public access to the lake for fishermen, boaters, swimmers, and bird hunters.[51] The 400-foot-deep Detroit Lake was created in 1953 when the U.S. Army Corp of Engineers completed the Detroit Dam project.[52] The purpose of the structure was for flood-control and power generation, but it has long been known for is excellent fishing and has become part of Detroit Lake State Recreation Area.[53]

The dams themselves were billed as recreation. The 1951-1952 Oregon Blue Book describes visitors watching the salmon ascend the long fish ladders at Bonneville Dam on their way from the sea to the spawning grounds upstream.[54]

Dams

Representative Parks:

- Cove Palisades – Jefferson County
  Round Butte Dam project began in 1959.

- Detroit Lake State Park – Marion County
  Detroit Lake Dam and Reservoir were constructed in the early 1950s.

- Guy W. Talbot State Park – Multnomah County
  The park includes the Talbot House and outbuildings. Talbot was president of the Pacific Power and Light Company.

- Lake Owyhee State Park – Malheur County
  Lake Owyhee Dam.

- Ochoco Lake State Park – Crook County
  Ochoco Dam – irrigation dam.

- Prineville Reservoir State Park – Crook County
  Resources associated with the reservoir.

- Tygh Valley State Wayside – Wasco County

  Pacific Power and Light Company used the White River Falls to generate hydroelectric power from 1910 to 1963.

- White River Falls State Park – Wasco County
  Includes remnants of historic hydroelectric power plant and grist pond.

Endnotes

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[2] Howard McKinley Corning, *Dictionary of Oregon History* (Portland, OR: Binfords & Mort, Publishers, 1956) 34.
[3] Corning, 35.
[4] Ward Tonsfeldt Consulting, "Oregon Pacific Railroad Evaluation, Volume 1," (Unpublished Manuscripts from the Oregon Parks and Recreation Department Archives, 1997) 17.
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[7] Ibid., 43.
[8] Ibid., 4.
[9] Ibid., 37.
[10] Ibid., 49.
[11] Ibid., 58.
[12] Ibid., 63.
[13] Ibid.,
[14] Ibid., 60.
[15] Ibid., 68.
[16] Ibid., 76.
[17] Ibid., 90.
[18] Battaile, 60.
[19] Christine Ann Curran, "A Historic Context for the Transmission of Hydroelectricity by the Bonneville Power Administration, 1939-1945," (M.A. Science, University of Oregon; Eugene, OR: unpublished, 1998) 6, 7.
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[23] Curran, 15.
[24] Ibid., 16, 17.
[25] Ibid, 21.
[26] Dorothy O. Johansen, Empire of the Columbia: A History of the Pacific Northwest (New York, NY: 1967) 514.
[27] Wollner, 164.
[28] Curran, 24, 25.
[29] Johansen, 521.
[30] Wollner, 165.
[31] *The Oregon Blue Book, 1949-1950.* (Special Collections and University Archives, University of Oregon Library System) 188.
[32] *The Oregon Blue Book, 1939-1940.* (Special Collections and University Archives, University of Oregon Library System) 162.
[33] Curran, 36.
[34] Hay, 47.
[35] www.usbr.gov/datawed/dams/orO 12 March 2004.
[36] Curran, 1.

[37] Ibid., 50.
[38] Ibid., 63.
[39] Ibid., 67-68.
[40] Ibid., 72-74.
[41] Ibid., 77.
[42] www.juhrjensen.com 12 March 2004
[43] Wollner, 24.
[44] Ibid., 224.
[45] Ibid., xvi.
[46] *The Oregon Blue Book, 1959-1960,* (Special Collections and University Archives, University of Oregon Library System) 250.
[47] www.usbr.gov/datawed/dams/orO 12 March 2004.
[48] Chester H. Armstrong, *Oregon State Parks History, 1917-1963,* (Salem, OR: Oregon Highway Department, 1965) 165.
[49] Owyhee Lake is no longer a state park. The Dam was modified from 1990-1993.
[50] www.usbr.gov/datawed/dams/orO 12 March 2004.
[51] Armstrong, 213, 214.
[52] www.oregonstateparks.org/park_93.php, 21April 2004
[53] www.juhrjensen.com 12 March 2004.
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EARLY EXPLORATION AND DEVELOPMENT

The area that is now Oregon State was, of course, occupied long before Europeans first explored the region. Native American groups in the Pacific Northwest included Kamath-Madoc, Paiutes, Chinooks, Clatsops, Wahkiakums, and Kathlamets. Their story is not told in this report but is thoroughly examined in (we need the name of the archaeological survey). The Pacific Northwest Native American civilization, which developed over thousands of years, was devastated by disease and war within several hundreds years of their initial contact with European explorers.

Maritime Travel (Early)

The Pacific Northwest would eventually become territory disputed by the United States, Britain, Spain, and Russia. However, the first Europeans to see the Oregon coast were likely Spanish galleons searching for precious metals and the illusive Northwest Passage in the 16th century.[1] In 1602 the Spanish government sent Sebastián Vizcaíno and Martín de Aguilar to search for a bay or place of refuge for any Manila galleon in trouble. Vizcaíno turned back without landing, frustrated by the rainy weather, winds, and rapid currents.[2]

In 1778 Britain James Cook sailed along the Oregon coast and collected some otter skins. He discovered the skins were in great demand in Canton. The profit potential motivated other shipmasters to head to the Pacific Northwest in search of pelts.[3] John Meares, a British Navy Geographer, arrived in the North Pacific in 1788 and explored the Oregon Coast. He became involved in the Spanish jurisdictional dispute over Nootka Sound on the western side of Vancouver Island. In 1792 Britain George Vancouver followed in James Cook's steps in search of the Northwest Passage.[4]

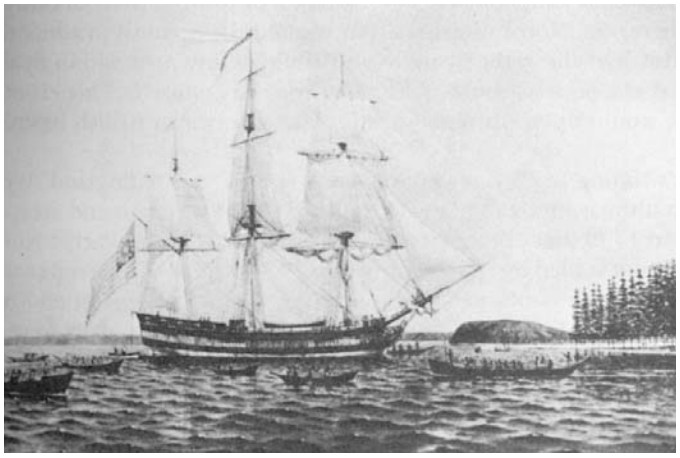

Figure 39: Captain Gray's ship, *Columbia,* on the Columbia River (a painting by Frederick S. Cozzens, courtesy of the Oregon Historical Society).

In May 1792 American Captain Robert Gray located the Columbia River and chartered its lower channel. As Gray and his crew sailed along the Columbia, Native Americans ran along the shore wanting to trade fur and salmon for copper and cloth. When Captain Gray returned to Boston and reported on his experience, excitement about the potential of Oregon country increased dramatically. Although a businessman and on a private voyage, there were political implications to Gray's voyage; His crossing the bar of the Columbia River would later be used by the U.S. to bolster its claim on Oregon country. The U.S. was not the only nation with its eyes on the Pacific Northwest; on October of 1792 William Broughton explored and mapped the lower 100 miles of the Columbia. He named Mt. Hood and claimed the land for Great Britain. [5]

By the turn of the century, most of the coast of Oregon country was relatively well-known. Capes and Bays such as Quicksand (Tillamook) Bay, Cape Lookout, and Cape Meares had been identified and named. However, during this early period, Cape Lookout and Meares were often confused.[6]

Maritime Travel (Early)

Representative Parks:

- Cape Arago State Park – Coos County Coos Bay
  Originally sighted by Captain James Cook on March 12, 1778—he named it Cape Gregory. Since 1850 site has been known as Cape Arago, named after a French Physicist and Geographer.

- Cape Blanco – Curry County
  Named in 1603 by the Spanish explorer Martin D'Aguilar because of the chalky appearance of the coast.

- Cape Meares State Park – Tillamook County
  Named after John Meares of British Navy a geographer, and a Pacific Coast Explorer. He named several points along the Oregon Coast.

- Cape Sebastian State Park – Curry County
  Named by Sebastian Viscaiino a Pacific Explorer who sighted the white cliff and promontory. He named it in honor of the Saint of the day: San Sebastian, the San was later dropped.

- Ecola State Park – Clatsop County
  In 1806 Captain William Clark of the Lewis and Clark Expedition viewed the burial canoes of the Kilamox here.

Interior Exploration & Trapping

While the coast and lower Columbia had been explored, the interior of Oregon country was largely unknown. Two of the earliest to venture inland were Meriwether Lewis and William Clark. The Lewis and Clark trip of 1805 to 1806 was politically motivated. The Louisiana Purchase had just expanded the U.S. westward, and President Jefferson was very interested in expanding to the Pacific Northwest as well.[7] Jefferson specifically instructed Lewis and Clark to find direct water communication across the continent from sea to sea.[8] Upon the return of Lewis and Clark, reports of their expedition created much sensation and speculation. Detailed accounts were carried in newspapers igniting interest in the fur trade and furthering Americans demands that Oregon country be annexed to the United States.[9]

Five years after the celebrated journey of Lewis and Clark, John Jacob Astor arrived by ship at the site of what would become Astoria. There he built a fort and was the first to establish a beaver trading post in the area. Astor founded the Pacific Fur Company and traded furs, mainly with China.[10] Several parties set out from Astoria to explore Oregon's interior; in his travels eastward from Astoria to St. Louis from 1812 to 1813 Robert Stuart discovered the easiest land route to Oregon, which became known as the Oregon Trail.[11] With the beginning of the War of 1812, and the threat of British warships arriving at Astoria, the fort was sold to the North West Company (NWC) in 1814.[12]

The NWC was organized by fur-trading Scotsmen and Canadians. Its main purpose was to compete with the British monopoly, the Hudson's Bay Company (HBC), which had been organized in 1670. According to British law, the eastern third of modern Canada was exclusively the domain of the HBC for a specified number of years.[13] NWC was a competitor of the HBC until the two merged in 1821. Although the HBC's main goal was to profit from otter and beaver skins, their attempt to find new areas to trap beaver led to a greater knowledge of the geography of interior Oregon country. The company sent Alexander R. McLeod out in search of a large river in southern Oregon, which would make travel to the interior easier. McLeod did not find the river, but his path over the Siskiyou Pass opened the Oregon-California Trail.[14] Other notable Hudson's Bay Company explorers included David Douglas, Peter Skene Ogden, and Jedediah Smith. The explorer and trapper's significant contribution to the development of the Pacific Northwest was the knowledge of the interior and the establishment of passable routes of travel across Oregon's rugged country.[15]

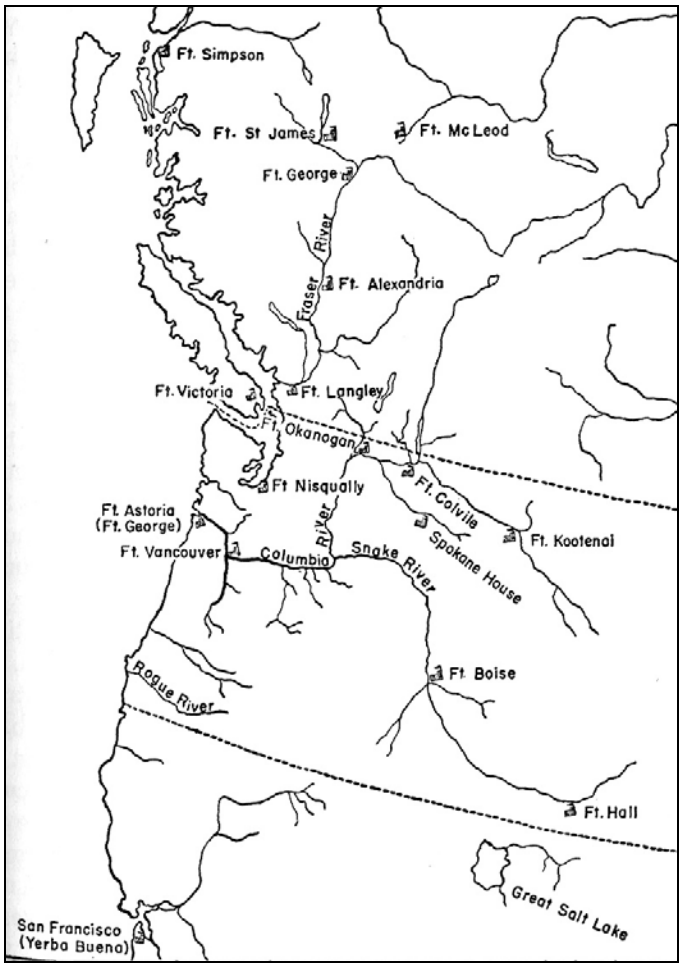

Figure 40: Principal Fur Posts, early nineteenth century (Oscar Osburn Winthur, *The Great Northwest*).

The last major investment of the HBC was to establish large-scale agriculture sites at Fort Vancouver and Fort Colville. By the late 1830s the company hoped they could grow enough food to supply the Russian fur traders in Alaska and make a profit.[16] HBC's monopoly agreement with the British government was to expire in 1842. In order to get it renewed by Parliament, the company would have to add some concessions; food production could have increased the tax revenues for the British government. But the agricultural endeavors were not a great success. By 1846 Britain and the U.S. had agreed to divide Oregon with the U.S. gaining control of the majority of land below the forty-ninth parallel; The Hudson's Bay Company, was left with little territory. The company had played a major role in exploring and establishing routes in the Pacific Northwest, but in the end they were not able to compete with the influx of American settlers.[17]

Interior Exploration & Trapping

Representative Parks:

- Ecola State Park – Clatsop County
  In 1806 Captain William Clark of the Lewis and Clark Expedition viewed the burial canoes of the Kilamox here.

- Emigrant Springs State Park – Umatilla County
  This was a watering and camping place for many westward bound wagon trails, including the Oregon Trail. In the 1880s the trail was replaced by the Oregon Railway and Navigation Company.

- Farewell Bend State Park – Baker County
  Site where the Oregon Trail departed from the Snake River. There is also a ferry crossing.

- Geisel Monument State Wayside – Curry County
  Contains graves of John Geisel and his sons who were killed in 1856 during the Rogue River Indian Wars. The grave of Geisel's widow, who died in 1899, is also at the site.

- Hat Rock State Park – Umatilla County
  Lewis and Clark passed Hat Rock on their outbound journey down the Columbia. Captain Clark noted the hat-shaped rock in his journal entry on October 19, 1805.

- Lewis and Clark State Park – Multnomah County
  This park was named in honor of the camping place used by Lewis and Clark on November 3, 1805. The group spent several days examining the Sandy River.

- Rooster Rock State Park – Multnomah County
  Rooster Rock is reported to be the campsite of members of the Lewis and Clark exploring expedition in 1805.

- Tub Springs State Wayside – Jackson County
  Tub Springs was one of the stopping points on the Jesse Applegate trail before heading down the mountain pass to Ashland.

Missionary Period

Discussion of establishing a Christian mission in the Pacific Northwest occurred as early as 1798. The topic was revisited by various denominations for decades. Interest was intensified by a story in the Methodist *Christian Advocate and Journal* (New York) on March 1, 1833 and copied in the Zion's Herald (Boston). The Methodist Missionary Board appointed Jason Lee, a young minister, to found a mission with the Flathead Native Americans.[18] Jason Lee was given the title Chief Missionary, and his nephew Daniel Lee was given the title Mission Associate and Junior Assistant. Meetings were held to raise financial support for the mission. Jason and Daniel Lee and two lay assistants joined fur traders at St. Louis for the trek to Oregon. Lee and company arrived at Fort Vancouver on September 15,1834. After much contemplation Jason Lee was convinced he should establish the Mission Headquarters in the Willamette Valley. Lee chose the east bank of the Willamette River, near French Prairie, about ten miles north the modern site of Salem.[19]

As soon as camp was set, the actual missionary work began. Unfortunately, for the missionaries, the adult Flathead Indians were not receptive to the Christian religion. The missionaries held out hope that the Native American children, who attended the mission school, would become converts. Lee pleaded for the Board of Missions to send him reinforcements, and new arrivals were sent by sea (including Maria Pittman who later married Jason Lee). Lee soon returned to the East to recruit more missionaries. Lee persuaded ministers, female teachers, a physician, a cabinetmaker, a steward, farmers, and mechanics to travel to the Willamette Valley. Some of these new recruits brought their children. Together the two groups were known as the "Great Reinforcement" and totaled 51 persons. The mission had expended a great deal of the mission's money but when the enforcements arrived in 1840, not a single Native American had been converted.[20]

Figure 41: John Lee's Mission (from original sketch by Joseph Drayton, Oregon Historical Society).

The group transformed the settlement by building houses, storehouses, churches, and schools. Lee sent missionary families out to remote stations with hopes of converting the Native Americans by living near them. The project was not a great success; families had little training, did not understand the Native American culture or speak the their language.[21] By the time the mission closed in 1844, there were only eight Native American Methodist church members, and these were children living at the mission.[22] Although their original purpose was to travel west to convert Native Americans, some were distracted by the rich agricultural lands of the Willamette Valley and remained to establish farms.[23] Although Lee met little success in his religious endeavors, his impact on Oregon was significant. The missionary settlement formed the nucleus of the American settlement in Oregon country and attracted new settlers from the East and Mid West.[24]

Catholics were also interested in ministering to the Native Americans in the Pacific Northwest. The decision to send missionaries to the Columbia region was officially made in 1836, and in 1838 Father Francois N. Blanchet and Modeste Demers, both Canadians, were sent to Oregon country. The group established two missions, one on the Cowlitz River called St. Francis Xavier, and their headquarters, St. Paul, on the Willamette between the modern cities of Oregon City and Salem.[25] The Jesuits also arrived in the area. The spiritual center was Father Pierre-Jean De Smet who arrived from St. Louis in 1840. He eventually founded three missions, one among the Flatheads, St. Ignatius Mission, and Sacred Heart Mission in Coeur d'Alene.[26] Despite the small number of conversions, the missions of Oregon country served another purpose; they spread the word about the productive farmland and encouraged settlers westward.

Missionary Period

Representative Parks:

- Willamette Mission State Park – Marion and Yamhill Counties
  The park includes the site of Oregon's first mission established by Jason Lee in 1834 to convert the Native Americans. Later Daniel Matheny started a ferry on the site, which was succeeded by the present day Wheatland Ferry.

Endnotes

[1] Gordon B. Dodds, *The American Northwest: A History of Oregon and Washington* (Arlington Heights, IL: The Forum Press, Inc., 1986) 16
[2] Ibid., 18.
[3] Oscar Osburn Winther, *The Great Northwest: A History* (New York, NY: Alfred A. Knopf, 1950) 23.
[4] Ibid., 24.
[5] Samuel N. Dicken and Emily F. Dicken, *The Making of Oregon: A Study in Historical Geography* (Portland, OR: Oregon Historical Society, 1979) 49.
[6] Ibid.
[7] Dodds, 31.
[8] The Lewis and Clark journey has been documented in detail in countless books and articles, and therefore will not be described in depth in this report.
[9] Dicken, 52.
[10] Dodds, 35.
[11] The Oregon Trail has been well documented and is not described in this report.
[12] Dicken, 54, 55.
[13] Dodds, 30.
[14] Dicken, 55, 56.
[15] Ibid., 57.
[16] Dodds, 46.
[17] Ibid., 47.
[18] Winther, 114.
[19] Ibid., 115, 116.
[20] Dodds, 53.
[21] Ibid.
[22] Ibid., 55.
[23] Winther, 113.
[24] Ibid., 117.
[25] Dodds, 58.
[26] Winther, 119.

AGRICULTURE AND RANCHING

The first crops in Oregon country were grown by fur traders; in 1811 the men of the Pacific Fur Company planted the earliest recorded garden at Fort Astoria. The trappers and traders grew crops primarily on a subsistence level. At Fort Vancouver and other outposts the Hudson's Bay Company raised grain, vegetables, fruit, cattle, and hogs.[1]

The lush and fertile Willamette Valley was the first area of Oregon country to be settled specifically for agricultural purposes. Early settlements were located at the confluence of the Willamette and Columbia Rivers. In the 1830s the population grew slowly and was composed of Americans and retired trappers. Some plants were primarily grown from imported seeds. The first farmers were adventuresome and tried almost every type of crop. However, the focus was on the main prairie crops, wheat and corn. The growing season in Oregon country was too short, and corn was a failure (later corn would do well in the drier areas of Eastern Oregon).[2] Wheat, on the other hand, grew in the Willamette climate, stored well, and could be easily shipped. Farmers raised grew other crops as part of subsistence kitchen gardens, and farm animals for family consumption. In these early years livestock was scarce and in great demand. [3]

In 1837 Ewing Young purchased hearty Spanish cattle in California and drove them north to Oregon country.[4] The Spanish cattle were tough and sinewy. Soon these cattle were supplemented with herds of meat and milking cows brought overland by Jesse Applegate with the 1843 migration. Sheep were first introduced to the area in 1844.[5] Horses were easily obtained from the Cayuse, Nez Percé, and other Native Americans of the plateau country. Oxen and swine were less common but were available too.[6]

During the 1840s the Willamette Valley was inundated with new settlers. Pioneers were drawn to the area by travel accounts and newspaper articles that touted, and possibly exaggerated, the abundance of excellent farmland in Oregon. The 1841 Preemption Act offered further encouragement; it allowed farmers to settle land before it was actually purchased.[7] Wheat remained the principal crop, but settlers experimented with peas, corn, turnips, squash, potatoes, beets, oats, beans, carrots, and onions. Wheat and peas were particularly important, because, along with beaver skins, they served as the basic currency through 1849.[8]

Early in 1843 wagon trains of totaling 875 persons made their way to Oregon earning the name, the "Great Migration."[9] By the 1850s agricultural development was focused in the Willamette, Umpqua,, and Rogue Valleys. Settlement in the Willamette Valley had spread southward as far as the California border. The main agricultural enterprises in this region were wheat, sheep, and cattle ranching, dairying, orchards, and horticulture.[10] Federal laws encouraged settlers to migrate to unclaimed federal lands, which were mostly in eastern Oregon. Under the Donation Land Act of 1850, eligible males over the age of 18 could claim 320 acres of land if they settled in the territory before December 1, 1850. Wives could claim an additional 320 acres. In 1841 Congress extended the Preemption Acts to federal lands in Oregon Territory. Most available land was brush far from rivers.[11] Growth along the coast was more sporadic; smaller communities developed around the ports. The cold winds of the coast made corn and wheat difficult to grow, but potatoes and forage crops were successful. With few agricultural options, the settlers of the coast turned to dairy farming and cheese making.[12] Wheat was the Willamette Valley's principal crop from 1845 to 1875.[13] Early efforts to bring grafted fruit trees to Oregon was accomplished by Henderson Luelling in 1847.[14]

The discovery of gold in California in 1848 had a significant impact on Oregon's agriculture. The enormous influx of miners to California's gold fields created an instant market for Oregon products.[15] Before 1849 wheat sold for a dollar a bushel, but during the gold rush prices rose to six dollars a bushel.[16] By the 1850s Oregonians were also selling fruit to California. In 1860 3.5 million pounds of Oregon apples reached San Francisco.[17]

Although the eastern region of the state was the largest in landmass, the area was sparsely settled in 1850 because of the rugged mountains in the northeast and the high desert in the south. Most of the area was inhospitable to agriculture, but the grasslands of south central Oregon were useful as rangeland for cattle and sheep.[18] Raising sheep became increasingly popular in the 1850s. Purebred Merino rams were brought from Ohio, and Australia, and woolen mills were constructed. Initially raising sheep was attempted in the Willamette Valley, but most soon moved east of the Cascades where free open-range grassland was abundant.[19] In 1850 Oregon beef cattle numbered 24,000, in 1870 there were 69,000, and in 1900 there were 715,000.[20]

Each wave of migration brought new breeds of cows and cattle to Oregon. In coastal counties such as Tillamook, Clatsop, Columbia, Curry, and Coos, dairying became a lucrative industry. In 1850 the farmers established cooperatives that processed and exported butter to California.[21] Dairy cows in Oregon numbered 9,000 in 1850 and had increased to 48,000 in 1879 and 122,000 in 1900.[22] The Patrick Hughes dairy farm in Curry County near Cape Blanco[23] is an example of a coastal dairy farm. Patrick Hughes first settled in the area in 1860 and eventually developed a livestock and dairy ranch of 1,000 acres. Among other products, the Hughes's Ranch reportedly exported butter to San Francisco.[24]

Figure 42: Patrick Hughes house c. 1898, part of the Hughes' dairy farm complex (from www.bizave.com/photoalbum/orcoast_Hughes, May 21, 2004).

By the mid 1860s the desirable land of the western valleys had been homesteaded. Property values in the Willamette Valley increased dramatically making cattle ranching, an enterprise that required large expanses of land, less profitable. Orchards met with some success, but wheat farming continued to be the dominant crop with oats and potatoes as secondary staples. Wheat growing was also popular along the Columbia Plateau because the Columbia River provided easy transportation to distant markets including England.[25]

The 1862 Homestead Act allowed U.S. citizens to file claim on 160 acres by paying a filing fee, residing on the land, and making certain improvements. The promise of land (little unclaimed land remained in the western valleys) and mining strikes enticed rancher, miners, and farmers to move to eastern Oregon. East of the Cascades, the first wheat was harvested in 1863.[26] Limited by the low annual rainfall, farming was difficult, but the open rangeland was well suited for raising cattle and sheep.[27]

The 1870s saw the introduction of large-scale ranches, which made livestock an important element of the state's economy. Peter French owned one of the largest ranching operations in the state and is credited with running one of the first operations to breed beef according to consumer taste.[28] In 1872 he established his ranch with 1200 head of shorthorn cows he drove to his ranch in southwestern Oregon. In addition to cattle French kept 300 horses, which were used for work on the ranch. French built a ranching complex, which included a round barn constructed in 1884. The unusual-shaped barn was used for training horses in the winter.[29] Stock raising of both cattle and sheep also dominated the Klamath Basin during this era.[30] The Peter French round barn is now an Oregon State Heritage Site.

Figure 43: Peter French Round Barn (www.shpo.state.or.us/databases/nr/harney03.html).

The 1880s were a time of change and innovation for Oregon's farms and ranches. The connection of Oregon railroads with transcontinental lines dramatically changed both ranching and farming. The rail lines provided reliable and efficient transportation and shipped Oregon's products to markets throughout the country.[31] However, for the first time, Oregon products had to compete in local markets with those of other regions. In order to improve the quality of beef and make it more marketable, Oregon ranchers focused on upgrading from wild range cattle to purebred lines.[32] Because of the open range and abundant grazing land of eastern Oregon, many ranchers established their operations there.[33] The cattle and sheep industries were ravaged during the extremely severe winter of 1880 to 1881. It was estimated that 70% of cattle and sheep were killed. The massive losses changed the nature of cattle operations. Rather than relying strictly on

the open range, ranchers grew and stored winter feed for their herds and provided shelter.[34] Although cattle operations dominated central Oregon, horse ranches were also established.[35]

By the mid 1880s the cattle industry was in decline. Wheat was cheaper to ship than beef, and inventions and new techniques made the raising grain more efficient and profitable. Joseph F. Gliden's invention of mass-produced barbed wire led to the end of the open range and the enclosure of fields.[36] Farmers moved to eastern Oregon and farmed using techniques such as irrigation and dry farming.[37] By 1902 Oregon had 440,000 acres under irrigation, most of it in eastern Oregon and two large federal irrigation projects, one in Umatilla Valley and the other in the Klamath Lake Area.[38] By 1900 six of the ten leading Oregon wheat-growing counties were in eastern Oregon.[39]

Fenced-in farmsteads ended the era of the open range. Ranchers could either buy their own land and provide feed in winter, move to states that still had open range, or apply for grazing permits from the U.S. Forest Service and raise stock on federal land. Raising sheep was more adaptable than cattle: wool was easily transported, and sheep could either live in the very remote areas of the state or in fenced-in grazing areas.[40] In addition, wool was a lucrative commodity in the 1880s.[41]

Over-grazing and competition for the limited open rangeland caused strong conflict between sheep men and cattlemen beginning in the 1890s. The conflict escalated, and the violent range war of 1904 resulted in the slaughter of thousands of sheep by night-riding cattlemen. The brutal actions soon led to the discouragement of sheep operations in Central Oregon.[42]

In the 1890s the agriculture of the Willamette Valley became more commercialized, and farms were divided into smaller operations.[43] Because the Willamette Valley was filled, farmers moved into the eastern and central parts of Oregon such as John Day, Deschutes, and Umatilla Valleys. Between 1880 and 1900 the government opened more rangeland for homesteading, thereby decreasing the availability of open grassland for grazing cattle and sheep.[44] If buyers were not happy with the land the government offered, railroad companies were also willing to sell land at inexpensive rates.[45]

Beginning in the 1880s inventions were introduced in farming such as: the wide seeders, the famous McCormack reapers, mowers, plows, drills, and threshers (both horse and tractor powered).[46] After the turn-of the century, steam-powered machinery was used on larger farms.[47] The gasoline tractor became popular by 1912 and had a tremendous impact on agriculture. As gasoline-powered equipment replaced animal power, the outbuildings of the typical farm changed. Buildings required by draft animals, such as barns, feed and storage sheds, and fenced pasturage were replaced by machine sheds. Mechanization dramatically increased productivity.[48] When war broke out in Europe, there was great demand for farm products. The machinery was expensive but adopted because the U.S. shipped large quantities of wheat to Europe during World War I, and much of the work force were off fighting the war.[49] Despite the threats from German U-boats, shipments were lucrative. Once the United States entered the war in 1917 domestic demand increased as well.[50]

The 1909 Enlarged Homestead Act and the 1916 Stock Raising Homestead Act drew a rush of settlers to central Oregon. Newcomers were attracted by propaganda issued by the federal government and the Union Pacific Railroad.[51] Thousands arrived in the area, but the arid conditions forced many settlers to abandon their claims. In addition to low rainfall, central Oregon was not connected to the state's system of railroads until a rail line was completed to Bend in 1912.[52] The settlement boom of central Oregon spurred by new homesteading laws was short-lived, and the population dropped dramatically by 1920.[53]

In the early decades of the twentieth century, dairying continued to expand and became the greatest single source of farm income in that period. The number of dairies did not increase, but the number of cows did. By this time, all dairy cows were purebred. Tillamook, Coos Bay, Grande Ronde, and Enterprise continued to produce dairy products. The greatest expansion was in the Willamette Valley.[54] In 1900 there were 531,000 head of cattle in Oregon, by 1929 there were 805,000. Forty percent of beef cattle in Oregon were in the southeastern region of the state.[55] Sheep were also concentrated in Eastern Oregon. Around 1900 sheep numbered 2,000,000 and by 1929 they reached 3,319,000.[56] The prosperity of the 1910s came to an end when the foreign markets decreased after World War II. Some farmers turned to more lucrative crops such as apples.[57] The Willamette Valley focused on specialty crops and reduced the

production of wheat in 1929. While eastern Oregon counties, such as Umatilla, Morrow, and Gilliam increased wheat production.[58]

By 1920 nearly all arable land in Oregon had been settled. Even the homesteads of central Oregon, many of which had been abandoned the decade before, met some success with irrigation.[59] Farming practices turned to more intensive uses of land, and the consolidation of family farms into commercial enterprises. The cheese industry continued to thrive along the coastal counties. [60]

The economic downturn of the Great Depression caused the collapse of many of the independent family farms and continued the trend toward corporate ownership of farms. To deal with the overproduction of certain crops, the Agricultural Adjustment Administration (AAA), a New Deal program, authorized by the Agricultural Adjustment Act of 1933, subsidized farmers for not growing crops and encouraged alternative produce. The Farm Credit Administration (FCA) provided funds to farmers for mortgages, crop loans, new equipment, and supplies. In 1939 Oregon passed a law authorizing soil conservation districts to be dry up with the majority vote of landowners.[61] The economic stress of the Depression also affected and reduced the number of stockmen.[62] However, the relatively new method of preserving fruits and vegetables by freezing expanded the market of state's produce. In 1939 Oregon and Washington were responsible for 42 percent of the country's frozen fruit.[63]

The arrival of electricity in rural areas had a great impact on farming, particularly dairying; farmers switched to mechanized equipment such as automatic milking machines. The new machinery led to the complete remodel of many dairy barns.[64] During the 1940s settlers migrated in and out of the dry lands of south central Oregon. Stock raising continued to be the dominant economic enterprise. Electricity arrived to this area later than the rest of the state. In 1956 the area received electricity and transformed the landscape; electrically-generated irrigation systems transformed an arid landscape into one fit for farming.[65]

The years after World War II were a time of dramatic change in the agricultural industry. There were new complicated and expensive machinery such as combines, circular sprinkling systems, and even specialized trucks. Pesticides were introduced, and scientists developed new strains of

wheat that could fight off disease. In addition soil experts gave farmers advice on the chemistry of their soil. Productivity increased dramatically. However, many of the farmers were unable to afford the new equipment or technology or were unwilling to make the change. Some of these farmers could not stay in business and sold out to larger farms; the trend continued for decades. The overall number of farms was reduced from 63,125 in 1945 to 36,000 in 1982. Corporations owned an increasing number of farms. Farmers were able to irrigate land from water projects such as the Grand Coulee Dam. The increase in productivity saturated the domestic market, and Northwest farmers expanded their markets to Asian countries.[66] In 1948 the income of Oregon farmers exceeded $400,000,000.[67]

In the post-war era, cattle no longer grazed on the range. The animals were born and raised in feedlots until they were sent to the slaughterhouse. The sheep business declined after the war. It was difficult to find employees willing to look after the sheep, synthetic fibers had been created, and the meat was no longer as popular. At this time most sheep were raised by farmers as a side business.[68]

Figure 44: 1981 photograph of the fertile lower central Willamette Valley (Lawrence C. Merriam, Jr., *Oregon's Highway Park System 1921-1989: An Administrative History).*

In the 1950s agriculture remained Oregon's second largest industry; one-third of Oregon was farmland. Timbering and lumbering were the first.[69] With mechanization and scientific advances farms became more productive, and their value and the value of their products

quadrupled. Throughout the state seven farm Commodity Commissions were established which worked toward the promotion and research of farm products.[70] Irrigation continued to be important, particularly in the counties of Klamath and Malheur.[71] By 1960 1.5 million acres of farmland were irrigated, and over 1 million of these were in eastern Oregon.[72] From 1900 to 1950 the amount of acreage under irrigation increased every decade (with the exception of the 1930s), from 500,000 acres in 1900 to 1,500,000 acres in 1960.[73] In general the larger farms were located in eastern Oregon, and the farms in western Oregon were smaller and more diversified in crops and livestock.[74] Wheat continued to be the number one crop in cash and volume. In addition, farmers grew: corn, rye, oats, barley, hay, strawberries, raspberries, and nursery crops such as flowering plants and bushes. Beef and dairy cattle were the most numerous livestock.[75]

Agriculture and Ranching

Representative Parks:

- Cape Blanco – Curry County
  The Patrick Hughes House is all that remains of an extensive dairy farm complex.

- Maud Williamson State Park – Yamhill County
  The site was part of the Adam Matheny Donation Land Claim. The Maud Williamson farmhouse is located within the park.

- Peter French Round Barn State Heritage Site – Harney County
  Peter French owned of the largest ranching operation in late nineteenth century Oregon. Listed on the National Register of Historic Places.

Endnotes

[1] Lou Ann Speulda, "Oregon's Agricultural Development: A Historic Context 1811-1940" (Unpublished manuscript. Salem, OR: State Historic Preservation Office, 1989) 2,4.
[2] Samuel N. Dicken and Emily F. Dicken, *The Making of Oregon: A Study in Historical Geography* (Portland, OR: Oregon Historical Society, 1979) 75.
[3] Gordon B. Dodds, *The American Northwest: A History of Oregon and Washington,* (Arlington Heights, IL: The Forum Press, Inc., 1986) 105.
[4] Speulda, 5,6.
[5] Corning, 4.
[6] Dodds, 105, 106.
[7] Speulda, 6.
[8] Ibid.
[9] Oscar Osburn Winther, *The Great Northwest: A History* (New York, NY: Alfred A. Knopf, 1950) 123.
[10] Speulda, 1.
[11] Ibid., 7, 8.
[12] Dicken, 93.
[13] Howard McKinley Corning, *Dictionary of Oregon History* (Portland, OR: Binfords & Mort, Publishers, 1956) 4.
[14] Ibid., 8, 9.
[15] Dicken, 8.
[16] Dicken, 76.
[17] Carlos A. Schwantes, *The Pacific Northwest: An Interpretive History,* (Lincoln, NE: 1986).
[18] Dicken, 93.
[19] Ibid., 10.
[20] Dicken, 122.
[21] Speulda., 10.
[22] Dicken, 122.
[23] Now part of Cape Blanco State Park.
[24] Georgia Fryberger, State Park Ranger, "National Register of Historic Places: Inventory—Nomination Form, Hughes (Patrick) House" (5 March 1980) 5.
[25] Speulda, 11.
[26] Corning, 4
[27] Speulda, 10, 11.
[28] Elisabeth Walton, Park Historian, "National Register of Historic Places: Inventory—Nomination Form, Pete French Round Barn" (July 1971) 4.
[29] Ibid., 3.
[30] Speulda, 12.
[31] Ibid.
[32] Ibid.
[33] Jill A. Chappel, "Homestead Ranches of the Fort Rock Valley: Vernacular Building in the Oregon High Desert." (M.S. thesis, University of Oregon, 1990; Eugene, OR: Unpublished Manuscripts from the Oregon Parks and Recreation Department Archives, 1990) 10.
[34] Speulda, 13.
[35] Chappel, 11.
[36] Winther, 322.
[37] Dicken, 117.
[38] Ibid., 147.
[39] Ibid., 118.
[40] Dicken, 123.

[41] Dodds, 147.
[42] Chappel, 13.
[43] Speulda., 13.
[44] Chappel, 12, 13.
[45] Dodds, 145, 146.
[46] Dicken, 119.
[47] Winther, 323.
[48] Ibid., 17
[49] Dicken, 146, 147.
[50] Dodds, 201.
[51] Chappel, 16.
[52] Chappel., 14,15.
[53] Ibid., 20.
[54] Dicken., 151.
[55] Ibid.
[56] Ibid.
[57] Dodds, 222.
[58] Dicken, 149.
[59] Chappel, 21.
[60] Speulda, 17.
[61] Dodds, 243
[62] Speulda, 17,18.
[63] *The Oregon Blue Book, 1949-1950.* (Special Collections and University Archives, University of Oregon Library System) 187.
[64] Speulda, 18.
[65] Chappel, 24.
[66] Dodds, 340.
[67] *The Oregon Blue Book, 1949-1950, 194.*
[68] Dodds, 340.
[69] *The Oregon Blue Book, 1959-1960.* (Special Collections and University Archives, University of Oregon Library System) 246.
[70] Ibid., 248.
[71] Dicken, 182, 183..
[72] *The Oregon Blue Book, 1959-1960,* 247.
[73] Ibid., 249.
[74] Ibid., 247.
[75] Ibid., 245, 246.

TOURISM

The earliest visitors to Oregon were dependent on stage and railroads for transportation. With towns few and far between, ranch owners knew that in remote areas travelers would rely on the ranchers' hospitality. Even after the introduction of the automobile, ranches provided stopovers. For example, the Eastern Oregon Livestock Company built the Frenchglen Hotel in the mid 1920s to accommodate travelers. Tourism in the area had increased as the nearby Malheur National Wildlife Refuge gained in popularity as a destination.[1]

By 1920 there were 103,790 automobiles registered in Oregon. Automobiles revolutionized the tourist industry by allowing tourists to travel great distances and travel determine their own routes, unlike fixed railroad lines. This new type of traveler required overnight accommodations spread out along the highways. In the early 1920s auto camps developed to meet the needs of the automobile tourist. By 1925 camps transitioned into auto courts with permanent structures (travelers were responsible for their own bedding).[2] Even older hotels, such as the Wolf Creek Tavern built in 1883, expanded their building to accommodate the increase in business from automobile tourists.[3] By 1925 there were 199,517 automobiles in the state, and auto touring was becoming a significant factor in Oregon's economy.[4] The auto enthusiasts demanded modern highways, and so began the "Good Roads Movement."[5]

Figure 45: Wolf Creek Tavern (built 1883) transitioned between stage traffic to tourists in automobiles (Lawrence C. Merriam, Jr., *Oregon's Highway Park System 1921-1989: An Administrative History).*

Like other industries, tourism was dramatically affected by the economic downturn of the Great Depression. Railroads and bus lines lowered their prices in order to attract visitors, but there

were few people with enough disposable income to travel for leisure. Hotels, tourist courts, restaurants, and service stations saw fewer customers and were under financial strain.[6]

The Travel Information Division, under the Highway Department, was established in 1935 to promote travel to Oregon through a nationwide advertising campaigns and public relations efforts.[7] However, after Pearl Harbor most state parks' attendance dropped due to tire and gas restrictions.[8] After the 1941 attack the tourist traffic revived and expanded. Although one-third of the Pacific Northwest's visitors came from California, for the first time, the Pacific Northwest drew many travelers from around the country. Portland attracted a large number of the tourists, but visitors were also attracted to Oregon's scenic and outdoor recreation sites such as Crater Lake in southern Oregon, the Rogue River, Mount Hood, the Columbia River Highway, and the Bonneville Dam.[9] The increase in visitors and profit potential, led to the renovation or construction of private resorts and hotels during this period. New state parks were also created.[10] A chapter of the *The Oregon Blue Book 1939-1940* extols the beauty and diversity of Oregon's natural feature, pausing at the end to mention Portland. The natural splendor of the state's beaches, forests, oceans, canyons, and rivers were promoted as its main asset to attract tourists.[11]

Attempts to draw tourists to Oregon continued in the 1950s. The *Oregon Blue Book 1951-52* promotes the 180 state parks located in every part of Oregon.[12] The Advisory Committee for the Travel Information Division commissioned studies on the habits and patterns of tourists and instituted an advertising program. The program was instrumental in increasing the number of out of state cars from 45,000 in 1956 to 1,140,000 in 1957. The 1958 campaign was designed to be even more intense to "meet the aggressive competition from other states for the tourist dollar."[13] The campaign placed adds in newspapers nationwide. For the nearby states of Washington, California and Idaho, radios and television ads were used to entice visitors. As a result, travel became the third largest industry after timber and agriculture.[14]

Tourism

Representative Parks:

- Cascadia State Park – Linn County
  George Geisendorfer developed a small community including hotel and camp area near mineral soda springs. The area became a popular tourist attraction.

- Casey State Park – Jackson County
  A. Casey was a squatter on the land when it was owned by the U.S. Government. He operated a restaurant on the property.

- Crown Point State Park – Multnomah County
  Vista House was built in 1916 as a rest stop for visitors.

- Frenchglen Hotel State Wayside – Harney County
  The property was acquired to protect the 1917 hotel and outbuildings. The site is located on Oregon Highway 205.

- Wolf Creek Tavern State Wayside – Josephine County off Interstate Highway 5 at Wolf Creek. Wolf Creek Tavern is a 1870s historic tavern or hostelry on the former California-Oregon Stage Road, which was later developed as the Pacific Highway.

Endnotes

[1] Allen T. Denison. "National Register of Historic Places: Inventory—Nomination Form, Frenchglen Hotel" (29 February 1984) 3.
[2] Sid King, "Motel Era Begins . . ." *Oregon Motorist* (June 1962). Vertical files, Oregon Historical Society Research Library.
[3] Potter, Elisabeth Walton, "National Register of Historic Places: Inventory—Nomination Form, Wolf Creek Tavern." (17 August 1998) 7:1.
[4] Sid King.
[5] Dodds, 223.
[6] Gordon B. Dodds, *Oregon: A Bicentennial History* (New York: W.W. Norton & Company, Inc., 1977) 228.
[7] "Oregon State Highway Department, Salem, Oregon 10.25.57" (Memo Vertical files, Oregon Historical Society Research Library).
[8] Landrum, 160.
[9] Oscar Osburn Winther, *The Old Oregon Country: A History of Frontier Trade, Transportation, and Travel* (Stanford, CA: Stanford University Press, 1950) 364-365.
[10] Dodds, 345.
[11] *The Oregon Blue Book, 1939-1940.* (Special Collections and University Archives, University of Oregon Library System) 156, 157.
[12] *The Oregon Blue Book, 1951-1952.* Special Collections and University Archives, University of Oregon Library System) 223.
[13] "Travel Information Division, Oregon State Highway Department, Salem, Oregon" (30 September 1957). Vertical files, Oregon Historical Society Research Library.
[14] *The Oregon Blue Book, 1959-1960.* (Special Collections and University Archives, University of Oregon Library System)295.

MILITARY

The first and one of the most well known military excursions into what would become Oregon State was the Lewis and Clark Expedition of 1804 to 1806, which was organized under the Secretary of War.[1] Although several explorers had already navigated the mouth of the Columbia River, in order to assert the U.S.'s claim over river and surrounding territory, on August 19, 1817 Captain J. Biddle sailed to the mouth of the Columbia and posted the American flag. Talk by the U.S. Congress of establishing a defensive post on the Columbia began as early as 1824. Numerous bills were presented but lacked sufficient backing, and none passed.[2] In 1842 Lieutenant John Fremont was sent by the War Department to explore the best place for locating posts in the Pacific Northwest. Fremont's report was presented to Senate on March 3, 1843.

The most pressing military need in Oregon country was the protection of settlers and travelers from clashes with Native Americans. Although efforts were made for years to form a militia, none was organized until March 11, 1844, when a fifteen-man force called the Oregon Rangers was established. When the U.S. Congress voted to make Oregon a territory on August 1848, the change in status brought federal arms, arsenals, and money to pay militia volunteers.[3]

This military and manpower was needed. A second militia formed in December 1847, motivated by reports of the Cayuse attack on the Whitman Mission at Waiilatpu.[4] Federal soldiers first arrived in the Pacific Northwest in 1849 with the task of controlling Native American hostility.[5] In 1858 the War Department divided the Pacific area into two military districts, the Department of California, which included the Umpqua region, and the Department of Oregon, which also included Washington Territory, and was headquartered at Fort Vancouver.[6]

By 1860 there were twenty-six regular army units of infantry and artillery present in the military department of Oregon. The troops were stationed in 9 forts and 2 camps in Oregon and Washington Territory. In 1861 Native Americans killed immigrants along the Southern Route, or the Applegate, of the Oregon Trail. In response the military constructed Fort Klamath. In order to supply the fort, the soldiers built roads, the first was to Jacksonville, the supply point for the post. A second road, which roughly follows present day Highway 62, was also constructed with the aid of soldiers. The roads created by the military helped form the early road system.[7]

In the early 1860s troop strength was greatly reduced at the Oregon posts because soldiers were reassigned to the East to serve in the Civil War.[8] The withdrawal of the regular army required the assemblage of a volunteer force since the Native Americans were well aware of the Army's absence and renewed attacks on wagon trains and isolated settlements.[9] Military units were deployed during the conflict between Euro-American settlers and Native Americans at battles such as Cayuse (1847-1850), Rogue River (1855-1856), Modoc (1872-1873), Bannock (1878 and Umatilla (1878).[10]

Figure 46: 1896 view of Fort Stevens (Marshall Hanft, *The Cape Forts, Guardians of the Columbia).*

After the regular army returned, local commanders made numerous requests for funds to build a fort and supply it with heavy guns. Fortifications were constructed at the mouth of the Columbia at Cape Disappointment (renamed Fort Canby in 1875) and Point Adams. The U.S Army built the first permanent buildings at Fort Stevens in 1865.[11] In addition to concerns about Native American attacks, there was unease about the possibility of a naval assaults from Mexico's Maximilian, Confederate ships, and even the British who had naval base in Victoria.[12] Fort Stevens was given to the U.S. Engineers in 1884 but in 1898 the post was regarrisoned and used as a training base for almost five decades; it was an active base during the Spanish American War (1898), World War I (1916-1918), and World War II (1941-1942).[13]

In Oregon, local forces augmented the regular army. A militia code was passed in 1887 that designated the active militia as the Oregon National Guard, and the inactive militia as the Oregon Reserve Militia. In 1915 a bill was passed that organized the National Guard units in accordance with United States Army regulations.[14] Roosevelt mobilized Oregon Guardsman in August 1940.

Oregon's 41st Division was one of four National Guard divisions to be called up. In reaction to Pearl Harbor and fear of mainland attack, the state legislature formed the Oregon State Guard. Five hundred aircraft observation posts were established throughout western Oregon by the fall of 1941. In 1941 and 1945 the state legislature passed bills providing for the construction and equipment of armories. The defense was organized by the Office of Civilian Defense and later the Civilian War Services.[15]

Fort Stevens is reported to be the only military installation in the continental United States to be fired on during World War II. On June 21, 1942 a Japanese submarine fired shells, which landed close to Battery David Russell with no significant damage.[16]

At the end of World War II, local defenses were reduced. In addition, the military abandoned Fort Stevens in 1947. The National Guard was maintained in the 1950s and at the end of the decade numbered about 7500 members.[17] Local operations increased during the Korean conflict. In 1961 the state legislature reorganized the militia and created a Military Department. The department administered 42 armories, an army aviation support facility, three air base complexes, two camps, and a training site.[18] In 1967 the Oregon State Highway Department acquired from the Army 1,170 acres of the Fort Stevens Military Reservations for use as a state park.

Military

Representative Parks:

- Cape Arago State Park – Coos County
  The Coast Guard established a radio station here in 1936. The Army leased the property in 1942. The Army and Coast Guard left by 1945 at the end of WWII.

- Ecola State Park – Clatsop County
  The park includes the World War II Army radar station tract. It is not clear if any of the radar station buildings remain.

- Fort Stevens State Park – Clatsop County
  Fort Stevens was constructed in 1864 to protect the mouth of the Columbia River during the Civil War. The post was later used for coastal defense during WWII. The Fort was shelled during a Japanese submarine attack during WWII. It was one of only three U.S. coastal sites to receive enemy fire during the war.

- Geisel Monument State Wayside – Curry County
  The site contains the graves of John Geisel and his sons who were killed in the 1856 Rogue River Indian Wars. His widow was buried at the site in 1899.

- Holman Wayside – Polk County
  An old military road from the 1830s and 40s passes through the property. The cold spring in the area were used as a resting place by men and horses.

- Sarah Helmick State Park – Polk County
  Sections of the park were formerly part of the artillery range for Camp Adair during World War II.

- Seneca Fouts Memorial State Park – Hood River County
  Seneca Fouts donated lands in 1944 with the stipulation that no person of Japanese blood be employed in the park. This reflects anti-Japanese feelings during WW II.

Endnotes

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[5] Marshall Hanft, *The Cape Forts: Guardians of the Columbia* (Portland, OR: Oregon Historical Society, 1973) 1.
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[7] Matt T. Picard, Angelina R. de Bellis, and Ryan C. Lawrence, "Roads and Trails in Oregon, 1848-1930: A Historical Context Document for the Bureau of Land Management" (Portland State University student paper, Spring 2001) 9, 10.
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[10] "Oregon. Archives Division. Records of the Oregon Military Department, 1847-", 2.
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[12] Ibid., 29.
[13] Ibid., 39.
[14] "Oregon. Archives Division. Records of the Oregon Military Department, 1847-", 5.
[15] Ibid., 6.
[16] Elisabeth Walton, Park Historian, "National Register of Historic Places: Inventory—Nomination Form, Fort Stevens," 1971) 3.
[17] *The Oregon Blue Book, 1959-1960.* (pecial Collections and University Archives, University of Oregon Library System) 281.
[18] "Oregon. Archives Division. Records of the Oregon Military Department, 1847-", 8.

MARITIME

In 1789 Congress authorized the creation of the Revenue Cutter Service under the jurisdiction of the Treasury Department. This early agency of the Republic was charged with customs collections, policing the seas, and regulating maritime commerce. Just one year later, Treasury Secretary Alexander Hamilton founded a second agency, the Revenue Marine, in August 1790.[1] In early 1799 Congress empowered the President to increase the strength of the Cutter Service as needed. In March of 1799 an act of government established a dual responsibility for the Revenue Cutter Service. It was to operate as a civilian agency in times of peace, but was to become under the control of the United States Navy in times of war.[2] The Service was active during the War of 1812; they combated Britain's repeated harassment of American shipping; nine of the Revenue Cutter Service's ships joined the Navy's combat force.[3]

An important aspect of the Cutter Service's operations had always been its lifesaving campaigns. In 1837 Congress empowered the President to employ public vessels for the benefit of those in distress offshore.[4] In the mid-nineteenth century the Revenue Cutter Service expanded its activities. The Service was to patrol many hundreds of miles along the Pacific Coast bordering the disputed lands of California, Oregon, and Washington. Nine Revenue Service cutters took up battle stations after the United States declared war on Mexico in 1846.[5]

Soon after Oregon country was settled, crops were produced in the Willamette Valley, and maritime trade was established with San Francisco. In the early 1840s the United States Government sent the U.S. Coast Survey to the Pacific Coast; their goals were to map the entire coastline and locate sites for the placement of permanent aids to navigation.[6]

The Columbia River caused problems for ship captains unfamiliar with its bars. Beginning in the 1840s bar pilots were used on the river, and in 1846 the Provisional Government passed the first pilotage law, which required licenses for pilots guiding ships across the Columbia sand bar.[7] The discovery of gold and rush of miners to California Gold Fields greatly increased the maritime traffic between Oregon and California. Unfortunately for the ships and crews, the coast had few natural harbors or options for safety during rough weather.[8] To warn ships of coastal dangers, Congress authorized the construction of 16 lighthouses along the Pacific Coast; only 1 was to be in Oregon.[9]

In 1852 Congress authorized the creation of the United States Lighthouse Board. The Board designated twelve lighthouse districts. An inspector was assigned to each district and was charged with maintenance and construction. One of their first tasks was to order the more powerful Fresnel lenses from France to replace the weaker Winslow Lewis lamp then being used. With the creation of the United States Lighthouse Board, technological advances in maritime tools rapidly increased, including the fog bells and horns.[10]

The responsibility to help ships in trouble fell to the Cutter Service until Congress authorized the Secretary of the Treasury to create the United States Life-Saving Service in 1848.[11] The Pacific Coast Life-Saving District was not established until the 1870s. It included California, Oregon, Washington, and Nome, Alaska.[12] Life-Saving Stations usually employed one of two techniques for rescue, by boat or by line. For a boat rescue horses would pull a lifesaving boat to the shore near the stranded ship, then launch the boat into the ocean. The line method involved extending a line above water and securing it to the stranded ship. A small car connected to the line would then be sent back and forth carrying people and goods to safety.[13]

S.I. Kimball, head of the U.S. Life-Saving Service (USLSS), surveyed the Pacific Coast in 1873 to determine locations for Life-Saving Stations. The first on Oregon's coast was built at Cape Arago in 1878. It consisted of a boathouse and crew quarters. Later Life-Saving Stations built along the Oregon coast include: Umpqua River, 1891 (destroyed), Point Adams,[14] Yaquina Bay, 1895 (destroyed), Coquille River, 1891 (destroyed), Coos Bay,[15] the Siuslaw River, Garibaldi,[16] and Charleston 1916.[17]

The first lighthouse to be constructed in Oregon was the Umpqua River Lighthouse built in 1852, constructed on the north side of the Umpqua River. The site selection and construction of early lighthouses involved several federal agencies: the Army Corps of Engineers usually designed structure, the Lighthouse Board and United States Coast and Geodetic Survey surveyed the area and determined the site. Cape Arago on the southern Oregon coast was constructed in 1866.[18]

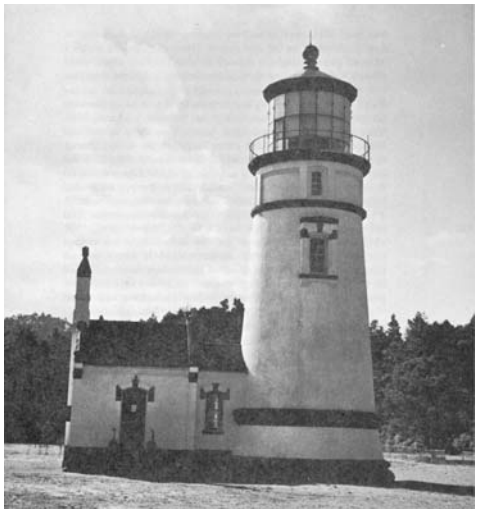

Figure 47: Built in 1852, Umpqua was Oregon's first lighthouse (courtesy of Oregon Parks and Recreation Department).

In the late nineteenth century, lighthouses were constructed along the Oregon coast in quick succession. The U.S. Government purchased the land for the Cape Blanco Lighthouse, and as usual, the buildings were designed and positioned by the Army Corps of Engineers in conjunction with the United States Lighthouse Board. The structure was built in 1870.[19] Two lighthouses were constructed close to each other spatially and chronologically; the Yaquina Bay Lighthouse was built in 1871, and the Yaquina Head Lighthouse was constructed in 1873.[20] Point Adams was built on the south side of the Columbia River in 1875.[21] The Tillamook Rock Lighthouse was built in 1881. Warrior Rock River Lighthouse, an inland lighthouse built near the confluence of the Columbia, Cowlitz, and Clark Rivers, was constructed in 1888.[22]

Figure 48: Yaquina Head Lighthouse built in 1873 (courtesy of the Oregon Parks and Recreation Department

In 1890 the Cape Meares Lighthouse was constructed at the south entrance to Tillamook Bay. The lighthouse was named after the English explorer Captain John Meares. The second

lighthouse at Umpqua River (the first was undermined by beach erosion) was built in 1894. The Heceta Head Lighthouse was constructed in 1894 three miles south of the town of Florence.[23] The Coquille River Lighthouse was built in 1896 to warn ships about the rocky conditions and enable them safe passage into the Coquille River. The lighthouse helped secure shipping in the area and the growth of the city of Bandon Beach. A second Cape Arago Lighthouse was built to replace an earlier structure in 1908. The United States Lighthouse Board was active through the first decade of the twentieth century.[24] The Lighthouse Board reorganized as the Lighthouse Bureau in 1910. Despite the construction of numerous new lighthouses, ships still occasionally wrecked on Oregon's shores; the S.S. Peter Iredale, was stranded on Clatsop Beach in 1906.[25] The ruins can still be seen.

Figure 49: c. 1960 photograph of the wreck of schooner Peter Iredale at Fort Stevens State Park (from Chester H. Armstrong, *Oregon State Parks History 1917-1963.*

The United States Coast Guard was established in 1915 by merging the Revenue Cutter Service and the Life-Saving Service, both of which had been under the jurisdiction of the Treasury Department.[26] The responsibilities of the newly formed Coast Guard continued to expand during World War I. All Coast Guard units came under the command of the Navy during the war. A conference was held between officers of the Navy and the Coast Guard to create an efficient plan for merging the two agencies. Part of the mission of the Coast Guard was to patrol for German U-boats, which had made repeated attacks on neutral ships.[27] During the war the lighthouses were upgraded including: automation of lighthouses, automatic replacement of burned-out electric lamps, bell alarms alerting crew to fluctuation of oil in the lamps, and installation of the first experimental radio beacon in a lighthouse. The United States Navy built the first radio

compass in 1918 at Coos Bay. This facility was operated in conjunction with the Light House Bureau.[28]

Many Coast Guard Cutters were lost during World War I, and numerous guardsmen died in service to their country. The Coast Guard returned to regular civilian service at the conclusion of the war. At this time the Navy attempted to permanently acquire the Coast Guard. Congress drafted a bill that called for the merger of the Coast Guard with the Navy, but the bill was defeated when it was successfully argued by Coast Guard personnel that the agency played a vital role within the Treasury Department.[29] After the end of the war, the Coast Guard was in charge of assisting with the enforcement of Prohibition.[30]

Construction at lighthouse stations in Oregon continued after WWI. The Barrack at Port Orford was completed in 1934. It is one of the only Chatham-type structures in Oregon. The Chatham–type station was first developed by USLSS architect Victor Mendleheff in 1914. The structure is unique because it is a Coast Guard station that uses plans from the USLSS. The Port Orford Barrack was the last structure built by the Coast Guard in the Neocolonial in style.[31]

In 1939 the United States Lighthouse Bureau was incorporated into the Unites States Coast Guard. Once again, as the threat of U.S. involvement in World War II loomed, the US. Coast Guard came under the jurisdiction of the U.S. Navy in 1939 and remained so until 1945. After the Japanese Navy shelled Fort Stevens in the first years of the war, the fear of Japanese bombing of the Pacific Coast increased, and the Coast Guard served an important part of the defense of the United States.[32] At the time, there was no customs service, and the Coast Guard was responsible for checking the manifests of all foreign ships and monitoring what cargo was being brought into the country. Coast Guard crews also performed beach patrol.[33]

A new Coast Guard station was constructed at Bandon, and older stations were upgraded with new navigation and rescue equipment or replaced. The Cape Blanco Lighthouse station received numerous improvements. The tower was electrified c. 1936, and in 1939 a series of radio towers and radio navigational systems were installed. In addition, a navy observation deck was built as a lookout post for enemy vessels. Stations that were not upgraded went unused. The Coquille River Lighthouse was closed when an automated light was built on the south jetty of the Coquille

River in 1939.[34] During World War II the designs of lifeboat stations were changed and made more military in character.[35]

In the 1960s the Lighthouses Automation and Modernization Program (LAMP) was undertaken. Changes in the design and automation of light stations led to lighthouses being declared surplus or demolished. As automation increased, the staff was also reduced.[36] While many lighthouses closed, the Cape Blanco Lighthouse and Station continued to be a functioning Coast Guard station and expanded in the 1960s with a number of outbuildings.[37]

Maritime History

Representative Parks:

- Boiler Bay Wayside – Lincoln County.
  The remains of small freighter *J. Marhoffer* lost on May 18, 1910 and located near Depoe Bay.

- Bullards Beach State Park – Coos County
  The park includes the Coquille River Lighthouse built by the U.S. Coast Guard in 1896.

- Cape Blanco State Park – Curry County
  A c. 1870 U.S. Coast Guard lighthouse is located on the site.

- Cape Meares State Park – Tillamook County
  The Cape Meares Lighthouse was constructed in 1890.

- Heceta Head Lighthouse State Scenic Viewpoint– Lane County

- Port Orford Heads State Wayside – Curry County
  Nellies Cove includes a former U.S. Coast Guard Lifeboat Station.

- Fort Stevens State Park
  Includes the scant remains of the British sailing ship *Peter Iredale,* which ran aground in 1906.

- Umpqua Lighthouse State Park – Douglas County
  Umpqua River Light was built in 1894 (replacing and earlier structure) and is an element of the adjoining U.S. Coast Guard Lighthouse reservation.

- Yaquina Bay State Recreation Site – Lincoln County
  The Life Saving Service used the lighthouse after the light became redundant after the construction of the Yaquina Head Light.

Although shipping was an active industry along the coast and Columbia River, the park resources relate to the life-saving stations and lighthouses. For commercial shipping see ***Early Exploration, Transportation, and Logging*** *and* ***Fisheries (Industry).***

Endnote

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[9] Donovan and Associates, 18.
[10] Ibid., 17.
[11] Carter, 8:13.
[12] Ibid., 8:5.
[13] Donovan and Associates, 23.
[14] Extant at the time of Donovan and Associates Report, 1991.
[15] Extant at the time of Donovan and Associates Report, 1991.
[16] Extant at the time of Donovan and Associates Report, 1991.
[17] Donovan and Associates, 24.
[18] Ibid., 19-20.
[19] Sally Donovan, "National Register of Historic Places: Inventory—Nomination Form, Cape Blanco Lighthouse," (1991) 8:3.
[20] Howard McKinley Corning, *Dictionary of Oregon History* (Portland, OR: Binfords & Mort, Publishers, 1956) 148.
[21] This building has been razed.
[22] Howard McKinley Corning, *Dictionary of Oregon History* (Portland, OR: Binfords & Mort, Publishers, 1956) 148.
[23] Ibid.
[24] Chuck Mason, "National Register of Historic Places: Inventory—Nomination Form, Coquille River Light," (1973) 8:1.
[25] Corning, 223.
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[31] Carter, 8:6,7, and 16.
[32] Ibid. 8:11 and 12.
[33] Kay Linke and Greg Dilkes, "National Register of Historic Places: Inventory—Nomination Form, Coquille River Life Boat Station," (1983) 8:2.
[34] Mason, 8:1.

[35] Carter, 8:7.
[36] Donovan and Associates, 21-23.
[37] Donovan, "National Register of Historic Places: Inventory—Nomination Form, Cape Blanco Lighthouse," 8:5.

INDUSTRY

Logging

Early European and American fur companies quickly saw the potential for marketing Pacific Northwest lumber. From 1790 to 1812 raw timber was sold from trading posts to the Hawaiian Islands. To process the timber, John McLoughlin built the first sawmill in the Pacific Northwest in 1827. It was the water-driven mill on the Columbia River near Fort Vancouver.[1] The companies' output was small, and for the next several decades they shipped mainly to the Hawaiian Island, and the Spanish Missions in California.[2]

An influx of American settlers arrived in Oregon in the 1840s. The resulting settlements prompted the proliferation of small mills.[3] Communities were generally not tied to larger markets, and sawmills were essential to the construction of the communities. These local lumber mills usually sold only to the immediate community. Lumber had to be shipped by wagon, which limited the market to a radius of 20 to 50 miles.[4] The mills were generally simply operations with logging accomplished by human or animal power, and mill equipment driven by waterpower or steam engines.[5] In more remote areas not connected to waterways or train lines, like the Cascades, small mills continued to operate through 1900 until railroads built lines near enough to provide competition.[6]

Figure 50: Waterpower, such as this overshot waterwheel was used at sawmills (Courtesy of Ralph Hull Dawson from George B. Wisner, *Hull-Oakes Lumber Company's Steam-Powered Sawmill: A Case Study in Industrial Archaeology).*

The California Gold Rush created an unprecedented demand for lumber.[7] In the parts of western Oregon with access to navigable water, mainly the Puget Sound, larger industrial mills were created. By 1843 an industrial-scale mill was established in Port Orford. The mills were large enough that they could provide the local community and ship lumber to distant markets.[8] For the next five decades these mills shipped lumber to San Francisco, Hawaii, South America, Asia, and Australia.[9] At mid century lumber was the number one exportable commodity for Oregon.[10] Technology also aided the boom. The first steam-driven sawmill was built in Portland in 1850 at the base of Jefferson Street.[11]

With the connection of the Transcontinental Railroads to Oregon in the 1880s, Oregon mills had to compete with lumber from national markets including the well-developed industries of the Great Lakes region. Mills along the rail lines also had the opportunity to ship to national markets. However, few of Oregon mills had the scale of production, capital, and marketing skill necessary to participate in the national lumber market. Many of the smaller mills closed as a result of the competition.[12] Even after the Transcontinental lines reached the northwest, Oregon lumberman were wary of shipping via rail because of high freight rates; other major lumber producing regions, like the Great Lakes region, Northeast, and South, had the advantage of lower freight rates to the major metropolitan areas.[13]

In the 1890s and early 1900s lumbermen and companies from major logging states such as Michigan, Minnesota, and Wisconsin moved to the West Coast, including Oregon, bringing with them large amounts of capital. These experienced lumbermen set up large-scale mills, and purchased massive tracts of timberland.[14] An example is Frederick Weyerhauser, who originally owned operations in Wisconsin and Minnesota during the post Civil War years. Weyerhauser's children inherited the company and greatly expanded activities in the Pacific Northwest where they owned standing timber, sawmills, and lumber by-product industries. Concentrations of lumber mills and private forests were often in the hands of a few "barons."[15] Although President Cleveland withdrew large segments of forests from the private sphere by creating the Cascade Range Fort Reserve in 1893, many lands in central Oregon were sold to private individuals, partnerships, and timber companies.[16] During these decades production in Oregon was on the rise.[17] In the 1890s the Great Northern Railroad was completed, and in 1893 the railroad cut rates

creating the potential for profitable lumber shipment by rail. By 1910 the Pacific Northwest was one of the leading timber producing regions. [18]

Figure 51: Horsepower was one way to move logs, no date (from www.hainesoregon.com/logging.html).

Logging operations had a variety of ways of transporting logs to the mills. Methods include dragging by oxen or horses over corduroy roads (roads with half submerged timbers), splash dams (which built up enough water pressure to float logs to the mill), and flumes (long water-filled troughs). By the 1880s steam-operated equipment such as the "steam donkey" mechanized the transportation process.[19] Crosscut saws, double-bitted axes, band saws, and double-circular saws all represented advances in the lumber industry.[20]

Logging railroads were another significant innovation. The new lines were built specifically for moving lumber and opened up formerly closed stands of timber. The first logging railroad in Oregon was the Isthmus Transit Railroad completed in 1876.[21] By 1900 there were 25 logging railroads in Oregon. The 1880s saw the creation of "railroad mills," industrial-scale producers reliant entirely on the railroad for shipping.[22] One of these railroad mills was the Bridal Veil Lumber Company, constructed in 1891, which utilized the Oregon Railway/ Union Pacific route.[23] After the railroad arrived in Bend in 1911, the Shevlin-Hixon Manufacturing Company began cutting timber on a massive scale in that region.[24]

After a brief slump during the Post World War I era, the lumber business made a dramatic recovery. By 1929 lumber production was at its all-time high. It comprised one-half of the Northwest's exports. Although the market was high, lumbermen had worries; plastics and other new materials competed with wood, and there was a burgeoning conservation movement.[25] By 1939 Oregon sawmills were producing more than 4.8 billion board feet of lumber and took the place of the top lumber-producing state in the nation.[26]

By 1949 the lumber industry expanded with products such as prefabricated housing, low-priced furniture, paper, paperboard and plywood. Increasingly, wood by products were not burned, but were turned into pulp and wallboard.[27] The greatest changes in the lumber industry from the 1950s to the 1960s was the decrease in the size of logs harvested, reflecting Oregon's shrinking timber supply.[28] However, in 1960 the state produced one-fourth of the total lumber production in the country and was Oregon's largest manufacturing industry.[29]

Logging

Representative Parks:

- Golden and Silver Falls State Parks – Coos County
  Land for the site was acquired through various sources including the Waterford Lumber Company and the Weyerhauser Timber Company. There may be the remains of logging structures, bridges, rail beds, etc.

Mining

The Oregon Gold Rush was one of a series of western bonanzas, which began with the California Rush in 1848 and ended with the Klondike Rush of 1898. Prior to these series of discoveries in the West, gold mining was of little significance in the United States.[30] Gold was first found in Oregon by an immigrant party whose members were in such poor condition that they were more concerned with surviving than their discovery. Some party members later tried to relocate the spot but were unsuccessful.[31]

The discovery of gold at Josephine Creek, Sailor's Diggings, and the Rich Gulch in southwestern Oregon in the winter of 1851 and 1852 turned southwestern Oregon into a "boom" area.[32] When word of Oregon's gold reached the prospectors who had flooded California, many moved northward; thousands of miners poured into Jackson County. Prospectors were soon working in

the Klamath Mountains, but the most productive deposits were on the upper reaches of the Rogue River and its tributaries: the Illinois River, Applegate River and Bear Creek. Prospecting also occurred in tributaries such as the South Umpqua and Smith Rivers.[33] Deposits were located along river and streambeds where the currents had eroded the layers of igneous, sedimentary, and metamorphic rock, and very occasionally veins of gold.[34] The irregular and insufficient water supply hindered the large-scale mining operations in southwest Oregon that developed in California in 1860s and 1870s.[35] In addition to placer mining, lode mining, also called hard rock mining, took place in Josephine and Jackson counties in the 1860s and 1870s. Hard rock mining required large capital investment.[36]

Figure 52: Gold Beach on the Southern Oregon Coast c. 1860 (from www.goldbeach.org/html/history.cfm).

Prospectors were lured even further northward by discoveries of gold in northeastern Oregon in 1861. By 1865 placer mines in the gold-producing areas of the state had mined gold worth approximately $19 million. Miners had spread throughout the state but most were concentrated in the Klamath Mountains and in part of the Blue Mountains.[37] In the Blue Mountains gold was discovered on the Powder River in 1861. Most of the placers were found in Grant and Baker Counties. Water for working the claims was scarce, and long stretches of ditches were constructed. The peak of gold production in the Blue Mountains was from 1863 to 1866, after which there was a general decline.[38]

The gold rush had advantages for Oregon settlers. The miners in Oregon and California needed supplies, which created markets for Willamette Valley agriculture, beef, and lumber.[39] In areas where there had been no settlement, mining towns were built to supply the miners. Getting provisions such as food, clothing, picks, and shovels to the miners and mining towns was difficult

in the rugged country, and suppliers were forced to create roads and trails, which were then used by all Oregonians. Mining activity also helped to develop the coast; Port Orford was founded specifically to supply the miners of the middle Rogue River and the south forks of the Coquille and Umpqua Rivers. Gold prospecting brought people into all parts of the state and showed prospectors the potential the area held for farming, ranching, and lumbering.[40]

When the placer deposits played out, and production declined in the late 1860s, some miners became settlers, but others left the region for new discoveries in the Fraser River in Canada, Colorado, Nevada, Idaho, Montana, Utah, and Alaska.[41] By the late 19th and early 20th centuries, companies invested in the necessary equipment and water diversion engineering necessary to undertake hydraulic mining. Hydraulic mining remained the main form of mining into the 20th century.[42] This type of mining changed the face of the land by washing away hillsides leaving behind mountains of tailings.[43]

From 1900 to 1930 the importance of mining in Oregon's economy began to decline. In 1900 the gold production was at $1,727,000, but by 1930 it had decreased to $297,000. Silver was extracted in large amounts in the mid 1930s, but after a few years extraction silver also became reduced. During this period most gold was mined by bucket-line dredges and was focused in five counties: Baker, Grant, Union, Jackson, and Josephine.[44] A dredge was a large structure powered by a diesel engine. At the base a motorized bucket line, having as many as 72 buckets, dug into the bedrock and then washed the rock through revolving screens. Dredging continued well into the 20th century. For example, the Sumpter Valley Gold Dredge operated from 1934 to 1954. At its peak the Sumpter Dredge had a crew of 10 men operating 24 hours a day.[45] Like hydraulic mining, dredging had a significant impact on the land.

Gold prospecting led to the discovery of Oregon's other mineral and metals such as copper, mercury, lead, zinc, chromium, silver, and coal. Gold, silver, copper, lead, and zinc were mined from 1930 to 1950 but production rates varied. During the Depression unemployed men returned to "backyard" gold mining. During this period more men came back to Oregon mines than at any time since the 1850s.[46] In 1940, stimulated by the war, demands for some mineral and metals increased. After the war there was again a dramatic decline.[47] In 1942 the U.S. War Production Board issued Order L-208, which diverted experienced miners to the production of metals

essential to the war effort, stopping gold production nationwide. Oregon's gold mining never recovered.[48]

During World War II, Oregon's deposits of chromite and quicksilver were mined. In 1947 Oregon's mineral production was valued at $800,000 and nonmetallics at $15,300,00. The nonmetallics included sand, gravel, and crushed rock.[49] In the 1950s there was a demand for nickel, and a single smelter at the foot of Nickel Mountain in Douglas County processed that metal.[50] Mercury mines were in operation around Black Butte in southwest Lane County, Douglas County, the Horse Heaven area in eastern Jefferson County, and the McDermitt area in southwestern Malheur County. Large amounts were produced between the years of 1927 and 1957.[51] Uranium ore was discovered in 1955 near Lakeview, and the U.S. Atomic Energy Commission constructed a plant there in 1957. Deposits were also found in Crook and Harney counties.[52]

Oregon's gold rush was only part of gold (and silver) fever that spread through many western states. The influx of persons created markets for Oregon's agriculture and lumber and necessitated the construction of trails, roads, and ports. In addition the gold rush introduced many miners to the potential of Oregon, and some stayed.

Fisheries

Oregon's first settlers could easily catch fish in the rivers and streams or buy them cheaply from the Native Americans. Captain John Dominis of the brig *Owhyhee* was the first to pack and ship salmon. In 1829 in the harbor off Deer Island, he salted down the fish, packed them in 60 empty rum hogsheads, and carried them to Boston.[53]

William Hume began his canneries on the Sacramento River, but in 1867 he moved north to Oregon and built a salmon cannery at Eagle Cliff on the south side of the Columbia.[54] The first year the company produced 6,000 cases at a value of $64,000.[55] Packed salted salmon was popular in the east and was a profitable industry. Captain John West established a cannery on the river the next year. By 1883 there were 50 canneries along the banks of the Columbia and its tributaries.[56] By then, competing canning facilities had also been built in the Puget Sound and Alaska.[57]

The slicing and canning of the salmon was a dangerous job, and the Chinese were one of the only groups willing to take the work. The fishermen were primarily Scandinavians and Finns. Fishing and cannery work was seasonal because the main run of salmon migrated up the Columbia to the spawning ground from April to August. Fishermen and canners often worked in lumber camps or farmed in the off-season.[58]

In order to discourage independent fishermen from demanding their own rates, cannery operators leased the fishermen the boats and refused to buy from independents who used their own boats.[59] Gill nets, set nets, traps, purse seines, and drag seines were all used.[60] Some switched to pound nets, which were fixed in position and guided fish into a pound where they could be taken more easily. Boat fishermen resented the fixed gear, which reduced the navigable channel, and the river became increasing crowded. Upriver, between the Cascades and Celilo Falls, fishermen installed fish wheels, which pumped the fish out of the water.[61]

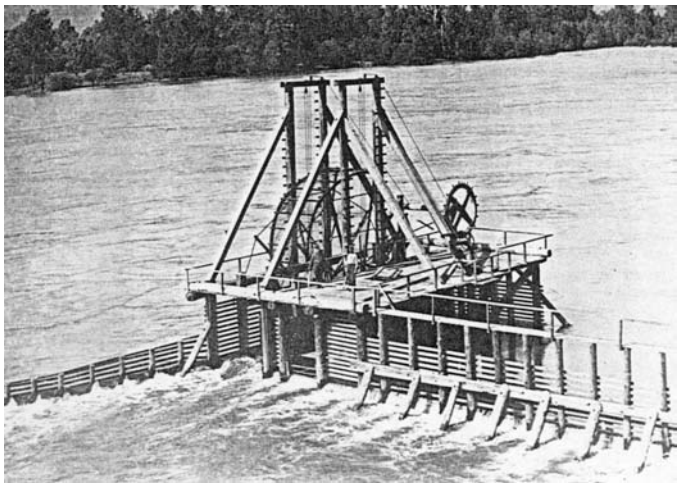

Figure 53: Fish wheels, like this one, were one method of fishing on the Columbia (Samuel N. and Emily F. Dicken, *The Making of Oregon.)*.

Even in the 1870s the cannery operators were concerned about the fluctuation in the salmon run. Two conservation measures were adopted. The first regulated the size of gill nets so smaller salmon could escape. The second prohibited fishing from Saturday night to Sunday night. In addition to salmon, other sea creatures were caught in Oregon's rivers and along its coastline, but in smaller quantities. Catches included tomcod, flounder, candlefish, smelt, sturgeon, shellfish, clams, crabs, shrimp, and mussels. The catch of various species varied from year to year.[62]

By 1872 canneries of the Pacific Northwest shipped their catch to Australia, China, and South America. William Hume even shipped to Great Britain. Hume had a complete monopoly on fishing on the Rogue River. He introduced one of the greatest innovations of the fishing industry; in 1878 he began artificial salmon propagation to stock the river.[63]

Before 1893 most of the canneries were owned by individuals (like Hume) or by partnerships. Plants were small with little equipment and could be moved to where the fish were caught. In the 1890s cannery owners began consolidating by forming cooperatives, which set prices and restricted production. In the 1890s larger canneries were built. Around this time the "iron chink" was introduced. The device cut and cleaned the fish Packing was also mechanized.[64] Other improvements such as longer and strong nets, and larger ships also increased the productivity of the industry. However, the improvements made the Chinese workers obsolete, and the expensive equipment made it difficult for smaller canneries to keep pace. Many closed or were absorbed into larger companies. The Columbia River Packers Association was created after 1900. Wholesale firms with storage facilities were established in Vancouver, Seattle, and San Francisco for year-round distribution.[65]

Between the Civil War and World War II the salmon industry in the Pacific Northwest rose and fell.[66] In 1918 Washington and Oregon agreed to dual jurisdiction over the lower river, but the states continued to act independently. In reaction to the decreasing number of salmon, some changes were made in the industry; fish wheels which had been highly criticized, were outlawed in Oregon 1927 and Washington in 1935.[67] Purse Seine, long nets drawn into the shape of a bag to enclose the catch, were also outlawed near this time.[68] Regulations didn't deal with the greatest danger to salmon, the construction of dams on the Columbia by the federal government such as Bonneville Dam, built in 1937. The dams interfered with the salmon runs, and it quickly became obvious that the needs of fisherman (and fish!) conflicted with the construction of dams for hydroelectricity and flood control.[69]

Oregon's salmon output continued to fluctuate from year to year. Prices increased and in 1935 the value of all Oregon fisheries was a little over $2 million. Salmon accounted for 75 percent of that amount. Pilchard, Halibut, clams, and crabs made up the remaining 25 percent.[70] By 1948

the value of all Oregon's fisheries was $10 million. Salmon Halibut, and Albacore were the top the species caught.[71]

The greatest threats to the Columbia River fish remained the dams and pollution. Although fish ladders and elevators were built at some dams, the problem of fingerlings passing downstream through the power turbines, remained. The decline in salmon in the Columbia and its tributaries brought regulations such as restrictions on gear, closed seasons, and limits on catches. Artificial propagation programs were also expanded.[72]

By the 1950s the conflict of kilowatts versus fish still had not been resolved, and federal, state, and municipal authorities were at odds. However, on one level progress was being made. In 1948 the state fisheries of Washington and Oregon and the United States Fish and Wildlife Survey entered into a cooperative 10-year research and development plan.[73] Fishways were being constructed to allow salmon passage over dams and waterfalls. During the 1950s salmon were caught along the Pacific Coast from California to southeast coast of Alaska. Trolling was the most common technique, and Chinook and silver salmon the most popular catch. Chinook salmon were also found and fished in great numbers in the Columbia River.[74]

Fisheries

Representative Parks:

Currently, no state park historic resources have been identified with the fishing industry.

Recreational Fishing

Recreational fishermen also enjoyed Oregon's ocean shore and rivers throughout the state. Providing opportunities for fishing was part of the park system's mission early on. Samuel Boardman, Oregon State Parks' first superintendent, felt strongly on the issue. Inspired by Cape Falcon, Boardman said, "Stress should be given to the development of ocean fishing in every ocean park we have. To hook a whale or shark is to store the piscatorial mental larder for a lifetime of caviar."[75] Boardman also extolled the advantages of Cape Lookout State Park, pointing out that the park offered freshwater

fishing in creeks, salt-water fishing in the bay, as well as clam digging and crab fishing at the beach[76]

Lewis and Clark State Park was grafted together from gifts and purchases from 1936 to 1961. The park was given its name because Lewis and Clark camped there for several days in November 1805. The main reason for acquiring the property was because the site had a long history as a popular smelt fishing site and camping area.[77] Similarly Yachats State Recreation Area was brought into the park system to preserve for public use a popular salmon and steelhead-fishing place at the mouth of the Yachats River. The park was assembled in sections from 1928 through 1963.[78]

Some parks were known for fishing; a Medford Mail Tribune article of March 4, 1946 called Tou Velle State Park "one of the finest steelhead and salmon fishing areas on the Rogue, and as a matter of fact, in the entire nation."[79] In the 1950s the popularity of fishing continued to increase, and State Parks looked for opportunities to create more fishing opportunities. In the sixties the desire to return Eel Lake in William Tugman State Park into a fishable lake led to the removal of debris that had collected and clouded the water.[80] Fishing is currently allowed in and promoted in many of Oregon's state parks.[81]

Recreational Fishing

Representative Parks:

- Cape Lookout State Park – Tillamook County
- Lewis and Clark State Recreation Site – Multnomah County
- Yachats State Park – Lincoln County
- Tou Velle State Recreation Site – Jackson County

Endnotes

[1] Joan Mary Kelley, "The History of the Lumber Industry in Oregon's Douglas Fir Region: An Examination of Historic Architecture in Five Mill Towns" (M.S. thesis, University of Oregon; Eugene, OR: unpublished, 1992) 31.
[2] Ronald L. Gregory, "Life in the Railroad Logging Camps of the Shevlin-Hixon Company, 1916-1950" (Corvallis, OR: Oregon State University, Department of Anthropology, 2001) 11.
[3] Ibid.
[4] Kelley, 29.
[5] Ward Tonsfeldt Consulting, "Oregon Pacific Railroad Evaluation, Volume 1" (Unpublished manuscript, 1997) 3,4.
[6] Ibid., 4.
[7] Ibid., 17.
[8] Ibid., 3,4.
[9] Gregory, 12.
[10] Oscar O. Winther, *The Great Northwest: A History* (New York, NY: Alfred A. Knopf, 1950) 183.
[11] Howard McKinley Corning, *Dictionary of Oregon History* (Portland, OR: Binfords & Mort, Publishers, 1956) 153.
[12] Ward Tonsfeldt Consulting, 38.
[13] Ibid., 15.
[14] Gregory, 13.
[15] Winther, 355, 356.
[16] Ibid., 17.
[17] Ward Tonsfeldt Consulting, 22.
[18] Ibid., 16.
[19] Gregory, 14. Steam Donkeys were steam engines used to load large logs from the forest to the railroad.
[20] Gordon B. Dodds, *Oregon: A Bicentennial History* (New York: W.W. Norton & Company, Inc., 1977) 144.
[21] Ward Tonsfeldt Consulting, 28.
[22] Ibid., 34.
[23] Ibid., 36.
[24] Gregory, 16.
[25] Dodds, 222.
[26] *The Oregon Blue Book, 1959-1960.* (Univ. Archives, Univ. of Oregon Library System) 259.
[27] *The Oregon Blue Book, 1949-1950.* (Univ. Archives, Univ. of Oregon Library System) 188.
[28] Samuel N. Dicken and Emily F. Dicken, *The Making of Oregon: A Study in Historical Geography* (Portland, OR: Oregon Historical Society, 1979) 180.
[29] *The Oregon Blue Book, 1959-1960,* 259, 278.
[30] Kramer, George, "Mining in Southwestern Oregon: A Historic Context Statement" (Eugene, OR: Heritage Research Associates, December 1999) 7.
[31] Dicken., 85.
[32] Kramer, 7
[33] Dicken, 86.
[34] Ibid., 84, 85.
[35] Kramer, 36.
[36] Ibid., 44, 45.
[37] Dicken, 84, 85.
[38] Ibid., 88, 89.
[39] William G. Loy et all, *Atlas of Oregon* (Eugene, OR: University of Oregon Press, 2001)
[40] Dicken, 87.

[41] Kay Atwood, Ward Tonsfeldt, and Dennis Gray, "Mining Resources of the Upper Illinois Valley, Oregon: Multiple Property Submission to the National Register of Historic Places" (Salem, OR: Oregon Parks and Recreation Department, 2003) E:13.
[42] Kramer, 38.
[43] Ibid., 44.
[44] Dicken, 152.
[45] Elisabeth Walton, Park Historian, "National Register of Historic Places: Inventory—Nomination Form, Sumpter Valley Gold Dredge."(1971)2.
[46] Kramer, 68.
[47] Dicken, 167.
[48] Loy, 88.
[49] *The Oregon Blue Book, 1949-1950.* (Special Collections and University Archives, University of Oregon Library System) 189, 190.
[50] Dicken, 167.
[51] Loy, 88.
[52] *The Oregon Blue Book, 1959-1960.,* 272.
[53] Corning, 43-44.
[54] Winther, 348.
[55] Carlos A. Schwantes. *The Pacific Northwest: An Interpretive History* (Lincoln, NE: 1986) 164
[56] Ibid.
[57] Winther, 349.
[58] Dorothy O. Johansen, *Empire of the Columbia: A History of the Pacific Northwest* (New York, NY: 1967) 406.
[59] Ibid.
[60] Dicken, 126. A purse seine is a surround type fishing net. It is made of netting framed with a floatline and leadline. Purse lines made from steel or wire rope run through rings that hang from the bottom edge of the gear. Drag seines were used at the mouth of river where salmon gather before heading upstream. Two nets were suspended from two boats so create a circle. Moving the boats together would trap the fish.
[61] Johansen, 407.
[62] Dicken, 126.
[63] Johansen, 407-408.
[64] Winther, 349.
[65] Johansen 410-411.
[66] Dodds, 147.
[67] Johansen, 407.
[68] Dicken, 141.
[69] Johansen, 555
[70] Dicken, 166.
[71] Loy, 166.
[72] Ibid., 167.
[73] Johansen, 557-558.
[74] *The Oregon Blue Book, 1959-1960.* (Special Collections and University Archives, University of Oregon Library System) 252.
[75] Samuel H. Boardman, "Oregon State Park System: A Brief History," (*Oregon Historical Quarterly,* Vol. 55: 179-234, September, 1954) 5.
[76] Boardman, 29.
[77] Ibid., 153.
[78] Ibid., 223.
[79] Ibid., 207.

[80] Ibid., 220.
81 *Oregon Parks and Heritage Guide* (Salem, OR: Oregon Parks and Recreation Department, 2002-2003).

EARLY GOVERNMENT

Although the May 2, 1843 meeting is famous for the establishment of a provisional government by Willamette Valley settlers, the possession of Oregon country had been an international issue for decades. After denying Spanish and Russian claims for the Pacific Northwest, both Britain and the United States asserted rights to the region. Negotiations were attempted in 1818 and again from 1823 to 1824, but Britain and the U.S. could not come to a settlement. Britain saw the potential of the Columbia River for the transportation of furs and supplies, and Americans viewed the area as desirable land for expansion and the harbors of the Puget Sound as important potential naval bases. The British reopened the Oregon question again in 1826 at the insistence of the Hudson's Bay Company (HBC), the powerful fur company operating in the area, which wanted to secure their future in the region. Neither side would yield, and on August 1827 the two countries decided to continue joint occupation indefinitely.[1]

While British subjects in the area were protected by the HBC, American settlers were essentially on their own. In 1838 the Methodist missionaries in the area, along with some French Canadians, petitioned Congress for the application of American laws.[2] In 1838 Congress reaffirmed the U.S. claim to the area and advocated the establishment of a territorial government.[3]

Motivated by tales of excellent farmland in the Willamette Valley, in the years 1842 and 1843 settlers arrived in great numbers earning the influx the name "Oregon fever."[4] The U.S. government encouraged citizens to move west realizing that if the decision were left to the settlers of Oregon country, a larger population of Americans would secure the area for the U.S.[5]

Preceding the May 2, 1843 meeting, there had been considerable excitement and arguments between the 160 men of the Willamette Valley because of the often-conflicting views of French Canadians and the Americans. Although a few sided with the Americans, French Canadians were largely former employees of the Hudson's Bay Company and favored the English. The two camps were also divided religiously as well; the French Canadians were Catholic, and the Americans were predominantly Protestant.[6] In addition, Americans and the Methodist missionaries became distrustful of the Hudson's Bay Company.[7] Settlers on both sides wanted the issue of sovereignty to be settled in order to have clear title to their land and to be able to organize unified action against Native Americans.[8]

On February 2, 1843 concerned settlers met at the Methodist Institute. A general meeting was called for the first Monday in March at the home of Joseph Gervais. This resulted in a "Wolf Meeting," so called because they were ostensibly there to discuss methods of ridding the area of predatory animals. At this meeting a committee was appointed to consider the wisdom of taking measures for the civil and military protection of the colony. The committee called a meeting at Champoeg on May 2.[9]

The earliest written account says the settlers met on May 2, 1843 "in the open field near a small house." Other versions place the meeting in or outside a Hudson's Bay Company building.[10] The vote was close with a slender majority favoring a provisional government. At the meeting the settlers also elected public officers and set July 5, 1843, as the date to meet at Champoeg to decide upon the acceptance or rejection of a code of laws. A constitutional committee held six meetings before the July 5th assembly met at an unoccupied granary at Willamette Falls. The proposed organic articles and laws were modeled on the Northwest Ordinance of 1787 and the Statutes of Iowa Territory, the only law books the settlers possessed.[11]

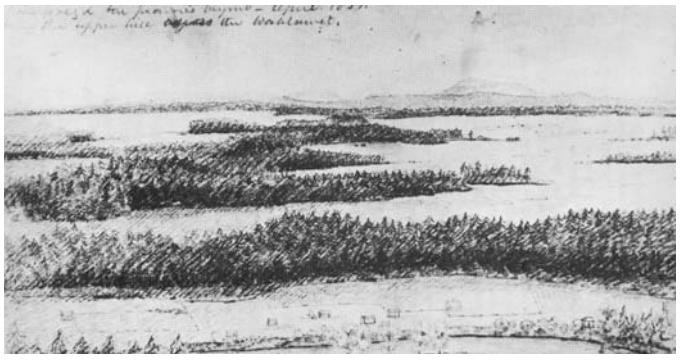

Figure 54: "Champoeg and the Prairies beyond — April, 1851." (John A. Hussey, *Champoeg: Place of Transition.)*

On July 5 at Champoeg, the settlers voted to adopt the Organic Law and Statutes. The laws created the traditional separation of powers: judicial, legislative, and executive branches (the executive was a three-man committee rather than a governor). Oregon country was divided into four counties. Every settler was allowed to have a land claim of one square mile. The Methodist Mission was permitted to claim 6 square miles.[12] The officers, who had been elected at the May 2 meeting, were sworn in at this time.[13]

Early Government

Representative Parks:

- Champoeg State Park – Marion County
  May 2, 1843 a settlers convention culminated in the decision to form a civil organization which subsequently was established at Oregon City.

Endnotes

[1] John A. Hussey, *Champoeg: Place of Transition* (Portland, OR: Oregon Historical Society in cooperation with Oregon State Highway Commission and the National Park Service, U.S. Department of Interior, 1967) 120-122.
[2] Gordon B. Dodds *The American Northwest: A History of Oregon and Washington.* (Arlington Heights, IL: The Forum Press, Inc., 1986) 90.
[3] Hussey, 124.
[4] Ibid., 125.
[5] Ibid., 131.
[6] Oscar Osburn Winther, *The Great Northwest: A History* (New York, NY: Alfred A. Knopf, 1950) 132.
[7] Dodds, 90.
[8] Hussey, 132, 150.
[9] Howard McKinley Corning, *Dictionary of Oregon History* (Portland, OR: Binfords & Mort, Publishers, 1956) 50, 272.
[10] Hussy, 151.
[11] Winther, 133.
[12] Dodds, 91.
[13] Winther, 133.

ETHNIC HERITAGE: CHINESE

Preliminary investigations have identified Oregon State Parks resources associated with Chinese settlement in Oregon. It is anticipated that future surveys will identify additional ethnic groups and related resources in the parks. Native American resources have not been analyzed in this report, because their history and remaining resources are the subject of the (we need the name of the archaeological report).

Early Chinese emigrants to the United States were drawn to California by the lure of gold. A second motivation was to escape the political turmoil and breakdown of law and order in the Kwantung Province of South China.[1] Soon after their arrival in California, word of gold in Oregon Country drew some Chinese northward; a few came directly from China to Portland.[2] By 1850 Chinese were mining the Rogue River gold fields of southern Oregon. Some were hired to build the hydraulic mining ditches often called "China Ditches."[3] Later in the decade, Chinese were panning for gold in eastern Oregon in areas such as John Day, Auburn, Granite, and Union.[4] Chinese miners frequently bought at a discounted price claims white miners had abandoned. The Chinese were not allowed to own claims but either bought them in the name of their U.S. born children, or made arrangements for someone to purchase the property for them.[5]

Along with gold fever, racial prejudice against Chinese spread northward from California. The constitution of the State of Oregon in 1857 prohibited Chinese from voting, from purchasing real estate, or from working mining claims.[6] In 1857 a law was passed that required the Chinese to pay a tax of two dollars per month for the right to mine in Oregon. The next year the fee was increased to four dollars and extended from mining to trading or selling goods.[7] In 1873 the Oregon Anti-Chinese Association was founded[8] The Chinese were routinely discriminated against and often blamed for the unemployment of whites.[9]

From the 1860s through the early 1880s many Chinese took dangerous and exhausting jobs laying track for Oregon's railroads including, the Central Pacific Railroad, Oregon Central Railroad, the Oregon and California, and the Northern Pacific branch from Kalama to Tacoma. The railroad's hiring agents favored the Chinese because they were willing to work for low pay under harsh conditions. The high demand for Chinese laborers led organizations such as the Wa Kee

Company to recruit workers for the railroads directly from China.[10] The Chinese railroad workers were sometimes the subject of racial hostility, and some lived under the protection of armed guards.[11]

By the 1870s the mines were no longer productive, and by the early 1880s railroad building had slowed.[12] Chinese found employment in other industries, often in jobs Euro-Americans refused. Some Chinese found work in the salmon canneries on the Columbia River. Their tasks were often dangerous and included cutting, cleaning, and canning fish. After the fishing season ended, many moved back to San Francisco or Portland. In the cities Chinese worked as cooks, domestics, or laborers in the iron and woolen mills. A few became business owners and operated laundries serving white clientele or shops selling to their countrymen. In more rural areas Chinese were employed for the laborious task of grubbing stumps to create useable farmland. Some farmed, and a few found employment as ranch hands.[13]

Chinatowns developed as places of refuge from the racism and antagonism Chinese immigrants often experienced. For camaraderie and protection, Chinese formed benevolent societies, clan organizations, and tongs.[14] Chinese businesses sometime served multiple purposes. The Kam Wah Chung Company Store in John Day offered Chinese-oriented products, met the medical needs of the community, and also served as the center of the cultural life of that region. The building was constructed c. 1866 soon after gold was found in the area, and Chinese arrived to work in the mines. The store flourished until the death of its last proprietor in 1952. [15]

Figure 55: Kam Wah Chung Company Store c. 1974 prior to restoration (courtesy of Kam Wah Chung Museum, asianreporter.com/stories/local/04/19-14kamwah.htm).

Along with the development of the frontier, labor began to organize. In competition with the white labor class, the Chinese became scapegoats for the growing pains of America's labor movement. In the West, Chinese were attacked as the enemy of the white working class. The nation was faced with the dilemma of whether to yield to the demands of labor to expel the Chinese or to honor the pledges of treaties with China for commerce and labor. The result was the passage of the Chinese Exclusion Act of 1882. Not only did Congress restrict Chinese immigration, undertaking for the first time an action to bar an immigrant group on the basis of race, it also reiterated that the Chinese could not become citizens. The Chinese Exclusion Act exempted Chinese merchants, diplomats, ministers, travelers, students, and children of American citizens.

Figure 56: Two Chinese men in near the Hot Lake Sanitarium, near Baker City, Oregon in 1902 (courtesy of the University of Oregon, Moorehouse Collection).

By 1900 many Chinese had left Oregon.[16] Some moved to eastern cities such as New York, Philadelphia, Boston, Baltimore, Washington, D.C. and Jersey City while others returned to China.[17] Fearing immigrants might take jobs away from native-born Americans, anti-immigration groups lobbied for tight immigration enforcement laws. In 1924 Congress put into place national quotas that capped immigration from European countries and barred immigration from Asia. In the decades after World War II, deaths among foreign born outnumbered new immigrants resulting in an overall population decrease for immigrants. In 1965 major amendments to the Immigration and Nationality Act became law. The amendments abolished the national origins quota system. New immigrants to the United States came mainly from Mexico, the Philippines, Vietnam, the Dominican Republic and China[18]

Ethnic Heritage: Chinese

Representative Parks:

- Muriel O. Ponsler Memorial Wayside – Lane County
  Chinese panned for gold in many sections of China Creek.

- Kam Wah Chung Wayside – Grant County
  The focus of the wayside is the 1866 stone building that functioned as a trading post, general store, pharmacy, social club, bank and assay office for the area's Chinese community.

See also ***Railroad and Mining (Industry).***.

Endnotes

[1] Gordon B. Dodds, *Oregon: A Bicentennial History* (New York: W.W. Norton & Company, Inc., 1977) 79.
[2] Robert Arden Wilson, "A History of the Chinese Question in Early Oregon 1850-1886" (M.A. thesis, University of Washington; Seattle, WA: unpublished, 1942) 9.
[3] Emma Allen et al. "Chinese and Japanese in Rural Oregon: 1850-1942: An Historical Context statement." (Unpublished manuscript compiled and written for the U.S. Bureau of Land Management by students of Portland State University from the Oregon Parks and Recreation Department Archives, 1999) 1.
[4] Dodds, 79.
[5] Emma Allen et al., 10.
[6] Dodds, 84.
[7] Wilson, 19.
[8] Dodds, 84.
[9] Ibid.,, 123.
[10] Emma Allen et al., 7.
[11] Ibid., 4.
[12] Ibid., 3.
[13] Dodds, 79-80.
[14] The strict definition of the Chinese character "tong" is a meeting hall. However the term was used for a variety of Chinese organizations such as secret societies, clan association, business organizations and charitable organizations.
[15] Paul Hartwig, Assistant Park Historian, "National Register of Historic Places: Inventory—Nomination Form, Kam Wah Chung Company Building," (1973), 2.
[16] Emma Allen et al., 12.
[17] Ibid., 18.
[18] William G. Loy et al, *Atlas of Oregon* (Eugene, OR: University of Oregon Press, 2001) 40.

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