

OREGON'S HIGHWAY PARK SYSTEM

1921-1989

AN ADMINISTRATIVE HISTORY



Cover Photograph. Cape Sebastian, on the southern Oregon coast south of Gold Beach, is viewed from the Oregon Coast Highway, where the sedan of State Parks Superintendent Samuel Boardman is identified by a Highway target above fender-mounted license plate. Superintendent Boardman traveled thousands of miles arranging for the acquisition of better than 50,000 acres of park land during his tenure of 21 years. His portfolio of acquisitions by purchase, gift and exchange included the prominent open headland, offshore rocks and stretches of sandy beach making up scenic Cape Sebastian State Park. ***1940s.***

Ralph Gifford Photo #370, Oregon State Highway Department.

STATE PARKS SHIELD



1957



1964



1985

The State Parks emblem was created in 1957 as part of an initiative to make state park employees and areas more easily identified by the public. The official logotype was adopted for uniform shoulder patches and publications of the agency. The original roadside directional signs were designed by W. O. Widdows, Oregon State Highway Department sign engineer.

The distinctive triangular outline of the emblem is based on the escutcheon of the Oregon State Seal. Within the shield, the legend "Oregon State Parks" is divided by a natural landscape representing the state's characteristic physiographic features: mountains, lakes and rivers. The Parks logo has been modified at various times since it first came into use. The present version was introduced in 1985.

DEDICATION

Since the Oregon Parks agency was first organized as a unit of state government in the 1920s, several thousand individuals have come to its employ as office staff, managers and coordinators, planners and designers, engineers, surveyors, technicians, rangers and maintenance crew. Regrettably, the limitations of time and space make it impossible to name all who have contributed to and supported the State Parks program over so many years. Although the employees, volunteers and friends go unnamed here for the most part, it is to them, each and every one, that this administrative history is dedicated.

OREGON'S HIGHWAY PARK SYSTEM 1921-1989: AN ADMINISTRATIVE HISTORY

Including

HISTORICAL OVERVIEW AND PARK DIRECTORY

by

LAWRENCE C. MERRIAM, JR.
Volunteer Historian

and

PERSONAL VIEWS ON DEVELOPMENT OF
THE STATE PARKS AND RECREATION PROGRAM

by

DAVID G. TALBOT
Director, Parks and Recreation Department

with

FOREWORD

by

FORMER GOVERNOR NEIL GOLDSCHMIDT

Oregon Parks and Recreation Department
525 Trade Street SE
Salem, OR 97310

Copyright©Oregon State Parks 1992

TABLE OF CONTENTS

Foreword.....	8
Introduction.....	10
Acknowledgements.....	12
List of Photos and Charts.....	15
Historical Overview.....	17
Origins of the Oregon State Park System.....	17
Building the Land Bank: The S. H. Boardman Era.....	26
The Rise of Outdoor Recreation:	
C. H. Armstrong and the Post-War Decade.....	39
The Era of Diversification and Development.....	49
Changes in Planning, Funding and Public Response.....	61
Development of the State Parks and Recreation Program	
1962-1989: A Personal View by the Director.....	69
Working relations in the State Highway Department.....	70
Parks and Recreation programs	
Outdoor Recreation.....	83
Willamette River Greenway.....	87
Historic Preservation.....	93
Beach Access.....	96
Scenic Waterways.....	102
Recreation Trails.....	106
Columbia River Gorge.....	109
Professionalism in Parks management.....	117
Reflections on the Oregon State Parks System.....	135
Park Directory.....	149
Appendices.....	251
Oregon State Parks Superintendents.....	251
State Parks Region Supervisors.....	252
Advisory Committees and Commissions 1924-1989.....	253
Some Key Dates in the History of Oregon State Parks.....	261
Trends in Oregon State Park Use.....	273
Current Oregon State Park Master Plans.....	274
Agency Organization Charts 1936-1989.....	276
References.....	283
Index.....	291
Maps of Oregon State Parks - 1929, 1950, 1989.....	310

FOREWORD

Ask Oregonians what makes their state special, and invariably state parks will be named at the top of the list. The parks system embodies some of the state's finest scenic and recreational attractions: sandy beaches and campgrounds of the coastal rain forest, areas of the broad Willamette Valley well suited for boating, picnicking and educational facilities; forest waysides and hiking trails in the Columbia Gorge and Cascade Range and spectacular river canyons of the high desert region. In addition to the recreational opportunities they provide and the beauty they allow us to enjoy, Oregon State Parks also have served as an indicator of how we are feeling about our state, and to some extent, I think, how the state encourages us to feel about ourselves as Oregonians. I have always believed that when the parks are in good repair and there is an adequate supply of parks and recreation facilities for our citizens, Oregonians feel better about themselves.

For more than 60 years we have taken memories, laughter, knowledge, a sense of heritage, and a sense of place from Oregon parks. This administrative history tells about that legacy, and it explains how we have reached the point of needing to give something back.

During my term as Governor I came to realize the parks, so well used by Oregonians and visitors, were showing signs of wear and tear. New development had been scarce since 1970, and deteriorating facilities were not keeping pace with demand. In 1980, voters restricted use of gasoline tax revenues for highways, and the Parks budget was severely reduced. Without major new funding, the bold vision, land acquisition and lofty goals that marked the early years could not possibly continue into the future. For that reason, I urged the creation of a state parks system independent of the Department of Transportation.

For many years, the Transportation Commission had directed its state parks division with the support of a dedicated State Parks and Recreation Advisory Committee. The work was carried out faithfully

and well. Nevertheless, the time had come to acknowledge the new economic order and move State Parks forward. The agency needed opportunities to grow, to build for the future and to teach visitors more about Oregon history, wildlife and natural habitat.

Thanks to the bipartisan leadership of legislators such as Senator Jane Cease and Representatives John Schoon and Jim Whitty, a bill creating a separate Parks and Recreation Commission was passed by the 1989 Oregon Legislative Assembly. On August 2, 1989, State Parks celebrated 60 years as an organized agency and the beginning of a new era. On that day I signed the bill into law along with my successor, Secretary of State Barbara Roberts. Soon afterward, I had the privilege of appointing the first seven-member Parks and Recreation Commission. A wholly independent State Parks and Recreation Department is now a reality. I take pride in that achievement and in knowing that a revitalized parks system will be a wonderful reflection of pride in ourselves and our state. I remain convinced that the organization, under the guidance of its new citizen commission, will pursue its mission to **"protect the best of Oregon"** with ever greater success in the 1990s and beyond.

Neil Goldschmidt
Governor of Oregon
1987-1991

Governor Goldschmidt addresses friends and supporters of Oregon State Parks on the front steps of the capitol during bill-signing exercises. 1989.

Oregon Department of Transportation Photo #V2313-4.



INTRODUCTION

Until recently, the only comprehensive history of Oregon State Parks was the one compiled by Parks Superintendent Chester H. Armstrong to cover the period 1917 to 1963. In the years that have passed since that valuable reference work was published by the State Highway Department, fundamental changes in the way the state parks system is financed and administered have occurred. The land base has changed perceptibly too. Significant recreation areas have been added, while at the same time a number of holdings were absorbed in highway construction or transferred to local jurisdictions. Recent events provided an opportune moment to bring the record up to date. The present effort was undertaken to complement Mr. Armstrong's *A History of the Oregon State Parks*, primarily for the benefit of park system employees and students of park and outdoor recreation development in the United States. It is hoped, also, that *Oregon's Highway Park System* will be of interest and use to friends and supporters of Oregon State Parks everywhere.

The State Parks and Recreation agency was a branch of the Highway Division until it was established as a separate division of the Department of Transportation by the Legislature in 1979. The agency's administrative ties to the Oregon Department of Transportation reach back to before 1929, the year in which a State Parks engineer was designated by the State Highway Commission.

It will be seen in the following discussion how the state parks system was shaped by its connection with Oregon highways. Built upon a framework of roadside rest areas and scenic corridor preserves, the system served the road user first and foremost. However, in 1980, at the height of an oil shortage leading to recession, Oregon voters approved a ballot measure prohibiting use of gas tax revenue for maintenance and operation of parks. The Parks and Recreation Division became one of the many agencies dependent upon legislative allocations from the state's General Fund. Finally, a bill to create a separate Parks Department was passed by the 1989 Legislature and became effective January 1, 1990. After 60 years of

control, first by the Highway Commission and more recently by the Transportation Commission, the agency was to be governed by a wholly independent Parks and Recreation Commission.

This administrative history begins with an overview of the parks system from 1921 through the pivotal year of 1989. Next follows Director David Talbot's review of significant developments during his years of service with the agency, beginning in 1962. While it proved impractical to cover the history of each separate park in detail, a directory of current park holdings with essential information and some related stories is appended with full understanding that many pertinent tales and contributions are omitted for lack of space. For quick reference, a summary list of key events in the agency's history is provided, as is a brief discussion of the sources for research on the subject of state parks. Finally, it may be said that only a limited attempt has been made here to interpret the meaning of the Oregon State Parks story. More simply, this is the account of a park system that was created as the state highway network developed, and it shows how the system grew and evolved under auspices of the Highway and Transportation commissions from 1921 onward.

ACKNOWLEDGEMENTS

Enactment of a mounting number of state and federal laws relating to scenic, recreational and cultural resources broadened the scope of the State Parks mission and made the organization a regulatory agency as well as a steward of state-held assets. Programs for outdoor recreation, access to ocean shores and the Willamette River, historic preservation, and programs for scenic waterways and recreation trails made their appearance in rapid succession in the 1960s and 1970s. Like many of his colleagues in other states, the Parks superintendent was called upon to administer an increasingly diverse bureaucracy. His title changed accordingly, first to State Parks administrator, ultimately to department director.

Through all the momentous change of the past 28 years, the State Parks organization was guided by one chief executive, David G. Talbot. A native of Oakland, California, Mr. Talbot was educated at the University of Oregon, where he was among the first graduates of a new program in parks and recreation management offered by the Department of Health and Physical Education. He received his baccalaureate degree in 1958 and later earned a master's degree in the same field. After a few years' seasoning as park director for the city of Grants Pass, he came to the state capital as director of recreation in 1962. Within two years, he was named to succeed Harold Schick as Parks superintendent, and he has served in that capacity to the present day. His enduring tenure spans the administration of six governors and exceeds the 21 years served by the original superintendent, Samuel Boardman. In length of service, he is now the senior state park official in the nation, and he has been duly honored for his leadership in the profession, both at the state and national levels. In his memoir based on a series of recorded interviews, Director Talbot provides a personal view of what it has been like to lead his organization toward independent status.

Oregon's Highway Park System would not have been completed without the generously volunteered service of Lawrence C. Merriam, Jr., professor emeritus and former coordinator of the Recreation

Resource Management program of the University of Minnesota. Professor Merriam, a native of Portland, Oregon, was raised in a forest protection environment. His grandfather, Dr. John C. Merriam, was a conservationist. His father, Lawrence C. Merriam, was a National Park Service official.

Professor Merriam earned his baccalaureate degree in forestry at the University of California at Berkeley in 1948. He ultimately gained master's and doctoral degrees in the field at Oregon State University. Early in his career, through the 1950s, he was employed by the State Highway Commission as a park planner and forester working under the direction of Parks Superintendent C. H. Armstrong and the Highway right-of-way engineer. During this period he was advised on occasion by the retired superintendent, Samuel Boardman. His is a rare perspective that has been welcomed by the current generation of Parks employees who participated in this project.

The authors wish to acknowledge the many who contributed their time and thought to the project, most particularly **Elisabeth Walton Potter**, long-time Parks historian who outlined and coordinated the work and was its general editor; **Monte Turner**, Parks information officer who was invaluable as editorial adviser; **Kev Kohler**, Parks art director who handled all aspects of graphic design; **Lupe Rodriguez**, who performed in its entirety the massive amount of word processing leading to the finished product; and **Susan Q. Haylock**, who transcribed the director's interviews. The thanks of all concerned are owing to the Oregon Parks and Recreation Commission for supporting the publication.

Valuable assistance was provided by the Department of Transportation Photo Services Section, whose staff located photographs in its working files and, with kind permission of the editor of VIA, provided a number of illustrations originally published in the ODOT employee publication.

Personal interviews were relied upon to round out the documentary record. Chief among those who provided helpful insight to past events were former State Parks superintendents **Mark Astrup** and **Harold Schick**; **Helen Boardman Hammond**, daughter of Samuel Boardman; **Luther Cressman**, University of Oregon Professor Emeritus of Anthropology; **George Henderson**, former Parks and Recreation Advisory Committee vice chairman; **Laurance Espey**, Oregon Parks Foundation coordinator; **Frank McKinney**, former Highway Commission legal counsel; and former head of the State Parks advanced planning unit, **Richard I. McCosh**. Whenever possible, the agency's field and central office personnel, ODOT associates and others were consulted to verify points of information. In addition to the above-named, the following are acknowledged for their assistance:

Pete Bond	Vinita Howard	Sara Peterson
Andy Booz	Larry Jacobson	John Phillips
Rick Braden	Steve Johansen	Ron Polvi
Al Cook	Henry Kunowski	David Powers
Doug Crispin	Anita Lanning	Jim Roethlin
Joe Davis	Andy LaTomme	Jewell Robbins
John Elliott	John Lilly	Jerry Robertson
Don Eixenberger	Linda Lopez	Orrin Russie
Jan Ernst	Gerald Lucas	Deb Schallert
Orval Etter	Ken Lucas	Gary Schmidt
Gene Fletcher	Owen Lucas	Kathy Schutt
Bill Fujii	Steve Mark	Lucy Skjelstad
L. E. George	Kathie Merriam	Arnie Slack
Diana Gillaspie	Garrett Miller	Curtis Smith
Le Gilsen	Gary Miniszewski	Dwight Smith
Jacque Greenleaf	Alden Moberg	Carolyn Sorrels
Nancy Gronowski	Dick Myers	Kathryn Straton Spero
James Hamrick	Marguerite Nabeta	Leroy Swartout
Michelle Harris	Florence Neavoll	Al Tocchini
Ron Hjort	Fran Neavoll	Bob True
John Hollingsworth	Mike Niss	Darald Walker
Ray Hoth	Joe Paiva	Margie Willis
Jan Houck	Jim Payne	Dave Wright

LIST OF PHOTOS

Cover - Cape Sebastian (1940s).....	flyleaf	Fig. 28 - Gov. Robert Straub (1975).....	115
Gov. Neil Goldschmidt (1989).....	page 9	Fig. 29 - Tryon Creek S. P. (1975).....	115
Fig. 1 - Columbia River Gorge (1981).....	16	Fig. 30 - S. P. Adv. Comm. Tour (1971).....	116
Fig. 2 - Gov. Oswald West (1913).....	24	Fig. 31 - Gov. Vic Atiyeh (1990).....	116
Fig. 3 - Louis Boes, CCC (1936).....	35	Fig. 32 - Sen. Mark O. Hatfield (1990).....	116
Fig. 4 - CCC Camp SP6 (1936).....	35	Fig. 33 - 2010 Adv. Comm. Tour (1988).....	129
Fig. 5 - Cape Lookout S. P. (1939).....	35	Fig. 34 - 60th Anniv. Ceremonies (1989).....	129
Fig. 6 - Devil's Punchbowl S. P. (1940s).....	36	Fig. 35 - Yaquina Bay Lighthouse (1974).....	130
Fig. 7 - Jessie M. Honeyman S. P. (1940s).....	36	Fig. 36 - Champoeg Visitor Center (1986).....	130
Fig. 8 - Jessie Millar Honeyman (1941).....	37	Fig. 37 - Wolf Creek Tavern (1979).....	130
Fig. 9 - Samuel H. Boardman (1943).....	37	Fig. 38 - Silver Falls S. P. (1986).....	131
Fig. 10 - Or. St. Hwy. Comm. (1943).....	38	Fig. 39 - Silver Falls Lodge (1983).....	131
Fig. 11 - Cape Lookout S. P. (1954).....	47	Fig. 40 - Restoration of Lodge (1980).....	131
Fig. 12 - Chester H. Armstrong (1960).....	48	Fig. 41 - Champoeg S. P. (1983).....	132
Fig. 13 - Gertrude M. Chamberlin (1960).....	48	Fig. 42 - Fort Stevens S. P. (1986).....	132
Fig. 14 - Beverly Beach S. P. (1961).....	48	Fig. 43 - Smith Rock S. P. (1989).....	133
Fig. 15 - Gertrude Glutsch Jensen (1955).....	59	Fig. 44 - Wallowa Lake S. P. (1988).....	133
Fig. 16 - Arthur M. Burt (1963).....	59	Fig. 45 - Cape Blanco S. P. (1988).....	133
Fig. 17 - S. P. HQ conference (1963).....	60	Fig. 46 - Banks-Vernonia S. P. (1991).....	134
Fig. 18 - S. P. Field organization (1963).....	60	Fig. 47 - Ecola S. P. (1988).....	134
Fig. 19 - Champoeg S. P. (1981).....	68	Fig. 48 - Champoeg S. P. (1988).....	147
Fig. 20 - Glenn L. Jackson (1978).....	80	Fig. 49 - Saddle Mountain S. P. (1981).....	148
Fig. 21 - Lloyd P. Shaw (1972).....	81	Fig. 50 - Devil's Elbow S. P. (1981).....	250
Fig. 22 - Loran L. "Stub" Stewart (1982).....	81	Samuel H. Boardman.....	251
Fig. 23 - S. P. Adv. Comm. Tour (1966).....	82	Mark H. Astrup.....	251
Fig. 24 - Gov. Mark O. Hatfield (1965).....	113	Chester H. Armstrong.....	251
Fig. 25 - Gov. Tom McCall (1967).....	113	Harold Schick.....	251
Fig. 26 - S. P. Adv. Comm. Tour (1967).....	114	David G. Talbot.....	251
Fig. 27 - Cap'n Beware Safety Bear (1986).....	114	Fig. 51 - Cove Palisades S. P. (1981).....	260
Fig. 28 - Glenn L. Jackson (1975).....	115	Fig. 52 - Farewell Bend S. P. (1981).....	282

LIST OF CHARTS

Oregon State Parks Shield.....	1	Organization Chart 1936.....	276
State Park Use Before WWII.....	30	Organization Chart 1949.....	277
State Parks Mission.....	147	Organization Chart 1954.....	278
Trends In Oregon State Park Use.....	273	Organization Chart 1961.....	279
		Organization Chart 1963.....	280
		Organization Chart 1989.....	281

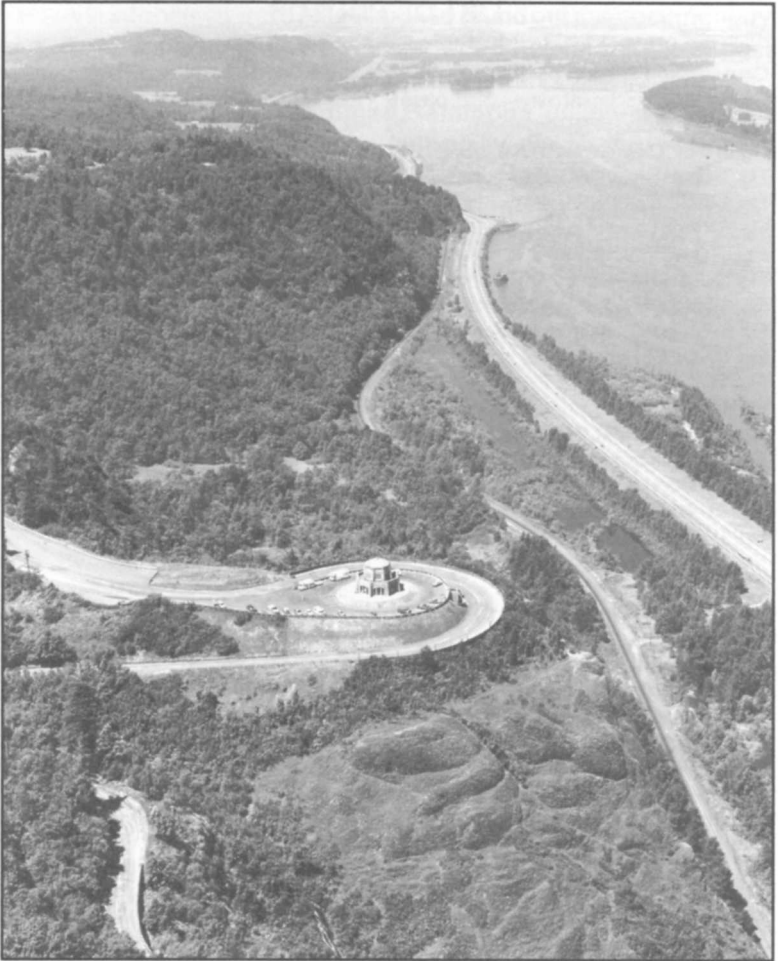


Fig. 1. Columbia River Gorge, State Parks Region I. Aerial perspective view downriver, to the west, overlooking Crown Point State Park on the Columbia River Scenic Highway and the west tip of Rooster Rock State Park on Interstate Highway 84. The parks are primary attractions within the Columbia River Gorge National Scenic Area. The Union Pacific Railroad lies between the old and new highway corridors. In the foreground is Vista House overlook on Crown Point. **1981.**

Oregon Department of Transportation Photo # A791-202.

HISTORICAL OVERVIEW
by
LAWRENCE C. MERRIAM, JR.

ORIGINS OF THE OREGON STATE PARK SYSTEM

Physiographically, Oregon is blessed with outstanding natural assets superbly situated for state parks. In the west is the rugged coastline backed by the Coast Range. To the north is the scenic Columbia River, cutting its way through the Cascade Range to the sea. A Columbia tributary, the Snake River, with the Owyhee, forms the eastern state boundary. To the southwest are the Klamath Mountains with the subordinate Siskiyou Range separating Oregon and California. Mountains and picturesque valleys with ocean-seeking streams in western Oregon offer numerous scenic attractions, while in the central part of the state is a high forested volcanic plateau cut by rivers and streams. The southeastern part of the state is high desert where many of the major attractions and much of the land is federally owned. To the northeast are the Blue and Willowa mountains with spectacular peaks, lakes and streams, again largely federal public land. In fact, 52 percent of Oregon is federal land, including most of the backbone Cascade Range, which divides the lush western third of the state from the high desert plateau.

Thus, the state park system has long been identified with the non-federal areas, particularly the Oregon coast, the Columbia River region and the Willamette Valley. An early boost for coastal park development was the 1913 declaration to the state legislature by Governor Oswald West that the Oregon beaches should be designated as a public highway. The legislature concurred, amending existing laws to include all ocean shore tidelands from the Columbia River to the California state line. This legislation exempted 23 miles of tidelands previously sold by the state.¹

Governor West brought attention to the public use of the ocean shore as a means of travel and recreation along the coast. Though the story is more complex, as will be seen, the Oregon State Highway Commission, first established in 1913, became directors

of a park system. With their related agency, the State Highway Department, and its successor, the Department of Transportation, the commissioners guided Oregon State Parks from the time authority to acquire scenic roadside strips was provided in 1921 through 1989.

There were earlier public parks of state concern. In 1871, Thomas Summers, after a long legal battle, donated Sodaville Mineral Springs in the central Willamette Valley to perpetual public use. It was taken over by the State Board of Control in 1890, but did not become part of the system of state parks until 1947.² Along the Willamette River, in the vicinity of the former townsite of Champoege, Provisional Government Park was established between 1901 and 1912 to commemorate those who, in 1843, voted for a political organization to continue until the United States should establish a territorial government. After it was deeded to the Highway Commission in 1943, it became the nucleus of Champoege State Park.

During construction of the highway east of Portland through the Columbia Gorge from 1913 to 1916, Simon Benson, Osman Royal and George Shepperd gave some park lands to the City of Portland. These later became Benson State Park, Crown Point State Park and Shepperd's Dell State Park. On adjoining National Forest land, the U. S. Forest Service created the Columbia Gorge Park in 1915. This was a strip of National Forest from one to four miles wide extending from Warrendale to Viento, adjacent to the Columbia River Highway. It was classed as more valuable for its scenic beauty and public recreation attributes than for other purposes.³ Simon Benson became the first citizen chairman of the Oregon State Highway Commission (1917-1920).

Another concern related to highways was the protection of forest strips and scenery along state roads. Robert W. Sawyer, Deschutes County judge (1920-1927), and later a member of the Highway Commission (1927-1930), pushed for the retention of forest strips along The Dalles-California Highway south of Bend, as well as the creation of a forested park at Dillon Falls on the Deschutes. Judge Sawyer was encouraged in his efforts by Stephen T. Mather, the

first director of the National Park Service, who did much to stimulate park and scenic protection on the West Coast.⁴

Oregon scenic protection received another boost in this period from Governor Ben Olcott (1919-1923), who reacted strongly to the logging of forest along the Cannon Beach-Seaside Road (later the Oregon Coast Highway). Governor Olcott assumed leadership of the scenic preservation movement in Oregon, appointing committees to study problems, and seeking support from private citizens as well as from the Oregon Legislature. Since a principal issue was the protection of forest along highways, the Highway Commission and the highway engineer were directly concerned and were cooperative in protection and beautification efforts, including the planting of roadside trees.

In 1921, Governor Olcott asked the legislature for a scenic preservation package of three major parts that would:

1. Empower the State Highway Commission to acquire rights of way along state highways for the maintenance and preservation of scenic beauty;
2. Outlaw the destructive cutting of trees along state highways.
3. Authorize the Highway Commission to acquire land for parks and parking places to be used by the traveling public.

The right-of-way and destructive cutting proposals passed, but not the parks proposal.⁵

The 1921 law authorized the Highway Commission to acquire rights of way within 300 feet of the highway center line. Proceeding on this authority, the commission acquired several small roadside parks and waysides. The first tract given to the State Highway Commission for park purposes was Sarah Helmick State Park on the westside Pacific Highway south of Monmouth. It was given to the state in 1922 by the Helmick family.⁶ In addition, trees and shrubs were planted along the highways. To aid in this endeavor an

advisory committee on tree planting was appointed in 1924 by the Highway Commission. This committee included representatives from industry, the University of Oregon, Oregon Agricultural College (now Oregon State University) and the U. S. Forest Service. Along with their concern for roadside beautification, committee members also advised on selection of suitable areas. In 1928, the committee name was changed to State Park and Recreation Advisory Committee as their concern shifted to broader matters, including the location and nature of parks.⁷

In 1925, the legislature passed an act authorizing the State Highway Commission to acquire lands for the culture of trees and the preservation of scenic places along state highways, "and for parks, parking places, camp sites, public squares and recreation grounds." The commission was further authorized to improve, maintain and supervise these lands and spend state highway funds for such purposes.⁸

Following the 1925 legislation, there appears to have been a definite effort to obtain larger areas, beyond the 300 feet right-of-way limit. This is noticeable in the case of two parks in Curry County, Cape Sebastian near Gold Beach, initially acquired in September 1925, and Humbug Mountain near Port Orford, first acquired in June 1926. However, over the years a great many of the park areas, especially on the coast, included minimum acreage beyond a salient point or major feature, a characteristic which causes problems in providing for adequate services and development.

In the 1920s, planning for and acquisition of land for parks and scenic protection were clearly the prerogative of the Oregon State Highway Commission by legislative authorization. Nevertheless, there arose a national feeling that state parks should be administered by a state department of conservation. The National Conference on State Parks, organized partly by Stephen T. Mather in 1921, favored a separate department of conservation for governance of all natural resources, including a state park system. By the late 1920s, both New York and California were operating in the favored direction.

In 1927, Charles G. Sauers, a leader in Indiana parks and representing the National Conference on State Parks, came to Oregon to promote the idea of a department of conservation for natural resources including the state park system. The system would thus be developed by people primarily concerned with parks, rather than the location, construction and maintenance of highways. While Sauers found support among some Portland civic leaders, the Highway Commission was opposed, particularly its chairman, H. B. Van Duzer, and Robert W. Sawyer.⁹

Sawyer's concern for park and roadside forest protection and his perception of Oregon's political scene led him to favor continued administration and development of the state park system by the Highway Commission. The legislature had supported Governor Olcott's popular scenic preservation and park program only in a limited way. It seemed doubtful that it would fund or support a park system without continued political struggle every two years. The Highway Commission, rather than being dependent on legislative appropriations, obtained its funding from dedicated gasoline taxes and automobile license fees. While the purpose of these funds was to assure good roads, there had been little objection thus far to including parks with the roads.¹⁰ Also, the commission was increasingly successful in acquiring park lands near highways.

Under the low public profile approach used in Oregon, park lands were acquired but there was no one specifically charged with park matters. R. W. Sawyer argued for the employment of a superintendent of state parks with overall responsibility for the park system. Though Highway Commission Chairman H. B. Van Duzer favored use of the advisory committee on parks for guidance, Sawyer felt such an approach to be ineffectual. He also encouraged Governor I. L. Patterson to support an expanded park program. In May 1929, the governor appointed a State Park Commission composed of the existing Highway Commission plus two former chairmen, William C. Duby and R. A. Booth.¹¹ This park commission met only once, July 24, 1929, but it did develop a statement which could have been a useful policy guide for the state park system.

To create and develop for the people of the State of Oregon a state park system, to acquire and protect timbered strips on the borders of state highways, rivers and streams, to secure in public ownership typical stands of the trees native to Oregon, to maintain the public right to the use of the sea beaches of the state, to seek the protection of our native shrubs and flowers and to preserve the natural beauty of the state.

On a motion that carried, the commission adopted the report of the committee. It was then voted to carry out through the Highway Commission the purposes set forth above by:

1. Taking up with the Forest Service the matter of protecting National Forest timber along state highways and securing the development of further recreational areas.
2. Taking up with the Interior Department the matter of acquiring public lands suitable for park and recreation purposes.
3. Making arrangements with private owners for the acquisition of timbered strips along the highways and elsewhere by exchange, purchase or donation and the acquisition of typical stands of native trees.
4. Making a survey of the state to discover all desirable park and recreation sites.
5. Approving and furthering the efforts now being made by garden and nature study clubs to protect native shrubs and flowers, and
6. By seeking at the next legislative session legislation additional to that now on the books, where it is found necessary to carry out these purposes.¹²

Though many of the above stated goals were carried out, the potential site survey of the state apparently was never accomplished in a formalized way as was done in California in 1927-

1928.¹³ Things moved in another direction, perhaps in part due to the death of the governor, the Great Depression of 1929-1941, and the desire of the Highway Commission to internalize activities by appointing Samuel H. Boardman as the first Oregon State Parks engineer, or superintendent.

At Sawyer's urging, a number of candidates were proposed for the superintendency, including a later Parks superintendent, Mark H. Astrup, who had been recommended by A. L. Peck, member of the original advisory committee and professor of landscape architecture at Oregon Agricultural College. The commission, however, decided to employ one of its own, Boardman, who would acquire timber lands alongside highways as well as other scenic areas.

Sam Boardman was born in Massachusetts in 1874. Following schooling there and in Wisconsin, he moved west doing engineering work on various railroads. He and his family homesteaded a desert tract in eastern Oregon in Morrow County, where the present town of Boardman is named for him. The homestead was less than successful. While his wife taught school, Boardman worked at various jobs, becoming an oil crew foreman for the Oregon State Highway Department. Earlier he had done extensive and successful tree plantings in and around Boardman. He sold the idea of highway right-of-way plantings to Highway Engineer Roy A. Klein, Commissioner W. C. Duby and Governor Walter Pierce.¹⁴

Boardman's tree planting skill, his effectiveness with people, and his concern for scenic protection were doubtless factors in his appointment as state parks engineer in August 1929.

1. Kathryn A. Straton. 1977. *Oregon's Beaches: A Birthright Preserved*. Salem: Oregon State Parks and Recreation Branch, 11.

2. W. A. Langille. c. 1947. Sodaville Mineral Springs. 10 p. manuscript in Oregon State Parks and Recreation Division files (OSPF), Salem. Chester H. Armstrong. 1965. *History of the Oregon State Parks*. Salem: Oregon State Highway Department, 196-197.

3. U. S. Forest Service. 1916. Guide Map to Columbia Gorge Park, Division of Oregon National Forest, Washington, D. C. U. S. Geological Survey.

4. Thomas R. Cox. 1988. *The Park Builders: A History of State Parks in the Pacific Northwest*. Seattle: University of Washington Press, 32-36.

5. Ibid. p. 41-43.

-
6. Oregon State Highway Commission. 1922. *Fifth Biennial Report (Dec. 1, 1920 - Nov. 30, 1922)*. Salem: State Printing Department.
 7. Oregon State Highway Commission. 1928. *Eighth Biennial Report (Dec. 1, 1926 - Nov. 30, 1928)*. Salem: State Printing Department.
 8. Oregon State Parks Advisory Committee. 1956. *Report and Recommendations on Oregon State Parks*. Salem: State Printing Department.
 9. Cox, op. cit., p. 48-49.
 10. Cox, op. cit., p. 50.
 11. Cox, op. cit., p. 50-52.
 12. The statement was developed from the report of a committee consisting of R. A. Booth, R. W. Sawyer and J. M. Devers (chief counsel to the Oregon Highway Commission). Minutes of the State Park Commission, Salem, Oregon, July 24, 1929. Oregon State Parks Files (hereafter OSPF).
 13. Frederick Law Olmsted, Jr. 1929. *Report of State Park Survey of California*. Sacramento: California State Printing Office.
 14. Cox, op. cit., p. 55, 80-81.



Fig. 2. Oswald West, governor of Oregon 1911-1915 and protector of Oregon tidelands, is pictured astride his saddle horse on Crescent Beach in present-day Ecola State Park. In the background are Sea Lion Rock off Ecola Point and Tillamook Rock Light, offshore in the distance. In 1913, West declared the wet-sand beaches a public highway and was backed by legislative action which laid the foundation for later initiatives concerning recreational use of the ocean shores. Writing to Parks Superintendent Chester Armstrong on this picture post card in 1958, the former governor recalled the historic ride he made some 45 years earlier from the area of Elk Creek down Cannon Beach and via Arch Cape over Neahkahnie Mountain mail trail to Nehalem. "This was when and where I caught my inspiration," he explained. **1913.**

Photographer unknown. Oregon State Parks.

BUILDING THE LAND BANK: THE S. H. BOARDMAN ERA

The Boardman era of State Parks administration was characterized by rapid growth in numbers of parks with a gradual buildup of staff. Much emphasis was placed on protection of park lands rather than development. The operation was largely orchestrated by Sam Boardman himself, a single-minded leader with minimal staff.

A hard-working and dedicated person, Mr. Boardman, who became State Parks engineer at the age of 55, traveled constantly over the state contacting people about the acquisition of new lands. At first he followed the charge to obtain forest lands along state highways. But he soon expanded to the acquisition of state park units, particularly along the Oregon coast. As early as 1929, an effort was made to acquire lands along the Curry County coastline, between Pistol River and Brookings, which today are a part of Samuel H. Boardman State Park.

Boardman recognized the unusual relationship of the Oregon coast with respect to the nearby highway, and while staying within a reasonable distance of the shoreline, he sought to control as much of the coastline as possible. This served the needs of the Highway Commission while providing for easier public access to the ocean. Though he had a broad vision for large area protection such as at Humbug Mountain, Umpqua Lighthouse, Honeyman, Cape Lookout, Short Sand Beach (now Oswald West) and Ecola parks, in many of the areas such as at Devil's Elbow and numerous coastal waysides only a major access or feature was acquired. The coming expansion of coastal travel and range of requirements for public use were not entirely foreseen in the 1930s. The staff was not increased to plan future development.

There were a number of reasons for the conservative approach to development of the park system at the time. The Great Depression was just beginning as Boardman took over, and expenditures and programs were curtailed. His own salary was reduced in 1932 and 1933. Since the state parks had not been made a public issue but were under Highway Commission control, the development of a

state park system had few champions. The prevailing view was that land should be acquired before it was lost to the public and betterment would take place later.

The Parks engineer's method of operation was geared to constant travel and personal contact with prospective grantors, highway commissioners and other key people helpful to the parks program. He had a remarkable ability to influence people toward gifts or sale of land. He spent limited time on personnel or other administrative concerns, preferring to leave such matters in the hands of the Salem office staff. In the 1940s, it was Gertrude M. Chamberlin, his capable secretary, who managed the office, and Miss Chamberlin continued her important role in administrative support under Boardman's successors.

Boardman's interest, of course, covered all of Oregon, though the coast contains the largest number of his land acquisitions. Along the Columbia River, he early recognized the need for protection of park land on both sides of the river. Some 35 miles east of Vancouver on the Washington side of the Columbia is Beacon Rock, a large monolith named by Lewis and Clark in 1805 and long a guide to travelers on the river. The rock was privately owned, and though there was occasional consideration of its use for quarrying, the owners preferred to see it protected as a park. It had been offered to the state of Washington, but the opportunity for public acquisition was declined.

Learning of the matter, Boardman contacted key people in Vancouver as well as the owner and found that Beacon Rock could be offered to the State of Oregon if the state agreed to maintain it as a park. Although Highway Commission Chairman H. B. Van Duzer had his doubts about the matter, he agreed to allow information on the proposed gift to be given to the Portland papers. The *Oregonian* reported editorially that Beacon Rock in the Columbia River Gorge had been acquired by its owner to save it from being quarried. The owner built a trail to the top, making it worth preservation as a scenic wonder. A gift offer having been made to the state of Washington and refused, it was now to be offered to the state of Oregon as a state park.

The response in Washington was quick and critical of Oregon for overstepping its boundaries. After some negotiating, Beacon Rock became a Washington State Park, as Mr. Boardman had hoped it might all along.¹ The objective had been protection, and the incident illustrates Boardman's skill in making things happen.

Rather than making a general survey of potential parks in Oregon as a whole, Sam Boardman concentrated his effort on the Oregon coast, the Columbia Gorge, roadside forest strips and other areas of special interest. Parks were only modestly developed in order to retain their natural beauty as much as possible.²

While most of the park areas were situated along or in close proximity to the state highways, a number of areas extended well beyond the highways or required special access roads. Saddle Mountain State Park (2,911 acres) near Seaside, for several years the largest Oregon state park, is located eight miles off the Sunset Highway.

The Cove Palisades State Park in Jefferson County (4,129 acres), an outstanding geologic area now containing a large reservoir at the confluence of the Crooked, Deschutes and Metolius rivers, is situated on secondary roads 15 miles southwest of Madras. In 1937, the Resettlement Administration in the U. S. Department of Agriculture purchased land on the Crooked River, part of which was developed as a picnic area. For lack of maintenance funds, it was offered to the state of Oregon as a park. Boardman was impressed with the scenic and geologic splendor of the area. Obtaining commission approval, the State Parks staff acquired lands from the federal government, Jefferson County, State Land Board and various public owners, expanding the tract to 4,533 acres by 1947.³ Minimal day use improvement was made in the park up to 1951.

Acquisition of Golden and Silver Falls State Park, located on a state secondary road 24 miles east of Coos Bay, was more complex. The park contains two spectacular waterfalls in a fine forest of Douglas fir. The Waterford Lumber Company offered it to the state in exchange for road improvements. At first the park's acquisition was

opposed by highway engineers because of its distance from the regular highway system and the cost involved in improving the road. Parks should be on the road system. That was the policy. Ultimately, the state made the road a secondary highway and the Highway Commission provided funds (\$10,000) to make the road suitable for logging trucks. The area acquired by gift from the Waterford Lumber Company in 1936 was enlarged by acquisitions from Coos County in 1938 and 1955.

During the Depression years (1929-1941) money was in short supply for parks, especially for development. At this time the federal government undertook many relief programs to put people to work. Some of these were most helpful to park conservation and development. The Civilian Conservation Corps (CCC), under the technical supervision of the National Park Service, carried on State Park Emergency Conservation Work (ECW). In Oregon the first two camps were established in October, 1933, near Gold Beach in Curry County and at Benson Park east of Portland on the Columbia River.⁴ Over the years, until the close-down in 1942 with the entry of the United States into the Second World War, improvements were carried out in 45 state parks.

Though Sam Boardman initially welcomed the help, and obtained the added title of "Oregon Procurement Officer" from the National Park Service, he was uneasy about the number of technicians and the planning procedures. In a letter to his superior, State Highway Engineer R. H. Baldock, he stated, "steadfastly should we stand in the retention of the nativeness of our State Parks. Development should be held to the very minimum. There is nothing more beautiful in all the world than the verdure of our State Parks as the Great Architect designed them. When man's hand at its best touches them, desecration takes place. Pressure will be brought to bear to open them up for overnight camping -- when that is done grass will turn to the dust of earth, bush and foliage will wither and stunted stumps will remain..."⁵

Pressure for overnight camping was to build to the end of Boardman's tenure in 1950, but in the meantime he constantly complained to the

National Park Service regional office in San Francisco about the plethora of plans and the number of landscape architects needed to design basic park facilities.⁶ He also concerned himself with the consistency of road design and hoped to retain roadside beauty.⁷

The contribution of the Depression era work relief programs was valuable. Under President Franklin Roosevelt's New Deal, adequate public use facilities were provided for many state parks which otherwise would have remained undeveloped or underdeveloped. The Civilian Conservation Corps improvements at Jessie M. Honeyman Memorial State Park, south of Florence on the Oregon Coast Highway, remain today substantially as designed, a nationally recognized example of public park development pleasingly integrated with the natural setting.

There were other federal programs which benefitted the state parks. At Silver Falls State Park in the foothills of the Cascades east of Salem, in addition to major improvements by the CCC, work was done by the Works Progress Administration (WPA). This included design and construction of myrtlewood furniture at the Silver Falls Lodge, as well as landscaping in the parking area.⁸ The major federal project at Silver Falls involved the Recreation Demonstration Area that was set up in 1934 under the direction of the Emergency Relief Administration, the National Park Service and WPA. The project area adjoined the original Silver Creek Falls State Park. Its purpose was to develop youth camps for city children on logged-over tracts and marginal agricultural land. The camps were developed after the government purchased the land. In 1948 and 1949, 5,989 acres were transferred to the state of Oregon for park purposes.

As a part of the ECW effort in Oregon, the National Park Service prepared development plans for outstanding coastal parks such as Ecola, Short Sand Beach (now Oswald West) and Cape Lookout. For the latter area, an extensive study was made of the cape by National Park Service biologist Lowell Sumner.⁹ Boardman had long desired to keep this park as an undeveloped natural area, and it so remained until 1951.

Another special interest area was the John Day Fossil Beds region of central Oregon located in the basin of the John Day River. Here, Thomas Condon and other early paleontologists had made important discoveries of prehistoric life forms, and there was much interest in protecting the locality under State Parks jurisdiction. The area was comprised of several widely dispersed tracts, including the spectacular Painted Hills. Park areas were designated, but development and use were limited. Though he seemed to favor the John Day Fossil Beds park project as proposed by J. C. Merriam and others, Boardman was concerned about the costs involved in acquisition, development and management of such an area.¹⁰

Public use of state parks was limited generally at first by the condition of roads, but park visits grew steadily with the improvement of the highway system, especially on the Oregon coast. Figures on the number of persons who made use of the state parks system in the years before the Second World War were reported as follows:¹¹

	<u>Total</u>	<u>Coast Parks</u>
1938	1,407,429	942,345
1939	1,715,357	1,215,846
1940	2,070,238	1,521,003

The coastal parks accounted for 70 percent or more of state park use.

The early link between highways and state parks frequently was advantageous to the Highway Commission. State Park lands provided convenient gravel stock pile sites and quarry sites for road building and rights-of-way for locating alignments. By the same token, Parks Engineer Samuel Boardman used the administrative connection to achieve his own goals of scenic conservation and roadside beautification. For example, he is known to have negotiated with State Highway Engineer R. H. Baldock for a change in alignment of the Oregon Coast Highway (U. S. 101) south of Arch Cape to conserve the forested area in Oswald West State Park.¹²

Because of the prolonged economic depression of the 1930s, the state was fortunate that its Parks head possessed the ability to attract gifts of funds and park land. Among those whose support was enlisted were: Rodney Glisan, Florence Minott, Caroline and Louise Flanders at Ecola State Park; Louis W. Hill Family Foundation at Cape Lookout State Park; L. J. Simpson family at Cape Arago State Park; Menasha Woodenware Company at Umpqua Lighthouse State Park; Borax Consolidated, Ltd. of London, England, at S. H. Boardman State Park; and the E. S. Collins family at Oswald West State Park.¹³ In most cases, the early gifts provided a nucleus to which land acquisitions and gifts from county, state and federal agencies were added over the years to round out park holdings.

Organizations also aided the early park efforts. The Oregon Roadside Council, particularly in the person of the president, Jessie M. Honeyman, was supportive of the protection of roadside trees and the elimination of highway billboards. Save-the-Myrtlewoods was helpful in obtaining groves of Oregon myrtle (*Umbellularia californica*) and related park lands in southwest Oregon. The Recreational and Natural Resources Committee of the Portland Chamber of Commerce was sympathetic with Boardman's efforts and was instrumental in publishing as a separate booklet the articles on parks that, following his death, initially appeared in the Oregon Historical Society's quarterly journal under the title "Oregon State Park System: A Brief History."

While there were some state level groups formed to promote state park programs, none seems to have had the necessary support of the State Highway Commission. One of these was Governor Julius Meier's State Parks Advisory Commission, appointed May 17, 1933. The Parks Advisory Commission outlined its views on parks and roadside forest strips to the Highway Commission on June 27, 1933, after which there is no record of further meetings.¹⁴ Another was the Oregon State Board of Higher Education Advisory Committee on State Parks, created in 1942. While this committee was concerned with many projects, an initial item was the creation of a parkway in the John Day region to be maintained by the Oregon

State Highway Commission. The Education Advisory Committee was interested also in generating public information about the Columbia River Gorge and the Oregon coast as well as Crater Lake National Park.¹⁵ Ideas on the John Day country were communicated to the Highway Commission, but were not taken seriously. Apparently, with the death of some of its organizers and post-war changes, the committee ceased to exist.

A federally sponsored commission, the Pacific Northwest Regional Planning Commission was composed of government representatives and planning leaders from northwest states. In 1934, it initiated a study of the recreational values in the Columbia River Gorge. Its report, published in 1937, made recommendations concerning roads, parks, and scenic resources. This study was far-seeing in its concept of freeway development and roadside parks. It provided guidelines and a base for later work of the Columbia River Gorge Commission.¹⁶

In 1936, a large area, some 30,000 acres along the Curry County coast, was proposed as a National Recreation Area. The general vicinity of this tract was between Pistol River and Brookings and was to include land from the ocean shore to the old Coast Highway at Carpenterville. The National Park Service made a study of the locality. Sam Boardman took visitors to see it and wrote enthusiastic letters to the Secretary of the Interior and others on its behalf. In May 1940, Senator Charles L. McNary introduced a bill in Congress for its creation, but the Bureau of the Budget eliminated federal acquisition funds. Although there was local support for the recreation area initially, opposition grew when federal funds were negated and use of highway monies for acquisition was not approved. Moreover, area stockmen did not want to lose their grazing land. The National Recreation Area project died in 1940.¹⁷ Today, much of Samuel H. Boardman State Park includes coastal frontage of the proposed National Recreation Area. Primarily, this was acquired with right-of-way between 1947 and 1950 for the relocation of the Oregon Coast Highway.

The State Parks organization in Oregon was very small in the Boardman years, with all policy matters emanating from the Parks superintendent. In the 1930s there were three people in the Salem office and some six caretakers in charge of field areas. After the Second World War, the staff grew substantially. In 1949, there were 16 in the central office, 43 park caretakers and 21 laborers. Boardman issued generalized instructions to the caretakers on park management, stressing in order of priority: cleanliness, maintenance of latrines, friendly relations with park patrons, preservation of wildlife, restriction of dogs, maintenance of naturalness in preference to development, maintenance of all buildings and facilities, keeping park signs erect and painted, and taking proper safety precautions.¹⁸

The post-war era saw a great increase in the number of park visitors and in the complexity of park administration. In 1949, the state was divided into five park districts, each the responsibility of a supervisor. The landscape activities of the Oregon State Highway system were for a time the responsibility of the State Parks superintendent. With the rise in park use there was a demand for more facilities, especially camping areas. Though Boardman did not approve of camping, he finally allowed the planning of camping areas at Silver Falls and Wallowa Lake. As he approached retirement, he expressed his park philosophy to the caretakers:

A personal note is interjected to you as individuals. It will soon be 20 years that I have been gathering parks and waysides for the State of Oregon. Time has about run thru [sic] my course, and another 20 years will not be for me to fulfill. Thru [sic] the years, I have gathered unto the state, creations of the great Architect. Guardedly, I have kept these creations as they were designed. 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. Your hand can conserve what I have builded thru the years. In this preservation you will fulfill a creative tenet of the individual ordained by your Maker. In so doing, you will be director in keeping the recreational kingdom that has been a

part of me thru the years. The dignity of man is formulated thru the unseen teachings of a creative world about him. Keep these teachings that you may not grow less in stature.¹⁹

Park visitation was estimated at 2,856,949 persons in 1949. As of January 1, 1950, there were 161 units in the Oregon State Parks system, making a total of approximately 60,000 acres.²⁰

In the 21 years of his tenure, Mr. Boardman had expanded the park system, which had but 4,070 acres in 46 units in 1927. Oregon State Parks benefitted from his ability, devotion and personal enthusiasm for park preservation. Now it was time to expand park development for public use. To do this, Chester H. Armstrong, assistant State Parks superintendent, took over in the summer of 1950.

-
1. Samuel H. Boardman. 1956. *Oregon State Park System*. Oregon Historical Society, Portland, Oregon. p. 23-28. Reprint from the *Oregon Historical Quarterly*, Vol. 55, No. 3. September 1954.
 2. Samuel H. Boardman. 1936. "State Parks in Oregon," *The Oregon Blue Book 1935-1936*. Salem: State Printing Department, 131-2.
 3. Boardman. 1956. op. cit., p. 49-54.
 4. Chester H. Armstrong. 1965. *History of the Oregon State Parks 1917-1963*. Salem: Oregon State Highway Department, 24.
 5. Boardman to R. H. Baldock. June 10, 1937. OSPF.
 6. Boardman to Lawrence C. Merriam. December 30, 1934. OSPF.
 7. Boardman to Mark H. Astrup. December 21, 1936. OSPF.
 8. Armstrong, op. cit., p. 27-28.
 9. E. Lowell Sumner. 1941. Special Report on Cape Lookout State Park and Netarts Bay, Oregon. 41-page ms, OSPF.
 10. Boardman to H. F. Cabell. October 21, 1942. OSPF.
 11. *Oregon Blue Book 1941-1942*. Salem: State Printing Department, 176.
 12. Boardman to Baldock. June 10, 1933. OSPF.
 13. Boardman. 1956. op. cit.
 14. Armstrong, op. cit., p. 34.
 15. Ibid., p. 34-36; John C. Merriam to Lawrence C. Merriam, June 19, 1942, Bancroft Library, University of California, Berkeley.
 16. Pacific Northwest Regional Planning Commission, Columbia Gorge Committee. 1937. *Columbia Gorge Conservation*.
 17. Armstrong, op. cit., p. 32-33; Boardman to Harold L. Ickes. April 4, 1939. Oregon State Archives, Salem.
 18. Boardman to all caretakers. February 15, 1949. OSPF.
 19. Ibid.
 20. Narrative Report, Oregon State Parks for 1949, to U. S. National Park Service. OSPF.



Fig. 3. Louis Boes was one of many Civilian Conservation Corps enrollees from Ohio in Company 572 assigned to the camp at Humbug Mountain on the southern Oregon coast, south of Port Orford. SP6 was one of 17 CCC camps established in Oregon state parks to carry out federally-sponsored emergency relief work during the Depression era. The site of SP6 eventually was absorbed in a new alignment of the Coast Highway.

Fig. 4. Left: Bunkhouse interior. Right: SP6 camp buildings as viewed from the west flank of Humbug Mountain. 1936.

Courtesy of Louis Boes, Tiffin, Ohio.



Fig. 5. Civilian Conservation Corps units and State Parks employees worked from spike camps to complete work in large undeveloped parks. Here, workers encamped at Jackson Creek in Cape Lookout State Park, on the northern Oregon coast, were engaged in constructing a five-mile hiking path through rain forest to the tip of Cape Lookout. 1939.

Glen O. Stevenson Photo, Oregon State Parks.



Fig. 6. Picnickers enjoy day-use facilities at Devil's Punchbowl State Park on the central Oregon coast. Fence rails and picnic table assemblies of peeled logs were crafted by CCC workers to harmonize with the surroundings in accordance with National Park Service guidelines. **1940s.**
Ralph Gifford Photo #490, Oregon State Highway Department.



Fig. 7. One of the outstanding collaborative developments involving Oregon State Parks, the National Park Service and Civilian Conservation Corps was the Bathhouse on Cleawox Lake in Jessie M. Honeyman Memorial State Park on the central Oregon coast. Seen behind the swimming dock, the stone terrace and rustic bathhouse-concession building represent the National Park ideal of integrating recreational features with the natural setting through the use of native materials and low, ground-hugging building mass. Such construction projects required intensive hand labor and resulted in high quality, enduring facilities. **1940s.**
Ralph Gifford Photo #1291, Oregon State Highway Department.



Fig. 8. Seated on the rock-faced pylon that was located on the Oregon Coast Highway south of Florence to mark the entrance to the park named in her honor, Jessie Millar Honeyman participates in dedication-day observances in 1941 at the age of 89. Mrs. Honeyman, then current president of the Oregon Roadside Council, was for many years a leading advocate of roadside beautification, parks and scenic conservation. Jessie M. Honeyman Memorial State Park illustrated the importance of good roads to opening new areas to recreation. Tracts making up the popular coastal park surrounding two fresh-water lakes were under development by the CCC for a period of five years. *July 12, 1941.*

Oregon Journal Photo, Oregon Historical Society, #cn 011424.

Fig. 9. Locating distinctive areas for addition to the growing State Parks system required constant travel and conferring with park advocates, prospective donors and government officials. Here, State Parks Superintendent Samuel Boardman (seated center) pauses at Diamond Lake in the early 1940s



during a tour with John C. Merriam, president emeritus of the Carnegie Institution of Washington (seated left). Dr. Merriam, whose academic discipline was paleontology, was a member of the short-lived Oregon State Board of Higher Education Advisory Committee on State Parks, which urged consideration of educational values in building the parks framework. Standing, left to right, are Douglas County Commissioners, D. N. Busenbark, judge; J. Ross Hutchinson (see Hutchinson State Wayside) and H. B. Roadman. The driver is unidentified. *c. 1943. Photographer unknown.*
Courtesy of Lawrence C. Merriam, Jr., Corvallis, Oregon.



Fig. 10. The Oregon State Highway Commission assessed highways and parks during periodic inspection trips. On August 24, 1943, the commission and its traveling party was photographed at Vista House scenic overlook atop Crown Point on the old Columbia River Highway. From left: H. B. Glaisyer, commission secretary; Arthur W. Schaupp, Highway commissioner; H. G. Smith, construction engineer; Alex Cornett; R. H. Baldock, Highway engineer; Merle R. Chessman, Highway commissioner; Samuel Boardman, Parks superintendent; Thomas H. Banfield, Highway Commission chairman; and Mr. Kelly. **1943.**

Ralph Gifford Photo, Oregon State Highway Department.

THE RISE OF OUTDOOR RECREATION: C. H. ARMSTRONG AND THE POST-WAR DECADE

With the appointment of Chester H. Armstrong as State Parks superintendent commencing July 1, 1950, the administrative emphasis shifted from acquisition of new park units to development for public use. Armstrong had served as assistant superintendent under Boardman since the end of the war, and before that he had supervised park betterment work while stationed at Pendleton as district maintenance superintendent for the State Highway Department. A native of Oregon, he had attended Willamette University and Oregon State College. He had worked briefly for the Oregon State Highway Department before enlisting in the Armed Services. Mr. Armstrong returned to the Highway Department following the First World War in 1919, and through the years to 1948 had risen in the hierarchy to assistant maintenance engineer and engineer for county and city relations.

After 1950, the State Parks organization took on a more traditional character in which the parks superintendent became the executive officer for a group of specialized staff and park managers. The Armstrong period marked the transition from the dominance of the founding superintendent to broader, more equal participation by management specialists. It took many years for the park managers to be designated as managers rather than caretakers, but in the 1950s, field personnel were engaged in more than caretaking. They were providing developments to make the parks useful to the public. In fact, Chet Armstrong was directed by the Highway Commission to emphasize park development in lieu of acquisition. He entitled his tenure (1950-1960) as the Construction Period.¹

Work began on the overnight camps at Silver Falls and Wallowa Lake parks in 1951. Early in that year, a complete survey was made of all Oregon state park units to ascertain the attractions and development potential, particularly for overnight camping. As a result, unimproved camps were developed in 27 parks in 1952. Initially, the camps had four to 15 sites with a table, fire grate and community restrooms.

The camps were very popular with the 44,112 campers who used the facilities when they were opened in the first year. ² Ultimately, complete developments were made at minimally improved parks, as for example at Cape Lookout. There, an access road was built to Jackson Creek, where parking and picnic facilities and beach access were provided. A large camping area was constructed south and east of the sand dunes at the foot of Netarts Bay marsh, on land given in trade by the Louis W. Hill Family Foundation. The park, previously accessible only by trail, became popular overnight. For years, the campground has been filled to capacity in the summer.

As might be expected, the new road also provided access for adjoining land owners to log their timber. Tillamook County pressed to have a road built over the cape to Sandlake. The resulting development in and around Cape Lookout was typical of much of the improvement in the 1950s, in that roads were the key to make areas accessible for outdoor recreation.

Large seashore camps were built at Honeyman State Park, Umpqua Lighthouse, Humbug Mountain, and Harris Beach. A different approach was followed at Oswald West State Park, south of Cannon Beach. This park had an extensive trail system constructed in the 1930s. Rather than extend the road from the Coast Highway to Short Sand Beach, the trail was used and a walk-in primitive camp development was made in the old-growth spruce-hemlock forest between the highway and the ocean.

Other campsites were developed along the Columbia River and at parks in central and eastern Oregon. Among these developments were Viento State Park, west of Hood River; Tumalo State Park near Bend; the Cove Palisades near Madras, and Emigrant Springs and Hilgard Junction state parks between Pendleton and LaGrande. In the Willamette Valley, besides Silver Falls State Park, camping areas were established at Champoege, Maud Williamson, Detroit Lake, Cascadia, and Armitage state parks. East of Roseburg, a camp area was created at Susan Creek State Park on the North Umpqua River.

In the first two years of Mr. Armstrong's tenure, the State Parks staff was expanded to 119 permanent employees, including 19 office staff.³ The addition of planning and engineering personnel accounted for a large part of the increase. Technical assistance also was received from other branches of the Highway Department for such purposes as construction, design and land acquisition. In the period 1950-1960, a new management style was established in which more responsibility was delegated to field managers working in coordination with the Salem office. Though there had been some steps in this direction during the Boardman years, delegated authority did not come to the fore until the post-war era. At this time also, outside organizations and citizen groups more directly affected park system expansion.

One of the citizen groups to have a strong impact on the State Parks organization was the "Save the Gorge" committee of the Portland Women's Forum. It was organized primarily by Gertrude Glutsch Jensen, who was concerned with the effects of logging in the Columbia River Gorge. With the help of others, the committee encouraged the 1953 Oregon Legislature to pass an act establishing a Columbia River Gorge Commission.⁴ Funding for the commission came slowly at first. However, in 1955, the Highway Commission set aside a sum of \$50,000 to acquire park lands in the gorge between Wygant State Park and the Sandy River. Additional funds were provided later. The State Parks organization cooperated in the effort to secure property. Land exchanges were effected with the U. S. Bureau of Land Management, the U. S. Forest Service and Hood River County. The state of Oregon continued to purchase and receive gifts of land to enlarge its holdings in the gorge.

In addition to promoting the protection and management of areas in the gorge of historic, recreational and scenic interest as publicly-held lands, the Columbia River Gorge Commission sought cooperative agreements, zoning ordinances and other measures to protect natural scenic conditions on private land. As a result, Multnomah County zoned its portion of the gorge against indiscriminate commercial and industrial development, and the state designated as "scenic areas" the new interstate highway from Celilo west to the

Sandy River, and the old Columbia River Highway (Scenic Route) from Dodson west to Dabney State Park. Certain private land owners declared interest in protecting the scenic quality of their lands.⁵

For some years, there had been an interest in a separate parks department unassociated with the Highway Commission. Sam Boardman wrote about the problems associated with parks operations governed by the Highway Commission. While he considered the possibility of a separate organization, he never openly sought it.⁶ In 1955, Governor Paul Patterson requested the Highway Commission's Advisory Committee on Travel Information to study the question of whether the administration of State Parks should continue under Oregon State Highway Commission direction or under an entirely new agency.⁷ The inspiration for this action appears to have come from Thornton Munger, then active with the Portland Chamber of Commerce, and it had the endorsement of the Legislative Interim Committee on Highways.⁸ The advisory group embarked on the study using a six-point plan. The plan included field trips to ascertain how the neighboring states of Washington and California were operating state park systems and compilation of an inventory of Oregon state parks, their facilities and past and current expenditures. The State Park Study and Advisory Committee advocated such measures as publicizing state parks to increase their use and scheduling hearings to learn public desires concerning state parks. Its report of findings, including recommendations for the future administration and management of Oregon State Parks, was submitted to Patterson's successor, Governor Elmo Smith, in July 1956.⁹

Not surprisingly, the committee's conclusion was that "so long as parks are financed solely from highway revenue, jurisdiction should remain with the Highway Commission."¹⁰ Furthermore, the committee suggested the creation of an advisory board of citizens, nominated by the Highway Commission and appointed by the governor, representing broad public interests, to function as an agency of the Highway Commission. The board would relieve the Highway Commission of much of its detailed work concerning

proposed new areas and programs. It would advise on policy matters and budgets, conduct legislative studies and recommend needed park law changes to the legislature. The new advisory board would undertake additional studies for future park programs, development of county park and recreation departments and coordination and cooperation among federal, state and local park agencies.¹¹ In August 1957, a Parks Advisory Committee was appointed by Governor Smith. Commencing in 1958, the Parks Advisory Committee met regularly with staff to review park matters. Its members enhanced their capability as advisors to the Highway Commission by means of annual park inspection tours. The advisory body continued to guide and shape state park and recreation policies and programs for 31 years.

In 1956, the State Parks organization had produced "A 20 Year Program for Oregon State Parks."¹² It is interesting to note park visitor use 20 years in the future was estimated at far below the actual use in 1976. Maximum attendance was projected at 15,000,000 in 1956; actual figures for 1976 were 30,852,000.¹³ Clearly, promoting visitor use was not a primary need of the Oregon State Parks system. The challenge came in providing adequate service area and facilities in parks while at the same time adequately protecting natural areas, particularly on the coast.

The first formal statement of administrative policy was developed for Oregon State Parks in 1957 by Richard C. Dunlap, Parks planner. Criteria for the acquisition of park areas were specified as follows: accessibility to the public, recreation attractions, natural features and geographical balance. Oregon's parks were to be developed to meet public recreational needs. They were to be maintained in a neat and sanitary fashion with roads maintained by the Oregon Highway Department. Oregon's state parks were free to public entry with fees charged only for special services, such as overnight camping, electrical hook-ups for trailers and so on. River, stream and lake access was to be provided where possible in park areas. Non-conforming uses, such as grazing and salvage logging, could be allowed if not detrimental to park interests. Hunting was generally prohibited in state parks.

In 1957, the decision was made to have park field employees wear uniforms so as to be easily identified by the public seeking information and assistance. The original uniforms were gray with green shoulder patches. The uniform proved popular with park visitors.¹⁴ Although some windthrown spruce-hemlock had been salvaged in 1943 from Joaquin Miller Forest Wayside, south of Florence, most downed or dead park trees had remained untouched in the Boardman years. After very heavy winds damaged large sections of forest on the Oregon coast in the winter of 1951-1952, the policy with regard to park forests was updated. Numerous salvage sales were carried out along the coast and on the Salmon River and Sunset highways. Dead and downed timber was sold if removal did not impair park values.¹⁵ In the 1950s, there was a very active market for all sawlogs, and trespass removal of green timber was a problem in the state parks. Much tree planting was carried out in areas cut in trespass or burned by forest fires.

In accordance with the report of the State Park Study and Advisory Committee, best known today as the Tugman Report (for the committee chairman), the 1959 Oregon Legislative Assembly amended existing statutes concerning state parks and renamed the organization State Parks and Recreation Division. A position of recreation director was created to aid the establishment of recreation programs by small communities and counties in Oregon.¹⁶

In 1959, it seemed advisable to reiterate the economic benefits of keeping the State Parks and Recreation Division under the wing of the Oregon Highway Department. A division report stated: "The economical operation of state park areas can be attributed to the relationship of the park organization to the Highway Department, including the close cooperation that exists. For example, in 1958 Oregon ranked 3rd lowest in the nation in operation and maintenance costs per park visitor, meanwhile serving 10,528,675 visitors, which ranked 6th highest. Our cost per visitor was 7.8 cents, while the national average was 23.2 cents."¹⁷

The statement enumerated the various cooperative arrangements forged with units of the Highway Department. The list was substan-

tial. In June of 1960, the Highway Commission moved to improve administrative operation and effect economy of talent. Mark H. Astrup, Highway Department landscape engineer, became deputy State Parks superintendent under C. H. Armstrong and was assigned as a part of his duties the responsibility of directing a special study of needs, objectives and costs of state parks, roadsides and recreational facilities.¹⁸

The special study provision was consistent with a nationwide effort underway to study the outdoor recreation needs and resources of the United States. Created by act of Congress in 1958, the Outdoor Recreation Resources Review Commission (ORRRC), chaired by Laurence Rockefeller, instituted and supported studies in all facets of outdoor recreation, using 1960 as the base year. The ORRRC report, *Outdoor Recreation for America* (1962), set a pattern for diversification and development in state park activities, including new matching federal funding for statewide comprehensive outdoor recreation planning.

When Chester Armstrong completed his tenure as State Parks superintendent in December of 1960, park personnel had increased to some 150 year-round staff, plus about 65 seasonal field employees. Taking into account various land exchanges, the number of state park units stood at 176, located on 60,139 acres.¹⁹ He had opened the parks to public use by development and made the maximum use of Highway Department resources for the betterment of state parks.

1. Chester H. Armstrong. 1965. *History of the Oregon State Parks 1917-1963*. Salem: Oregon State Highway Department, 75.

2. USDI, National Park Service. 1953. *State Parks Statistics, 1952*. Washington, D. C.

3. Ibid. p. 16.

4. Gertrude G. Jensen. 1955. "A List of Major Accomplishments in the Preservation of the Columbia River Gorge during the Past Four Years." OSPF.

5. Armstrong, op. cit., p. 38-40.

6. S. H. Boardman. 1944. "Facts and Figures Why the State Park Commission Should be Divorced from the State Highway Commission." OSPF.

7. Governor's State Park Advisory Committee. 1956. *Report and Recommendations on Oregon State Parks*.

8. Thornton T. Munger to S. H. Boardman. June 14, 1952. OSPF.

-
9. Governor's State Park Advisory Committee. op. cit., p. 7-23.
10. Ibid., p. 25.
11. Ibid., p. 26-27.
12. Oregon State Parks Division. 1956. *A 20-Year Program for Oregon State Parks*. OSPF.
13. *Oregon Comprehensive Outdoor Recreation Plan 1975-1976*. OSPF.
14. Armstrong, op cit., p. 68-75.
15. Ibid., p. 72.
16. Ibid., p. 66.
17. Oregon State Parks and Recreation Division. 1959. "Economic Benefits of the State Parks and Recreation Division's Relationship with the Highway Department." OSPF.
18. Oregon State Highway Commission to W. C. Williams and C. H. Armstrong. June 8, 1960. OSPF.
19. Oregon State Parks and Recreation Division. 1961. *1960 Progress Report*. p. 4. OSPF.

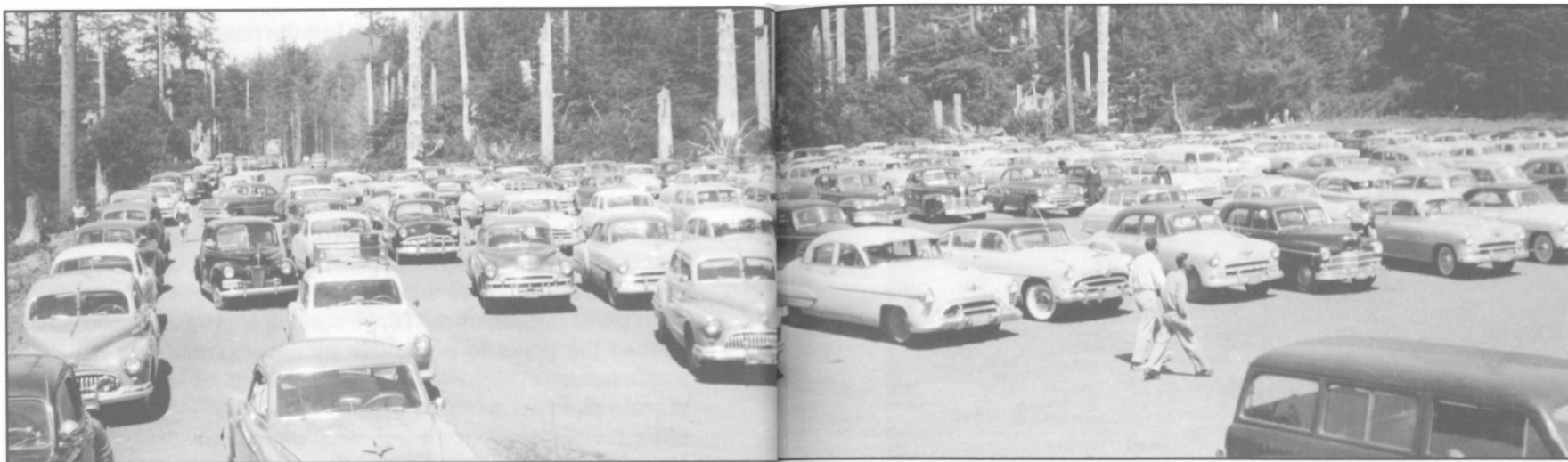


Fig. 11. Public visitation at Cape Lookout State Park rose sharply following construction of access roads, parking, picnicking and overnight camping facilities. The park had been envisioned by the founding superintendent chiefly as a natural area preserve with an outstanding trail. Here, as elsewhere in the system, Superintendent Chester Armstrong carried out the developments encouraged by the State Highway Commission after the Second World War. A crowded parking lot signified the immediate attraction of new facilities adjacent to the rugged coastal headland and was a forecast of future demand. **1954.**

Photographer unknown. Oregon State Parks.



Fig. 12. Chester H. Armstrong, superintendent of Oregon State Parks through the post-war decade, is pictured on the occasion of his retirement banquet in 1960. Mr. Armstrong directed the first intensive development of the state park system. In retirement, he compiled a history of the Oregon state parks that was published by the State Highway Department in 1965. *Photographer unknown. Oregon State Parks.*

Fig. 13. Gertrude M. Chamberlin, photographed at the same occasion, served as secretary and office manager under superintendents Boardman and Armstrong and their successors. 1960. *Photographer unknown. Oregon State Parks.*

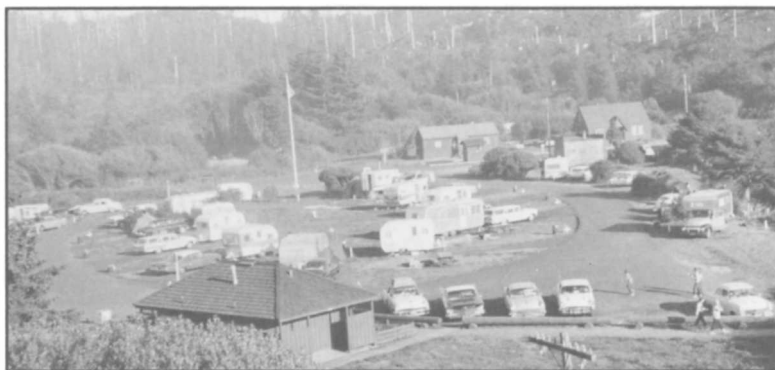


Fig. 14. One of the earliest and most heavily used overnight campgrounds constructed in the post-war era was at Beverly Beach State Park on the central Oregon coast north of Newport. Bottom land along Spencer Creek was easily accessible from the Coast Highway and afforded level ground for development. The logged area in the background now supports a good growth of new forest. 1961.

Travel Information Photo. Oregon State Highway Department.

THE ERA OF DIVERSIFICATION AND DEVELOPMENT

On January 1, 1961, Mark H. Astrup became State Parks superintendent. Educated as a landscape architect at what is now Oregon State University, Mark Astrup had been a candidate for the position in 1929, when Sam Boardman was appointed, and had served as assistant to the Parks superintendent in the period 1946-1948, before becoming landscape engineer for the Oregon State Highway Department. Prior to World War II, he worked with the National Park Service as a landscape architect designing betterment work carried out by the Civilian Conservation Corps at the height of the Depression in Washington, Oregon and California. While in Oregon, he had worked with Sam Boardman trying to develop a central state planning unit for improvement work in the Oregon State Parks.

Though Astrup's tenure as Parks Superintendent was brief, a number of advances occurred under his leadership. Lands for six new state parks were acquired in whole or in part. The statewide comprehensive outdoor recreation planning process was started with *Oregon Outdoor Recreation*, the study of non-urban park areas prepared under the direction, first, of Richard C. Dunlap and, finally, Richard I. McCosh, who headed the advanced planning unit consecutively. Published in the spring of 1962, the study concerned supply and demand for outdoor recreation in Oregon, as well as public agency responsibilities in this regard. Recommendations were made for the future of parks and recreation in Oregon, paying particular attention to the role of federal agencies, which control 52 percent of Oregon's landbase.¹

In March, 1962, due to the accelerated highway construction program in Oregon, a landscape section was created in the Highway Department's construction division, and Mark Astrup was appointed its supervisor.²

Astrup's replacement as Parks superintendent was Harold Schick, who officially took charge July 1, 1962. Schick was a professional park manager educated at Michigan State University and the University of Michigan. He had been serving as the first superinten-

dent of the newly-formed regional park and recreation agency for the city of Salem and Marion and Polk counties.

With the aid of federal and state funds, land acquisition for parks expanded, especially on the Oregon coast. After careful consideration of park values, the Highway Commission protected the Nehalem Sand Spit as a state park rather than allow its use for shorter route relocations of the Oregon Coast Highway. The assistant Highway engineer was the liaison, or intermediate position in the chain of command between the State Parks superintendent and the Highway engineer. His support on policy matters was crucial. Popular park programs advanced by professional staff and backed by the Highway Department's top management enhanced the public image of the Highway Commission and the Highway Department.

In the early 1960s, initial efforts in park interpretation were begun at Fort Stevens State Park near Astoria. The program included a nature trail, and talks were given by seasonal personnel, often students from college programs specializing in visitor interpretation. Though local people at times opposed the expenditure for such programs, a report on state park visitor use which pointed out visitor expenditures in communities adjacent to park areas won their support.³ The State Park Visitor Survey carried out by questionnaire in 19 state parks during the summer of 1964 was repeated on a recurring basis in succeeding years. Much of park planning was based on visitor surveys.⁴

In December, 1964, Harold Schick moved on to become director of the Fairmount Park Commission in Philadelphia, Pennsylvania.⁵ He was succeeded by David G. Talbot, the present director of the Oregon State Parks and Recreation Department. Though a Californian by birth, Talbot was raised in Grants Pass, in southern Oregon. He received B.S. and M.S. degrees in parks and recreation administration from the University of Oregon. After an early appointment as director of parks for the city of Grants Pass, he had come to the State Parks and Recreation organization in 1962 as state recreation director.

One result of *Oregon Outdoor Recreation*, the statewide non-urban parks and recreation study of 1962, was the realization by the Highway Commission of the ever increasing demand for public recreational areas and facilities, particularly for camping. Accordingly, the Parks and Recreation budget was increased substantially in the 1963-1965 biennium to help with land acquisition and development. Further, in the 1965-1967 biennium an additional \$2.5 million was provided for these purposes. Major efforts were made on the coast, with expansion in other parts of the state as opportunities arose.⁶

In the 1960s, State Parks land acquisition policy was to acquire key tracts of land, but to limit purchase of private land. The federal government was encouraged to transfer surplus lands to the state for park purposes. Oregon law in 1963 authorized the Highway Commission and, therefore, the Parks agency to acquire and develop scenic or historic places.

In 1966, Oregon's park costs per visitor were the lowest in the United States at some 10 cents per taxpayer as compared to an average nationwide operation and maintenance cost of 25 cents.⁷ Following a recommendation of the National Outdoor Recreation Resources Review Commission, the United States Congress in 1964 passed the Land and Water Conservation Fund Act, which provided a fund to assist state and federal agencies in meeting public outdoor recreation needs.⁸ In Oregon, the federal matching grants aided state recreation planning, development and acquisition. In addition, pass-through grants (45 percent of the allocation) were funneled to local governments for recreation development and acquisition. Coordination of this work was delegated to the state recreation director in the Parks and Recreation Division. Thus, the State Parks and Recreation Division became a focal point for coordinating federal, state, local and private efforts in outdoor recreation. The agency also acquired the responsibility for state-wide comprehensive outdoor recreation planning.

Use of the Oregon State Parks system rose to 16 million visitors in 1965, up over nine million from 1955 visitation and some four million

over 10-year projections made in 1956.⁹ Visitation intensified at coastal parks, and there was increasing interest in protection of the Oregon beaches. As was earlier described, in 1913 Governor Oswald West had asked the legislature to proclaim Oregon beaches a public highway. This was done by legislative act and included unsold tidelands from the Columbia River to the California state line. By the 1960s, it was apparent that open public access to ocean beaches was limited in some areas.¹⁰

Following recommendations in the 1962 study, *Oregon Outdoor Recreation*, and encouraged by the Highway Commission and Parks Advisory Committee, the Parks Division started a major beach access acquisition program. The objective was to encourage recreational use of ocean beaches and prevention of private access control. From the outset, the policy was to provide a public day-use beach access point at least every three miles the length of the coastline.

Despite legislative action to reclassify the tidelands as state recreation areas in 1965 and the shaping of outdoor recreation policy accordingly, problems arose with regard to private development intruding onto the beaches. It was determined that the state's legal jurisdiction was limited landward of the high tide line.¹¹ Legislation was necessary to protect public beach land from the high tide mark to the vegetation line and prevent exploitation for private gain.

Following a test of the public access rights to the shore at Cannon Beach and considerable furor reflected in the media and in the legislative proceedings, a beach protection bill was passed by the Oregon Legislature and signed by Governor Tom McCall on July 6, 1967. This vested ocean shore public rights in the state of Oregon. After the law was enacted, a survey was made to establish a permanent landward public beach zone line.¹² The survey points were approved by a legislative act signed into effect by Governor McCall in 1969.

Though the beach law was generally supported by the public, with the Oregon State Parks organization looking after its interests, two

lawsuits over encroachments into the public zone were filed shortly after its passage. In both cases, the law was upheld.¹³ In a later case (1987-1989) concerning a tide pool at Little Whale Cove in Lincoln County, the suit claiming a violation was lost, but the law was supported by a precise definition of beach boundaries.

A coastal feature of great recreational interest is the Oregon Dunes National Recreation Area, which extends from the Siuslaw River south to the Coos River. Long a part of the Siuslaw National Forest, this area was proposed as a National Seashore by the National Park Service about 1959, and details of the recommendation were presented to the State Parks Advisory Committee. Originally, the bounds of the reserve proposed by the National Park Service included the privately-owned Sea Lion Caves north of Florence as well as Jessie M. Honeyman Memorial State Park. There was considerable opposition to the proposal locally. The U. S. Forest Service at first was not enthusiastic, and the State Parks Advisory Committee asked that Honeyman Park be excluded. After much public discussion and the introduction of several trial bills in the Congress, a bill creating an Oregon Dunes National Recreation Area (NRA) to be administered by the U. S. Forest Service was passed by Congress and was made law in 1972. Later, lands at Umpqua Lighthouse State Park were traded to the Forest Service National Recreation Area for equivalent parcels added to the State Parks system elsewhere.

The Oregon Dunes NRA now includes 32,185 acres and adjoins Honeyman and Umpqua Lighthouse State Parks. It is most popular, particularly with dune buggy recreationists, and its use both complements and complicates that of the state parks.¹⁴

Another federal area that originated as a series of state parks is the John Day Fossil Beds National Monument, now administered by the National Park Service. As was mentioned earlier, the area was promoted in the period 1920-1945 by such figures as R. W. Sawyer, Sam Boardman, John C. Merriam and the State Board of Higher Education Advisory Board on State Parks. Three parks were created over a wide area in Grant and Wheeler counties: Thomas

Condon-John Day Fossil Beds, Clarno and Painted Hills state parks. Adequate management and interpretation of the parks always was a problem. In 1967, at the request of Oregon Congressman Al Ullman, the National Park Service evaluated the natural, scientific and recreational resources of the John Day Basin. While Park Service officials found the geological and paleontological resources of national significance and suitable for National Monument status, other recreational and scientific features were said to be of state or local interest.¹⁵

The State Parks agency and its advisory committee encouraged further federal studies with a view to federal development and administration.¹⁶ Ultimately, the land was transferred to the federal government, and the John Day Fossil Beds National Monument encompassing 4,345 acres was created in July, 1975.

During this period there was a growing concern for the protection and recreational use of the Willamette River corridor from Dexter Reservoir in Lane County north to the Columbia River, west of Portland. A key figure in generating concern for the Willamette River was Karl W. Onthank, conservationist and long-time faculty member and administrator at the University of Oregon in Eugene.¹⁷ This interest was highlighted in the gubernatorial campaign of 1966 and addressed by both candidates. On February 2, 1967, early in his term of office, Governor Tom McCall issued an executive order creating a Governor's Willamette River Greenway Committee, which was to recommend boundaries of a Willamette River greenbelt and report on ways and means of securing state jurisdiction over lands adjacent to the river. The State Highway Commission, through its Parks and Recreation Branch, was given responsibility for implementing the order. The committee included six citizen members, affected county and city officials, and other representatives.¹⁸ C. Howard Lane of Portland was the original chairman.

The legislature supported the concept in statute in 1967 but elicited a temporary name change to "Governor's Willamette River Park System Committee" to assuage the concerns of private land owners. As developed under the direction of George W. Churchill

of the State Parks and Recreation Branch, the Willamette River Parks plan emphasized acquisition and development by local government with regulatory functions, grants and technical assistance provided by the State Parks agency. The monies passed through to local governments were obtained in part from the federal Land and Water Conservation Fund.

A number of local parks were created along the Willamette River, but there was considerable opposition from farm land owners. In 1973, the Oregon Legislature revised the law to protect farmers and to require the State Parks agency to develop and adopt a Greenway Plan, which also would be adopted by the new Land Conservation and Development Commission (LCDC). After much controversy, LCDC adopted the Greenway Plan and established boundaries in 1976. In the next three years, three new regional state parks and 43 recreation areas were developed along the Willamette. Although the Greenway planning concept continues, a shortage of funds in recent years has limited further acquisition of lands or development of facilities.¹⁹

Earlier, in 1970, the voters passed an initiative establishing an Oregon Scenic Waterways Act that designated six rivers to be preserved in their natural free-flowing condition. The rivers were the Minam and segments of the Deschutes, Illinois, John Day, Owyhee and Rogue Rivers.

The Oregon Transportation Commission, through the State Parks and Recreation agency, was given responsibility for managing programs under the Scenic Waterways Act.²⁰ The program managers are aided by the Governor's Scenic Waterways System Committee. The program protects the aesthetic and scenic values of the waterways by promoting compatible uses of adjoining lands. There also is a governor-appointed citizen advisory group, the Deschutes River Scenic Waterway Recreation Management Committee, which is assembling a recreational use and development plan for the lower Deschutes River. In 1988, Oregon passed Ballot Measure 7, which increased the system of protected waterways to 19 rivers and Waldo Lake, and the federal Oregon Omnibus Wild and Scenic

Rivers Act of 1988 added a number of rivers under U. S. Forest Service and Bureau of Land Management administration.²¹

Where recreation use and conservation matters are in potential conflict, careful planning and control are necessary to protect quality recreation and scenic values. The first statewide management plan for scenic waterways was developed in 1971.²²

In 1971, the Oregon Legislature passed the Oregon Recreation Trails System Act to provide for expanding recreation needs and protect public access to the outdoors, whether near urban areas or highly scenic wilderness locations.²³ The State Parks and Recreation agency was directed to coordinate an interconnected system of hiking, horseback, biking, and bicycle trails. The most notable of these are the Pacific Crest Trail, which is part of a national system and follows the length of the Cascade Range, and the Oregon Coast Trail, which links parks along the coast from Astoria to Brookings. A State Recreation Trails plan was completed in 1979 and a Recreation Trails Advisory Council helps to guide administrative policy.²⁴

At the same time concern was being expressed about preservation of scenic and recreational assets, such as the Willamette River and other Oregon waterways and trails, there was a parallel interest in the preservation of historic sites and buildings. In 1966, Congress enacted the National Historic Preservation Act, which provided for a national program to inventory, register and protect places of historic interest. A program of federal matching grants-in-aid was created and, in Oregon, the Parks and Recreation agency administered it. Initially, the state Highway engineer acted in the capacity of state liaison officer for the historic preservation program, but the State Parks superintendent was designated state historic preservation officer in 1973.²⁵ In 1969, the first matching funds for development of the Statewide Inventory of Historic Properties were obtained from the U. S. Department of the Interior.

The State Historic Preservation Office (SHPO), a special program unit of the Parks and Recreation agency, administers the details of the 50/50 match-fund program. Its duties under law and rule involve regulatory procedures with regard to federal undertakings; survey, inventory and planning functions; registration of properties; and grants management.²⁶ The office is advised by the Governor's State Advisory Committee on Historic Preservation.

Administratively, the most important change in the 1960s was creation of the State Department of Transportation by the Oregon Legislature in 1969. The new department (ODOT) consolidated the Highway Department and its Parks Branch with Motor Vehicles, Aeronautics, Ports and Mass Transit under the control of a State Transportation Commission. The State Parks and Recreation Branch continued as an administrative unit of the ODOT Highway Division until 1979, when, by action of the Oregon Legislature, it became a separate and co-equal division of the Department of Transportation. With this development, the title of State Parks superintendent was changed in conformance with the statute to State Parks administrator.²⁷

Early in this period, after having consulted with the State Parks superintendent, the Metropolitan Parks Foundation of Portland sought approval of the city of Portland and the State Transportation Commission to become the Oregon Parks Foundation. As reorganized on a statewide basis in 1972, the foundation encouraged the growth of parks and recreational facilities in all parts of the state and by all units of government. Toward this end, it was set up to accept donations and hold prospective park property for the short term. The Oregon Parks Foundation has been directly responsible for adding significantly to open space in the public domain since it was incorporated.

1. Outdoor State Parks and Recreation Division. 1962. *Oregon Outdoor Recreation: A Study of Non-urban Parks and Recreation*. Salem: Oregon State Parks and Recreation Division.

2. Oregon State Highway Department. Division of Personnel and Public Relations release, March 22, 1962.

3. Interview with Harold Schick, Jefferson, Oregon, November 15, 1989.

4. Oregon State Parks and Recreation Division. 1964. "The State Park Visitor in Oregon." OSPF.

-
5. Schick interview.
 6. David G. Talbot. Remarks before the Legislative Interim Committee on Highways, Salem, February 17, 1966, p. 3.
 7. Ibid., p. 4.
 8. Public Law 88-578, Land and Water Conservation Fund Act of 1965.
 9. Talbot, op. cit., p. 6.
 10. Kathryn A. Straton. 1977. *Oregon's Beaches: A Birthright Preserved*. Salem: Oregon State Parks and Recreation Branch, p. 11, 18.
 11. Straton, op. cit., p. 15.
 12. Straton, op. cit., p. 32.
 13. Straton, op. cit., p. 49-54.
 14. Siuslaw National Forest. 1966. Oregon Dunes National Recreation Area general information.
 15. Theodore R. Swem to Governor Tom McCall. January 22, 1968. OSPF.
 16. David G. Talbot to State Parks and Recreation Advisory Committee. March 1, 1968. State Parks and Recreation Advisory Committee minutes.
 17. Thomas R. Cox. 1988. *The Park Builders: A History of State Parks in the Pacific Northwest*. Seattle: University of Washington Press, 140ff.
 18. Oregon State Governor's Office. Executive Order No. 67-2, February 2, 1967. OSPF.
 19. Oregon State Parks and Recreation Division. 1987. Willamette River Greenway. Draft vision statement for the 20-year plan (2010 Plan).
 20. ORS 390.805 to 390.940. Scenic Waterways.
 21. Oregon State Parks and Recreation Division. 1988. *Oregon State Parks 2010 Plan*.
 22. Oregon State Parks and Recreation Division. 1987. Scenic Waterways. Draft vision statement for the 20-year plan (2010 Plan).
 23. ORS 390.950 to 390.990. Recreation Trails.
 24. Oregon State Parks and Recreation Division. 1988. *Oregon State Parks 2010 Plan*.
 25. Oregon State Historic Preservation Office. Statewide Comprehensive Historic Preservation Plan, 1989.
 26. Oregon State Parks and Recreation Division. 1988. *Oregon State Parks 2010 Plan*.
 27. L. L. Stewart, Chairman, State Parks and Recreation Advisory Committee. Committee minutes. April 18, 1980.



Fig. 15. Gertrude Glutsch Jensen, long-time leader of the Portland Women's Forum and original chairman of the Columbia River Gorge Commission, devoted many years to crusading for scenic protection within the Columbia Gorge. She is pictured here in the statehouse, on March 2, 1955, presenting her case for an appropriation of funds for coordinating activities during a hearing before a subcommittee of the Senate committee on ways and means. Subcommittee chairman Francis W. Ziegler of Benton County is seated with his panel on the far left.

Oregon Journal Photo, Oregon Historical Society, #OrHi 86990.

Fig. 16. Arthur M. Burt, supervisor of State Parks Region I from 1954 to 1967, is shown receiving from Parks Superintendent Harold Schick a lapel pin acknowledging combined service in Highway maintenance and Parks organizations of 35 years. A Parks employee awards program was founded on his exemplary record. The first annual Art Burt Award for outstanding performance among field personnel was presented in 1982. Under Superintendent Schick, some of the first professionals trained in the relatively new scholastic discipline of parks and recreation administration were brought to the staff. *c. 1963.*



Photographer unknown. Oregon State Parks.

Fig. 17. Communication between Parks headquarters staff and supervisory personnel of the field organization was aided by periodic conferences in the State Highway building in Salem. This exchange was photographed during the tenure of Harold Schick, 1962-1964. At the head table, from left: L. V. Koons, deputy Parks superintendent; Warren Gaskill, field operations



chief; Superintendent Schick; P. M. Stephenson, assistant Highway engineer; Cliff Lenz, Region II supervisor. Other Region supervisors present but not included in the camera view were: Art Burt, Region I; Otis Jensen, Region III; Al Zimmerman, Region IV; and Frank Stiles, Region V. *c. 1963. Photographer unknown. Oregon State Parks.*

Fig. 18. Among members of the field organization pictured are, left to right: Darald Walker, Cape Lookout; Ray Leavitt, Fort Stevens; O. J. Shaw, Champoeg; Ken Stenger, The Cove Palisades; Joe Davis, Fort Stevens; Leon Stumpff, Robert W. Sawyer; Owen Lucas, Coquille Wayside; Ion Herring, Jessie M. Honeyman; Gordon Grassick, Latourell Falls; Dale Hoeye, Harris Beach; Ken Lucas, Neptune; Joe Ficek, Devil's Lake; Gerry Lucas, Salem; Roland LeCompte, Silver Falls; Harry Luckett, Silver Falls; Wally Eldredge, Umpqua Lighthouse. Among others present but not included in the camera view were George Guthrie, Tou Velle State Park, and Don Pizer, Yaquina Bay. *c. 1963.*



Photographer unknown. Oregon State Parks.

CHANGES IN PLANNING, FUNDING AND PUBLIC RESPONSE

An important development of the 1970s which affected resource management and coordinating activities of the State Parks agency was creation of the Land Conservation and Development Commission (LCDC) and its subordinate department. Recognizing that uncoordinated use of the land creates many problems in development, the environment and general public welfare, the Oregon Legislature enacted the 1973 Land Use Law. This law provided for the identification of critical areas of statewide concern, establishment of standards for land use planning by state and local agencies, coordination of statewide activities and the initiation of a program for citizen involvement in land use planning.¹ A list of 19 goals was established to cover the concerns.

Goal 5 of LCDC statewide planning guidelines concerned open space, scenic and historic areas, and natural resources. Opportunities for coordination between LCDC and State Parks were provided for additionally by Goal 8, relating to statewide comprehensive outdoor recreation planning; Goal 15, pertaining to the Willamette River Greenway; Goal 17, coastal shorelands; and Goal 18, beaches and dunes.²

Following the energy crisis in the late 1970s, when gasoline tax revenues were severely reduced, there was public pressure for non-gas tax funding of state park and recreation operations. In 1980, the public passed a constitutional amendment precluding use of the Oregon Highway Fund for state police and park purposes. The Parks and Recreation agency has since been supported by General Fund monies from the legislature, park user fees, recreation vehicle (RV) fees, federal funds and miscellaneous sources.³ While severance of the State Parks agency from the Highway Fund ultimately has created greater public awareness of state park matters, shortages in state General Fund monies resulted in park budget reductions. In the years from 1980 to 1989, while the Parks and Recreation Division remained in the Department of Transportation, only limited funds were available for state park purposes.

The major changes in American society that were ongoing through the 1960s and the 1970s were reflected in patterns of park use. In the summer of 1970, a large rock music festival was held in Milo McIver State Park on the Clackamas River near Estacada. Called Vortex I, it involved upwards of 40,000 people during the period August 21 to September 2. McIver Park was chosen for the event by the governor's office to avoid possible confrontation between disillusioned youth and a national convention of the American Legion scheduled for the same period in nearby Portland. The event was carefully planned by State Parks officials and representatives of the festival, who provided their own monitors. While there were some minor injuries and first aid cases, and cleanup was costly, there were no major incidents and the park was opened to the general public again four days after the festival ended.⁴ Careful monitoring and persuasion succeeded in the place of physical enforcement. At the time there was criticism from some quarters concerning the use of a state park for a rock festival, but park managers handled the unusual gathering in a tolerant and painstaking manner, thus defusing a potentially volatile situation.

During this period, nude bathers presented another unconventional park user group. Nudists used Rooster Rock State Park on the Columbia River east of Portland for many years, but in the late 1970s conflict between nudists and other park visitors provoked concern which led to abortive legislative proposals to ban nudism.⁵ Following considerable internal policy debate and counsel with the Advisory Committee, a section of the park was designated for the use of nude bathers.⁶

Another challenge of the 1970s which continues to the present day was creation of the Banks-Vernonia State Park occupying an abandoned railroad right-of-way in Washington and Columbia counties. Abandoned by the Burlington Northern Railroad in 1973, the property was ultimately acquired by the Oregon State Highway Division and made available to the State Parks agency for a linear park. Such parks have been most successful in other parts of the country.

The linear park proposal was not popular with adjacent landowners, however, who were concerned about the prospect of trespass and vandalism. They were encouraged by a court decision which favored neighboring landowners and effectively limited public acquisition to a single parcel of the right-of-way. In 1979, the State Parks agency, supported by the Parks Advisory Committee, decided on a waiting stance pending legislative action, which did not come.⁷

During the 1980s, plans were developed and legislative appropriations sought for park development of the former railroad right-of-way. A public hearing on the proposed Banks-Vernonia park in 1987 generated considerable opposition, but also prompted a feasibility study by outside consultants. The consultants' report supported the need in Washington and Columbia counties for a linear park with hiking, biking and equestrian amenities.⁸ By the end of 1989, though six lawsuits concerning property rights remained to be settled, local opposition to the park had declined, while support increased among community and user groups.

During the 1980s, the State Parks agency made a number of efforts to offset rising costs and declining income caused by the loss of Highway Fund revenues, the reduction of federal aid programs for parks and recreation and the depressed Oregon economy. One such effort was creation of the park host volunteer program in March, 1980. Originally started in some state park campgrounds, this successful program has expanded over the years to encompass all the campgrounds and many other facilities in the Oregon State Parks system. Park hosts receive free use of a campsite for a month or more in exchange for helping campers and providing information about parks throughout Oregon. They do not collect fees or enforce regulations.

In 1985, the Oregon Legislature authorized the administrator of the Oregon State Parks and Recreation Division to make agreements with private, non-profit cooperative associations to foster or operate interpretive and educational facilities at local, regional or state parks.⁹ The first such organization to be formed, Friends of Tryon

Creek Park, had been established as early as 1969 and had been instrumental in the creation of Tryon Creek State Park in 1971. There are now nine such associations aiding the park system through fund-raising and volunteer work on behalf of individual state parks. The others are operating at Fort Stevens (1979), Champoege (1980), Crown Point Vista House (1982), Shore Acres (1986), Silver Falls (1986), Collier (1987), Cape Blanco (1988), and Yaquina Bay (1988).

Since the early years of the 20th Century, and sporadically through the 1930s, 1950s and up to the present, there has been agitation for a park authority for the Columbia River Gorge -- one that included both Oregon and Washington, as well as the federal government. In 1915 a Columbia Gorge park was created on National Forest lands between Warrendale and Viento on the Oregon side of the gorge. Gradually, thereafter, both the state of Oregon and the U. S. Forest Service acquired gorge lands valuable primarily for scenic and recreational purposes. The first public body formed to study park development in the gorge was the Columbia Gorge Committee of the Pacific Northwest Regional Planning Commission. It issued a report in 1937.

The Columbia River Gorge Commission, organized in Oregon in the 1950s, continued for many years to acquire land for scenic protection and recreation. The commission ultimately was joined by a Washington Columbia Gorge Commission and a coalition of Columbia River Gorge groups, including local and state advocates and federal agencies. All were interested in protection of the scenic and recreational potential of the region. Several bills were introduced in the United States Congress to provide a federal framework for protection of the Gorge. In 1986, an act of Congress created the Columbia Gorge National Scenic Area of some 290,000 acres. It was divided into three provinces. Urban areas generally were held to be exempt from provisions of the act. Nearly half of the remaining land was made the province of a special commission established by bi-state agreement with the cooperation of six local counties. The remaining lands were placed in special management areas

administered by the U. S. Forest Service, also charged with carrying out the overall management of the Scenic Area. The Forest Service worked with state and local government units as well as citizen groups to develop an overall management plan.¹⁰

In 1983, a State Parks cost responsibility study was initiated to confront the issue of financing park operations. The study concluded that 41 to 44 percent of the State Parks Division budget should be provided by users, through fees and charges, and 56 to 59 percent should come from general tax revenues. This meant that the legislature's General Fund portion of the budget would increase from 23 to some 50 percent of the total costs of operation.¹¹

After seeing the findings of the cost responsibility study, Director Talbot sought reaction. This was accomplished in 1985 by meeting with media people and by a series of 13 public sessions called "town hall" meetings that were held throughout Oregon. Attendees received a questionnaire on state park issues prior to the meetings. At the town hall meetings, presentation of background information on park matters was followed by question-and-answer periods covering over 50 interest areas.

Governor Victor Atiyeh agreed to a statewide meeting to discuss the status of state parks in Oregon. Accordingly, the Governor's Conference on the Future of Oregon State parks was held in Salem December 2 and 3, 1985. Over 140 people attended the governor's conference devoted to such issues as financial stability, fees and charges, volunteers, constituency and tourism development. Among the goals recommended at the conference were reconsideration of Highway Fund support for state parks; more General Fund support; expansion of interpretation and education efforts, as well as tourism promotion; assumption of a stronger statewide park and recreation advocate role, and aggressive promotion of use of state parks. In addition, the consensus of the conferees was that the State Parks organization should not enter the resort business, and the traditional mission of protection of resources and scenery should be pursued.¹²

These recommended goals, coupled with recreational needs identified in the ongoing Statewide Comprehensive Outdoor Recreation Planning process (SCORP), helped initiate a long-range strategic plan for Oregon State Parks looking ahead to the year 2010. In December, 1987, the Oregon Transportation Commission appointed the State Parks 2010 Citizen Committee, headed by Lynn Newbry of Talent, and charged its members to make recommendations for and aid the production of a 20-year plan. The 2010 Plan was produced in December, 1988, and provided dollar estimates for committee recommendations on the following subjects: rehabilitation of park facilities, land acquisition, campgrounds, special needs of the public, interpretive services, ocean beaches, recreational trails, scenic waterways, marketing the system and coordination of outdoor recreation in Oregon.¹³ The 2010 Plan stated a need for increased services and increased funding for Oregon State Parks.

When presented the plan, Governor Neil Goldschmidt, asked whether the necessary funds for implementation were likely to be available under prevailing circumstances. On receiving a doubtful answer, the governor suggested State Parks probably should be in a separate department under its own commission.¹⁴ The governor backed his position with public statements promoting a separate Parks agency.

A bill was introduced in the 1989 Oregon Legislature for the creation of a State Parks and Recreation Department. Although there was some opposition to the transfer, the measure was passed by both branches of the legislature and signed by Governor Goldschmidt on August 2, 1989. The governor signed the act on the steps of the capitol in Salem on the occasion Parks chose to celebrate its 60th year as an organized agency.

The act became effective January 1, 1990, and, among other things, it created a State Parks and Recreation Department separate from the Department of Transportation, established a governor-appointed, seven-member State Parks and Recreation Commission having authority to appoint the department director, and it defined duties of the director and departmental authority.¹⁵ David G. Talbot was appointed first director.

At the time the State Parks and Recreation Department Act was passed, there were 223 state-held parks, including 89,934 acres of land, some 46 percent of which is located on the Oregon coast. As to use, Oregon has the fifth largest total day and overnight park use in the country -- some 39,000,000 visits up from 10,835,000 visits in 1959, when 174 parks covered 59,490 acres.

Thus came to a close a 68-year period of acquisition, development and operation of a highway-oriented state park system. The sections which follow may be helpful to those wishing to pursue the details of agency history. They include a discussion of sources for research, a directory of current park holdings and a memoir by David Talbot, who, as chief administrator, guided the system through the period of greatest expansion and diversification.

-
1. Oregon Secretary of State, *Oregon Blue Book 1975-1976*, p. 43-44.
 2. Land Conservation and Development Department. 1985. Oregon Statewide Planning Goals.
 3. Oregon State Parks and Recreation Division. 1988. *Oregon State Parks 2010 Plan*.
 4. David G. Talbot to Loran L. Stewart, September 8, 1970. Summary, Vortex I event at Milo McIver State Park. OSPF.
 5. Rooster Rock Files, 1974-1978. OSPF.
 6. Minutes of the State Parks and Recreation Advisory Committee, February 3, 1978.
 7. David G. Talbot to Advisory Committee, June 7, 1979; conference call, June 11, 1979, minutes of the State Parks and Recreation Advisory Committee.
 8. Klein Consulting Engineers, K. J. Won, George M. Otten and Associates. 1988. *A Feasibility Study for the Proposed Banks/Vernonia Linear Park*. Forest Grove, Oregon.
 9. Oregon State Parks and Recreation Division Cooperative Associations Administrative Rule.
 10. USDA Forest Service. 1986. "Columbia Gorge National Scenic Area New Law," *Forest Service News*, Portland, Oregon. OSPF.
 11. Oregon State Highway Division. 1983. Oregon State Parks Cost Responsibility Study.
 12. Oregon State Parks and Recreation Division. c. 1985. *Governor's Conference on the Future of the Oregon State Parks*. Salem.
 13. Oregon State Parks and Recreation Division. 1988. *Oregon State Parks 2010 Plan*.
 14. David G. Talbot, conversation with L. C. Merriam, Jr., May 2, 1990.
 15. Oregon Legislative Assembly. 1989. House Bill 2904, Engrossed.



Fig. 19. Lower central Willamette Valley, State Parks Region I. Aerial perspective view to the east, toward the Cascade Range, overlooking Champoege State Park on the Willamette River. The Champoege State Park visitor orientation center, identified by the oval outline of its parking area, is in the foreground. Bicycle paths lead upriver from an overnight campground in the grove of trees to the historic townsite area and former boat landing sites. The park commemorates the settlers' decisive action in 1843 leading to formation of the Provisional Government of Oregon. Champoege State Park is one of the major recreational sites enhanced by development of the Willamette River Greenway. **1981.**

Oregon Department of Transportation Photo #A785-147.

DEVELOPMENT OF THE STATE PARKS AND RECREATION PROGRAM 1962-1989

A PERSONAL VIEW

by

DAVID G. TALBOT

By 1989, Oregon had a highway-oriented state park system of some 89,934 acres, including parks, waysides, monuments, recreation areas and parcels of land adjoining rivers. From the system's beginnings under the State Highway Commission in 1921, emphasis was placed on protection of roadside beauty and planting trees along highways. With the appointment of Samuel H. Boardman as parks engineer in the Highway Department in 1929, particular effort was directed to park areas on the Oregon coast. Although a few parks were acquired at some distance from major highways, such as Saddle Mountain, Cove Palisades and Golden and Silver Falls state parks, this was done with difficulty. Most areas adjoined principal roads.

Development of the parks for day use was limited in the Boardman years, but was boosted measurably by the emergency conservation work of the federal government during the Depression era, 1933-1942. Sam Boardman's greatest interest was in acquisition and protection of major scenic features. In this, he was most successful, expanding the system from 4,070 acres to 60,000 acres and 161 sites by the time of his retirement in 1950.

In the next 10 years, under Superintendent Chester H. Armstrong, the system was vigorously developed for use, and parks were opened to overnight camping. Operations were expanded to include recreation liaison activities with cities and counties. In the 1960s, the agency acquired the responsibility for statewide comprehensive outdoor recreation planning.

After David G. Talbot became State Parks superintendent, shortly before the end of the year 1964, the agency's external programs expanded dramatically to encompass ocean shores access, the Willamette River park system, historic preservation, scenic water-

ways and recreation trails. By 1979, the Oregon State Parks organization gained separate but equal status alongside the Highway Division in the Oregon Department of Transportation. In 1980, at a time of severe oil price increases, the public voted to eliminate use of the gas tax-supported Highway Fund for state parks. This placed the Parks agency more directly under control of the Oregon Legislature because it was dependent upon General Fund monies for much of its operating budget. While public awareness of state park operations increased, adequate fiscal support for the system had become more difficult to obtain.

Efforts to look to the future and secure a stable source of funding for growth led to creation of an *ad hoc* long-range planning advisory committee, and a strategic plan to be implemented by the year 2010 was prepared by the staff. Presentation of the plan to Governor Neil Goldschmidt resulted in a 1989 legislative act creating an independent State Parks and Recreation Department, effective January 1, 1990. A seven-member State Parks and Recreation Commission replaced the former Parks Advisory Committee.

In the following memoir, based on a series of recorded interviews, Dave Talbot, who continued as director of the new department until his retirement at the end of June, 1992, reflected on the organization he shaped and defined over a period of 28 years with the help of employees, advisers, legislators and the public at large.

I

Mr. Talbot, you came to the State Parks organization holding a degree in what was then a new academic discipline: parks administration. You had headed a local parks and recreation program for the city of Grants Pass for four years. During the two years you served as state recreation director, you acquired a master's degree in the field from your alma mater, the University of Oregon. Then, on December 16, 1964, you succeeded Harold Schick as State Parks superintendent. What was it like, as a young professional and a comparative outsider, to take the reins of a branch of the Oregon State Highway Department at that time?

When our organization was formed in the Highway Department in the 1920s, the emphasis, naturally enough, was on preserving scenic assets adjacent to the highway system. Under Superintendent Boardman, the acquisition of a park land base continued as the primary objective through the 1930s and '40s. Then, in 1950, Sam Boardman retired and Chester Armstrong took over as superintendent. America was home from the war. People had leisure time and wanted to enjoy the out-of-doors. Chet Armstrong deserves to come out of the shadow of the founding superintendent in our thinking because it was he who developed the system for park users. His tenure extended throughout the 1950s, and in that period the campgrounds and facilities for recreational use were built. Before that, the only significant developments had been accomplished in the Depression era under New Deal programs supervised by the National Park Service and carried out by the Civilian Conservation Corps at such places as Silver Falls and Jessie M. Honeyman state parks.

Mark Astrup, who had an excellent background in landscape architecture and traditional National Park values, served briefly as superintendent in 1961 and 1962. He was succeeded by Harold Schick, the first academically-trained parks administrator to be hired from outside the ranks of the Highway Department. Hal served two and a half years. I held my first job with the organization under him. He had to break the ice on a lot of things, and it was tough to gain acceptance. Here was a professional administrator from Michigan creating park management assistant positions, hiring college graduates who came in at a pretty high salary level, rather than working their way up from the bottom. It raised holy heck, but it laid the foundation for a professional organization.

I entered the picture in 1962 just as the whole thing was about to explode and grow. During the two years I served as state recreation director, I was a consultant to local governments for the most part. It was the responsibility of that office, with direction from the Parks Advisory Committee and the Highway Commission, to get Oregon counties into the park business. It was in a similar spirit that the National Park Service created the National Conference on State

Parks in the 1920s to foster development of state parks. The National Park Service had been spending a lot of time fending off proposals to create National Parks in areas Park Service officials did not consider nationally significant. Politically, it was tough to say no. If the states could be persuaded to dive in and start having their own programs, that would relieve the problem. Of course, the more fundamental, altruistic goal of the conference was to develop an outdoor recreation delivery system that would better serve the people of America. When the Oregon state recreation director's job was created, in a sense it was forced on the Highway Commission. The local park people finally had persuaded the legislature to pass the enabling legislation in 1959. From that point forward, our organization carried the combination "Parks and Recreation" in its title.

Not long afterward, Mark Hatfield's administration began putting together the statutory framework for all state agencies responsible for outdoor recreation resources, including State Parks. During the 1965 legislative session the decision was made at the recommendation of Governor Hatfield and his assistant, Dan Allen, to reclassify the wet sand beaches seaward of the ordinary high tide line as state recreation areas, as opposed to "highways." The issue of vehicular traffic and the proper use of the beaches was bubbling even then, and the idea was to begin managing what was in reality a major recreational resource.

I took over as superintendent in the middle of December, 1964. The first thing I did was to take a thorough look at the organization and how it operated. What was happening in terms of facilities development and promotion of a service ethic? I discovered the people who were mowing lawns, cleaning buildings and taking care of the public had a special personality. They had a love, not only for their work and their parks, but for Oregon. They could have been Chamber of Commerce representatives, in a way. They were real salesmen. It rubbed off on everybody. As they made decisions about who they hired, they would perpetuate those values. There were a lot of interesting people. I concluded the product was so good, I ought to take my time. The things I thought I had to adjust,

like educational requirements, I would do slowly. I knew intuitively that I ought not try to change the institutional personality overnight. The staff and crew would make the transition themselves.

A lot of the fundamental changes had been initiated by Harold Schick and his assistant, Bill Beckert, and I didn't have to burn myself up on those. Just before I assumed responsibility, we had started to change position titles from foreman to park manager, for example. Because such things already were moving forward, I figured I would see how far they would go on their own steam before I picked the ones I wanted to push. I knew there was little appetite for certain kinds of change within the organization at that time.

I had to build a foundation, politically, in the Highway Department. It was crucial that I had the confidence of the assistant state Highway engineer, to whom I reported, and others in the organization as well as the Highway Commission. I already had a good rapport with Highway Commission Chairman Glenn Jackson. I focused on convincing Assistant Highway Engineer P. M. "Steve" Stephenson, a very knowledgeable man, that he could trust me.

It was clear to me that the money was there to further park objectives if I could get hold of it. I set out to do that as best I could by making the organization function well; being responsive, getting reports in on time, making the budget balance, having a good budget presentation so they could let me start to make more decisions. At this point, too, I was spending a lot of time on the road finding out about the parks. I left the field operation to Deputy Superintendent Lynn Koons. I can remember gathering the executive staff together and telling them, frankly, I didn't know anything about running a state parks system, but if they would help me, I would learn. That seemed to start me off on the right foot. Lynn took care of things while I got a chance to find out about the state of Oregon and its parks.

Things really were happening fast. The beach access and Willamette River park system legislation was enacted in 1967, and agitation for the scenic waterways and recreation trails programs came soon

afterward. I was spending a lot of time dealing with Commissioner Jackson and the Parks Advisory Committee trying to convince them that we knew what we were doing. The expenditures were starting to climb. It must have caused some nervousness on the part of Highway officials because we were starting to spend money in big chunks, particularly on acquisitions for what came to be known as the Willamette Greenway.

It was at that point when Lloyd Shaw came into the picture. P. M. Stephenson had retired not long after I became superintendent. As assistant Highway engineer and my immediate supervisor, Lloyd played an important role in my personal development. He was brilliant. I would package a given problem with all kinds of alternatives and race downstairs to lay it in front of Lloyd to get a decision made. I would get through only about two of the alternatives before he jumped ahead to a totally new one that obviously was right. He did that time and time again. His knowledge of Oregon was immense. I loved to travel with P. M. Stephenson because he knew every bridge. He could tell you who built it and when, and had anecdotes about every one of them. You couldn't catch a nap in the car because he'd have so much to tell. Lloyd was the same way on construction. The stories he told of the achievements of the Highway Department were awe-inspiring.

Getting myself in a position to work effectively for the organization was a matter of earning the trust of these tough, bright, single-minded people who had almost a religious feeling about the Highway Fund and their responsibility to protect it. Any illegal use of the Highway Fund was, of course, forbidden. It was fundamental. The money goes for roads. All the collateral things, rest areas, parks, lighting, fencing and so on, were considered nearly extraneous. As I tried to edge to the table and get my share for parks, I could see they had a tremendous will.

State Highway Engineer Forrest Cooper was a strong executive. He taught me a lesson one time. At Detroit Lake, where we have a campground, we paid rates to a local phone company. Once, apparently, we were late in paying our phone bill. The clerk of the

phone company in Detroit got tired of writing us, and she found out who was in charge of the whole program. She called Forrest Cooper, and he went on the phone. In those days we had "squawk" boxes on our desks, and you could be in the middle of the most sensitive meeting in the world and anybody could come on and say, "Talbot, would you come down here a minute? I want to talk to you about this or that," which is exactly what Mr. Cooper did. So I found myself in front of the state Highway engineer. "Why don't you pay your phone bill?" "What phone? And where? I don't know anything about it." He said, "Well, you go find out and tell me." As it turned out, the park manager's home phone and the park phone were together on the same line. A lot of those hook-ups were in place at the time. Mr. Cooper would not let me hand it to anybody. I had to do it myself. He worked with me, down to the woman at the phone company, and the bill, and who owed what, and how the process worked. I have never forgotten that because I have done the same thing many times myself since. Something will come across my desk that causes me to wonder, "Why do we do that?" Then I work my way back through it. In the process I learn so much that I would never find out otherwise, because bureaucracies, whether by design or not, tend to keep certain information from management people. It just works that way. You can be insulated.

I want to go back to Lloyd Shaw for a minute. Lloyd was a member of a distinguished Washington County pioneer family who had his early training in the Bureau of Public Roads and the Highway Department. He had been with the Highway Department for 30 years and had built or designed most of the metropolitan expressway and freeway system. When "Steve" Stephenson retired in 1963, they looked around to see who was going to be assistant Highway engineer in charge of Parks. They picked Lloyd. Over the course of the next eight years he became as strong a Parks advocate as you could find anywhere. In fact, the Highway organization came to feel he had "sold out" to Parks. If there was anybody in the Highway Department other than Sam Boardman who had an impact on this organization, it was Lloyd Shaw. He caused things to happen that couldn't possibly have happened without him. He respected and admired Highway Commission

Chairman Glenn Jackson and usually was willing to do what Glenn wanted, whether it was buying beach access or a headland, or protecting the Columbia Gorge.

The Highway people were very cautious about the type of person they would allow in the position I held. There were those who always were afraid the park people were going to start spending a lot of money and doing crazy things. It could be very competitive at times. Chairman Jackson was thoroughly in our court, as was the State Parks Advisory Committee under Chairman L. L. "Stub" Stewart. Stub was talking to the governor and Glenn, so I felt secure, but I believed that if we were to reach the vision of a more traditional state parks system, not one of just waysides and forest preserves along the roads, but one that had the full range of services, the first step would be to get out of the Highway building, physically. The pressure on the Highway program in those days was enormous. There wasn't enough room in the building on the Capitol Mall. When they would start trying to jam people together, normally we would be good soldiers and cooperate, but finally, one day, I resisted, knowing, ultimately, they would ask us to find other quarters. That is exactly what happened and how we find ourselves downtown, leasing space at the corner of High and Trade Streets.

When the Department of Transportation was created by the legislature in 1969 to coordinate the activities of Highway, Motor Vehicles, Aeronautics, Parks and Mass Transit divisions, the first director was John Fulton, Governor McCall's appointee. Eventually, the Highway engineers said, "Talbot, from now on you report to the Director of Transportation." We got along well with the administrators of the umbrella agency. Fulton and his successors, beginning with George Baldwin, treated us as professionals and we developed organizationally inside the larger department.

As it happened, however, we were on a collision course with the recession of 1973-1975 when, after the OPEC embargo, there was less gas tax revenue coming into the Highway Fund because of oil shortages. The demand on the limited Highway Fund for state and local highway purposes was extreme. People were saying, "What

are we going to do?" They couldn't get gasoline tax increases through the legislature in those years. So, when oil prices skyrocketed, the decision was made to take Parks and the State Police out. Our 1977 budget was the first to show an infusion of General Fund money. After we were barred from the Highway Fund in 1980, many people questioned my good sense for standing by and letting it happen. They knew the organization could be damaged. Glenn Jackson had left as head of the Transportation Commission in 1979 and had gone over to Economic Development, so my protection was getting slim. I concluded that if we were taken out of the Highway Fund, it would be in our best interest in the long run. Risking the loss of revenue to strike out for independence was worth it. Of course I didn't know an international recession was just around the corner. My timing couldn't have been worse. But I took that gamble. When Glenn or Stub Stewart asked, "Do you think it will be okay?" I said yes, even though in my heart, I knew it could be difficult. And so it was for a time.

As Highway Commission chairman, Glenn Jackson was privy to our campground attendance figures, and toward the end of the 1960s we were turning people away in droves. We are in that position again today, but it was reaching a peak at that point. I remember when Glenn made a decision. "I think it's time to build some more campsites." In the conversation somebody said, "How many?" He said, "Well, how about a thousand?" Those were the last campgrounds we built, in 1970. A thousand campsites is an enormous number. At \$10,000 apiece in today's money that represents a big commitment on the spot. I think Mr. Jackson's inner feelings were on the tourism side of the spectrum, as opposed to scenic conversation in the Sam Boardman style. He was an Oregon boy, raised in Albany. He had that frontier mentality about our natural resources. Trees were a crop to be cut. He didn't mind our saving them, but the primary objective was recreation and tourism rather than wilderness protection. He was a real supporter of expanding our program.

It took us a decade to recover from the recession of 1973-1975, the loss of gas tax revenue, limited support from the General Fund, and

the game plan falling apart. We fell into hard times and learned how to live with less. If you go through the process of closing parks, and all the thought and political consideration involved in deciding which to close and why, you learn things. You start to wonder, "Why did we acquire that one? How do we decide which ones are good and which ones aren't?" We learned what our public could withstand in terms of fees and charges. We probed all those areas. We turned around and found volunteers. We found there were ways of providing services at reduced cost and doing our job with outside resources. That's been good for us. The crisis caused us to do a cost responsibility study, to look carefully at who benefits from and who pays for the services. It caused us to convene the Governor's Conference on State Parks in 1985. It resulted in our preparing a strategic 20-year plan known as the 2010 Plan. Completion of the 2010 Plan coincided with the term of Governor Neil Goldschmidt, who concluded it was time for a new department. At that moment, the stars of the firmament had lined up just right. We were sitting in that room, and all of sudden, "Whamo," there it was on the table. I hadn't engineered that one. I was getting ready for it, but I was comfortable in ODOT with the Transportation Commission and staff.

Since legislative action in 1979, the organization had enjoyed full division status equal to the Highway Division and other divisions of the department. We were accountable to the Transportation Commission, but essentially independent. Now that Parks has become a department in its own right, I can say it's a lot harder at the moment than it was. Twice as hard. But that will resolve itself. We have a new Parks and Recreation Commission of seven citizens committed to helping us and wanting to know everything about the program. If they will give us the benefit of the doubt, we can go about the business of managing the parks system, and they can go about the business of setting policy. The funding issue is yet to be resolved. Game plan "A" is to find a permanent source of money dedicated to implementing the 2010 Plan. That could happen, but I am not counting on it. The alternate game plan is to organize more "Friends" organizations on a statewide basis to build the political constituency that is necessary to get General Fund money.

I don't like to operate that way. To locate, develop and manage parks through the political process is not a good way to run a park system. But, if that's what it's going to take, then I have to get ready to do it. As Neil Goldschmidt said when he joined our tour to look at the coastal parks, "Somebody around here has been making some darn good decisions." We all nodded. And he said, "Are they making them today?" We all shook our heads. Those decisions that were made in the 1930s and '40s and '50s that created the system we enjoy today have not happened much since. That's the problem. That is what we have to focus on. We have to get ready now to take care of those people 20 years out because park attendance has gone straight up. Since 1970, which was the last time we added parks or campgrounds, the supply system has remained constant, but those attendance figures continue to climb. People are willing to spend \$7 a night to park their RV in a day-use parking lot with nothing there. I think issues such as tourism and what kind of an outdoor experience we want in Oregon will heat up very soon. How many people we want to have around and whether the Land Conservation and Development Commission is going to continue its work as presently authorized are open questions.

I remember being in Medford in 1989 for the retirement dinner honoring Lon Herring, who had been with the organization for 32 years. Lon epitomizes the long-time, up-from-the-ranks park manager who can do anything. He has the natural quality of being able to work successfully with people. He can train and develop employees as though he knew how when he was born. He's just wonderful, and they love him. As many as 150 people came out to honor this man. Today we are getting skilled people who are well-educated, but it would be regrettable if we were to lose the Lon Herring side of our nature, our humanity. The generation of Parks personnel long ago retired were self-made people, for the most part, who had risen in life through sheer determination. They had guts, native intelligence and a work ethic. We are one of the few state parks organizations that doesn't require a college degree to be a ranger. What I had hoped when I walked in as superintendent in 1964 is that we would get about half field-experienced and half professionally-trained crew and staff, and out of that group would come good people. I think it has worked very well.



Fig. 20. A most influential supporter of Oregon State Parks throughout the 1960s and '70s was Glenn L. Jackson, member of the original State Parks and Recreation Advisory Committee formed in 1957 who became chairman, consecutively, of the State Highway and Transportation commissions. He held the position of leadership from 1962 to 1979. An enthusiastic golfer, Mr. Jackson is pictured on the occasion of his 76th birthday with a "hole-in-one" cake provided by Florence Neavoll, executive assistant to the ODOT director. 1978.

Oregon Department of Transportation Photo #V270-4A.



Fig. 21. A strong advocate for Parks within the Highway organization was Assistant Highway Engineer Lloyd P. Shaw, under whose direct oversight the agency's emerging recreation and resource-protection programs flourished from 1964 to his retirement in 1972. **1972.**

Oregon Department of Transportation Photo.

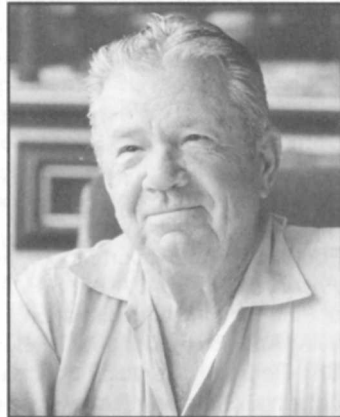


Fig. 22. Loran L. "Stub" Stewart headed the State Parks and Recreation Advisory Committee from 1961 to 1984. No citizen adviser had a more enduring role in guiding policy of the Parks organization. Mr. Stewart continues his service to the state as a member of the Parks and Recreation Commission created by legislative act in 1989. **1982.**

Oregon Department of Transportation Photo #V978-28.

Fig. 23. The annual State Parks and Recreation Advisory Committee tour was inaugurated in the early 1960s for the purpose of inspecting park holdings in various regions of the state. Tours customarily included park and recreation officials and natural resource managers of cooperating federal, state and local agencies. In July of 1966, the inspection party pictured here traveled north from Klamath Falls en route to Bend, making a side trip via Burns to the Malheur National Wildlife Refuge and Steens Mountain area. The party was received by long-time refuge manager, John Scharff, who served as guide in the surrounding high desert country.



Back row: Karl Onthank, president, County Parks Assoc.; Alfred D. "Cap" Collier, S.P. Adv. Comm.; Fred Overly, regional director, Bureau of Outdoor Recreation; Lloyd Shaw, asst. St. Hwy. engineer; P. M. Stephenson, S.P. Adv. Comm.; Ed Schroeder, state forester, Oregon State Forestry Dept.; William J. Talbott, US Army Corps of Engineers; Larry Espey, recreation specialist, Pacific Power and Light Company; Don McGregor, S.P. Adv. Comm.; Howard Lentz, Coos Co. commissioner, Assoc. of Oregon Counties; Ralph Millsap, vice president, Portland General Electric Company; Norm Howard, Oregon State House of Representatives; Richard Shaffer, S.P. planning supervisor; O. W. "Pete" Foiles, recreation supervisor, US Forest Service; Robert Moore, asst. reg. director, National Park Service.

Front row: Eric W. Allen, S.P. Adv. Comm.; Forrest Rieke, Oregon Dept. of Finance and Administration; Lynn Koons, deputy S.P. superintendent; Irving Anderson, division chief, Bureau of Land Management; Al Zimmerman, S.P. Reg. IV supervisor; Joel Havemann, reporter, The Oregonian; Dave Talbot, S.P. superintendent; John Earley, information officer, State Hwy. Dept.; Loran L. "Stub" Stewart, chairman, S.P. Adv. Comm.; Lestle Sparks, S.P. Adv. Comm.; George Ruby, S.P. Adv. Comm.; A. J. Kissel, S.P. lands specialist; Bob Wilder, state recreation director.

Not pictured: John McWilliams, Oregon Journal travel editor; Frank McKinney, legal counsel, State Hwy. Dept.; Robert Rittenhouse, director, Oregon State Marine Board; Frank Stiles, S.P. Reg. V supervisor. **1966.**
Lyle Winkle Photo, Oregon State Highway Department.

II

When you reflect on the number of programs external to traditional state park operations that developed during the 1960s, what do you think these programs have contributed to the quality of life for Oregonians?

Outdoor Recreation

I think the programs that are to some degree "external" have contributed in many ways. First on the list is the Statewide Outdoor Recreation program, which is supported by the Land and Water Conservation Fund Act passed by Congress in 1964 to provide federal aid for parks and recreation. It was launched as one of a number of natural resources and environmental protection programs making up President Johnson's "Great Society" agenda, but the enabling legislation stemmed from recommendations of the Outdoor Recreation Resources Review Commission (ORRRC), a federal body originally set up during the Eisenhower administration and headed by Laurence Rockefeller, the long-time chairman. The commission did an exhaustive study of the condition of outdoor recreation in America, and found there was much that needed to be done and there was little money to do it at the federal, state or local level. So the Land and Water Conservation Fund was created, largely supported by revenue from off-shore oil leases. At that time I was in the position of state recreation director and it fell to me to put together the first Statewide Comprehensive Outdoor Recreation Plan (SCORP) for Oregon. A statewide recreation plan was requisite to getting the federal money. Coincidentally, in 1962, State Parks had released a comprehensive plan that showed who was meeting recreation needs around the state and how the responsibility could be better allocated in the future. What surprised a lot of people was that the federal agencies, which controlled most of the suitable areas, were not providing opportunities in proportion to their land base. The plan was handsomely designed under Superintendent Astrup's direct supervision and created quite a stir of favorable comment. It was the first long-range master plan for outdoor recreation in Oregon. The study group had been directed by Dick Dunlap and Dick McCosh, who headed the Parks advanced

planning unit consecutively. We negotiated with the federal government through its Bureau of Outdoor Recreation, Seattle office, to accept a revised and expanded version of *Oregon Outdoor Recreation: A Study of Non-Urban Areas*. The state's watershed recreation study, that important legacy of Mark Astrup's administration, meant that we didn't have to start over from scratch.

Oregon Outdoor Recreation: Part II, Local Government and the Private Sector was completed in 1964 as a complement to the basic outdoor recreation plan of 1962. Ours was one of the first comprehensive outdoor recreation plans approved under the federal aid program. The matching funds were released not only to State Parks, but were passed through to cities and counties as well. Despite our success, it was then I realized I wasn't a planner. It was a difficult process to assemble all that data, make some sense out of it and meet the rigorous standards of the federal government. Bureau of Outdoor Recreation officials also were learning in the course of setting up a new program, and there was a lot of anguish over what the SCORP ought to be.

It was interesting, trying to get a grip on what was needed. The theory was that the states would assess the situation, determine the needs and how to meet the demand. On a practical level, it broke down because of politics. Portland and Eugene, the two major population centers, had developed recreation facilities early on. When the real need is in West Linn in Clackamas County, for example, and the money is allocated there rather than Portland or Eugene, that is not going to fly, politically. Trying to get local governments to agree on the standards is a challenge. How many parks are enough? Each jurisdiction wants to make its own determination. Corvallis will decide what's good for Corvallis. Years later, we made an attempt to resolve the issue of overall coordination. *Oregon's Recreation Delivery System* was prepared by James M. Montgomery Consulting Engineers, Inc., of Portland in 1980. I sent State Recreation Director Kathryn Straton around the state in an attempt to gauge the feeling of parks and recreation professionals for statewide coordination of recreation planning. The concept was not well accepted.

Another feature of this program was national coordination. A nationwide meeting of state-level administrators of the program was called in 1965 at Illinois Beach State Park on Lake Michigan. Ed Crafts, formerly with the U. S. Forest Service, was the first director of the new Bureau of Outdoor Recreation. There he assembled all the liaison officers who had been appointed to run the program, which was to be decentralized to the states. The Secretary of the Interior had written to each of the governors and asked, "Who do you want to coordinate this Land and Water Conservation Fund program?" Each governor delegated responsibility to a state liaison officer. I carry that title today. I went to the first meeting of all those people from around the nation, and I can remember I was so excited flying to Chicago. Here I was going to meet with the brains of the country in the recreation field. We were going to discuss things that were important to the future of America. Boy, was I sadly disillusioned. When they handed out that sheet of paper that listed all the state allocations, the delegates went straight down the column to see how much money their state got, and that was all they could focus on. Driving back to the airport, a fellow from Illinois State Parks told me a ward boss decides who hires the park ranger in that area. I was really disappointed to realize it wasn't all sweetness and light.

The Land and Water Conservation Fund has been very important to Oregon. It was a major factor in establishing the Willamette River Greenway. We secured something close to \$5 million from the Land and Water Conservation Fund contingency reserve at the Secretary of the Interior's discretion because of the nationwide attention the Willamette Greenway was getting as a model program.

It also brought playgrounds to Oregon communities. We mirrored the federal system. When the money started coming down, the question was, "How are you going to give it out?" My answer was, "We'll do the same thing the Feds do." People in Lane County probably know what's needed there better than anybody in Salem. We simply adopted a formula, the same formula the Feds had; we created county liaison officers, and we required them to bring all the local jurisdictions together on a regular basis to discuss what was

best for Lane County or whatever county it was. That worked very well for many years until the Carter administration took over. Instead of a lot of small, unglamorous projects, the Carter people wanted to have some pizzazz, more impact on a broader scale with fewer projects. They forced us out of the formula business into another approach which we are using today and which works equally well. It's a process whereby you develop goals and objectives in the SCORP and, in theory, those are the criteria you use in doling out the money. You look at those issues, whether it's stream access or urban parks, and allocate accordingly.

As the program went along, the decentralized approach started to lose its political appeal. As that pot of pass-through money went down, the proportion of money going to federally sponsored recreational development went up. The National Park Service, the Forest Service and the Bureau of Land Management were getting more and more of the money. Then, private advocacy groups began to develop. The purpose of groups such as the Trust for Public Lands and the Nature Conservancy is to acquire and protect lands. They are in there dealing with the Congressional appropriations committees on parks as private sector entities, and they do it very successfully.

It can be very appealing to our Congressional delegates to buy a valley on Steens Mountain. They can see it. They can go out, walk in it and feel good about it, as compared to building the playground in Yoncalla, which they may never see unless we arrange for them to be there. Arrangements of that kind weren't handled very well at the state level. So the action shifted to the federal agencies. The advocacy groups tended to pick a piece of land, buy it without checking with the Forest Service, then go to Congress to get the money into the Forest Service budget so the group could be reimbursed for the acquisition. I always have had trouble with that. They gave State Parks that treatment once. They tried to end-run me with some property they purchased in the Columbia Gorge for which they thought the state should reimburse them. They still own the land. I had worked with them before and was on good terms with them, but when they did that, I said, "You can't do that to me. If we

want to work out an arrangement in advance, and you carry it out, then I'll break my back to reimburse you. But if you do it on the front end, that doesn't make any sense. That's not good public policy." On the other hand, if you look at the bureaucratic approach to acquiring land for the public domain, whether it's Redwood National Park or whatever, it isn't always as efficient. It can be fraught with condemnation proceedings.

That is only part of the story of how the Land and Water program evolved. Early in the Reagan years, it was foreseen that the Land and Water Conservation Fund would be phased out, and people tried to get another Outdoor Recreation Resources Review Commission formed. Congress wouldn't do it. That spelled the program's doom to me. The President's Commission on Americans Outdoors traveled for a year or more all over the country before they put out a report. The problem, from my perspective, was that they weren't able to do the groundwork that ORRRC had done to show clearly there was a need and what the problems were. As the Americans Outdoors Commission went around, what they heard was, "We surely have enjoyed spending your money and we want you to continue." Nobody really made the argument that America needed to spend federal money in Yoncalla, Oregon. I think it is the fundamental matter of justifying expenditure of federal tax dollars on local projects that is the key to the program's revitalization.

Willamette River Greenway

On the subject of the Willamette River Greenway, I'll start with a personal anecdote. I was flying up the Willamette Valley in a Pacific Power and Light Company airplane with Highway Commission Chairman Glenn Jackson. (In professional life, Glenn was chairman of the board of PP&L.) We were going to Eugene to meet Lane County Parks Superintendent Paul Beistel. I turned to Glenn and said, "Next to the ocean beaches and the Cascade Mountains over here, this is probably the most important recreation resource in Oregon." He said, "Oh?" He sucked on his pipe, and up the valley we flew. Coincidentally, 1966 gubernatorial candidate and State Treasurer Bob Straub was in Portland announcing at a news

conference one of the key issues of his campaign was “rediscovery” of the Willamette River. He had a visionary idea to create a park, or continuous greenbelt on either side of the river, complete with bicycle trails you could ride from Eugene to Portland. People thought it was a great idea. His opponent was Secretary of State Tom McCall, who turned around and said “Bob, that’s a great idea. If I am elected governor I’m going to do it better than you could.” McCall was elected, and, lo and behold, I found myself in the secretary of state’s office with Glenn Jackson. Tom McCall said, “Glenn, what am I going to do? I got what I asked for, now how do I get there?” As the new governor coming in, and with the legislature convening in less than three months, he would be expected to come forward with a program. Glenn said “Well, that’s simple, Tom. You’ve got to have a plan. Dave, put a plan together.”

We secured the services of a volunteer team of recreation specialists that included Pacific Power and Light Company recreation planner Larry Espey, Oregon State University recreation specialist Merv Filippoini, Lane County Parks Superintendent Paul Beistel, County Parks Association president Charles Collins, Eugene attorney Orval Etter, and Tony Kom of the University of Oregon Bureau of Governmental Research and Service. We called, and they came. They left their jobs, lived in Salem and did a crash plan. The team, known as the Willamette Greenway Task Force, went out on the river and drew boundaries where they thought a greenway should be. They got that ready for the 1967 session. An important policy call occurred in the middle of this. As it turned out, there was a three-to-three split on the task force over a fundamental question. Was this to be a state program or a local program? The local people had been doing things for years. Eugene had done a great job with its riverfront. Albany, too, to some extent. Portland, no. So there was a debate. “If you leave it to local government, you’re not going to get as much accomplished. It has got to have some real push behind it.” Even so, Ed Westerdahl, the governor’s chief of staff, could foresee political problems arising from a massive state initiative getting crosswise with the agricultural community. He settled the debate and said this should be a local program.

I can remember jumping on a bus with legislators to drive around and look at the Willamette. After the bill authorizing a Willamette River Park System was passed by the Oregon Legislative Assembly in 1967, Governor McCall convened all the mayors and the county commissioners and said, "Let's get going with this." We had a lot of cheerleading, and we had some wonderful boat trips. On one of them, I had a fishing contest with the governor. He beat me at the Springfield Bridge as we were pulling out. We got a lot of publicity over the Willamette Greenway. The object was to stimulate local government to take action. A lot of good things happened.

As the story unfolded, Tom McCall was coming up for reelection. Bob Straub sniped at him occasionally, saying, "Hey, Tom. How's my greenway?" The phone was ringing, and we were constantly reporting to the Governor's Greenway Committee, of which Glenn Jackson was a member. The chairman was C. Howard Lane. The eleven-member advisory panel, initially known as the Governor's Willamette River Park System Committee, was to ride herd on greenway development. We were able to get George Churchill, a retired U. S. Forest Service official, to head greenway operations for us. We were fortunate to have him. But by the time Governor McCall's second term came around, local governments were running out of the easy acquisition projects and progress was slowing down. Glenn said, "Okay. Go out and find a state park in each county." So we sent out the staff under the direction of chief planner Larry Jacobson. They came back and said, "The flood plain is a tough place to develop parks." You've got to get up on higher ground, which usually meant farm land. They also said a park wasn't needed in each county. They had located five areas that would cover the needs on a regional basis. At that point, we were crossing over the line into serious state involvement. We convened a meeting of the county commissioners and said, "We are about to move on this, for your information. Just so you are aware." And they all said "Okay. Here we go." We had targeted recreation areas below Dexter Dam on the Middle Fork (Elijah Bristow), Mt. Pisgah on the Coast Fork, Bowers Rocks between Albany and Corvallis, Willamette Mission near Wheatland, and the mouth of the Molalla River. We made a start on those. But overall, things weren't moving fast enough.

Somebody said we ought to get money from the Secretary of the Interior's contingency fund to stimulate the program. Bob Wilder, the state recreation director, and I didn't think the program would qualify. But I was on Sauvie Island one day when a state policeman pulled me over. I couldn't imagine what I had done wrong. He said, "Call your office." As it turned out, L. B. Day, who was at the time Interior Secretary Stewart Udall's liaison in Oregon, had been instrumental in securing \$5 million from the Secretary's contingency fund. I was to get myself to Washington, D.C., as fast as I could to facilitate the paperwork, news releases and other formalities. I dropped everything, jumped on the airplane and arrived in the nation's capital. There, in his office, with the cameras whirring, Secretary Udall announced to America that he wanted to help the exemplary Willamette River park system out in Oregon. Suddenly, new life was pumped into the program.

Even with federal assistance coming through the pipeline, Bob Straub continued to prod. "What is being done for the greenway?" At a meeting in Portland, Mr. Jackson said the demand for money from local government had dried up almost entirely. The cities and counties had exhausted their prospects for acquisition and development. The number of riverfront miles being added to the system had come to a standstill. At that point we created the concept of corridor lands. Lands would be purchased not necessarily for recreation purposes, but to provide a scenic corridor along the river. Out went an army of Highway right-of-way agents. There must have been 20 or 30. Then, a team began talking to farmers about selling their land. Consider the farmer whose riverbank acreage is sloughing into the Willamette. He is likely to say to the agent, "Sure, I'll sell my eroding property that's not going to be here next week." We started picking up property like that rapidly, large chunks of it. Most of it is out there today. It is "in the bank," so to speak.

Initial success with willing sellers ran its course, and at a later meeting, when I should have jumped up and screamed, "No, Glenn!" Mr. Jackson said, "I guess we're going to have to resort to condemnation if we are going to get this program accomplished." It didn't take long before the farmers' lobby was effective in getting

Mr. Jackson and me hauled before the Legislative Emergency Board, whereupon all the money was taken out of the greenway budget, and the Emergency Board unceremoniously said "Until this matter is cleared up in the next session, that's the end of it. Things did not get back on track until 1975 when the Willamette River Greenway program was redefined in law as a cooperative effort of state and local government to protect the river corridor.

While the legislature reevaluated the greenway law, we defended ourselves as best we could. We were digging out. We were really in a hole over the condemnation issue, even though we hadn't condemned a thing. There was concern over the possibility of it. During this period we put together another plan and spent a fortune doing it. We hired a top flight public relations firm from San Francisco. We went out, settled all the people down, and had everybody in general agreement, when Bob Straub succeeded in winning election as governor in 1974. One of the first things on the governor's agenda was the greenway, the concept of which he had done so much to define in his campaign eight years earlier. At his interim office soon after the election, he urged me to pursue the program. "Get out there and get on with it," he said. So we revved her up again, and the world caved in around us.

The Land Conservation and Development Commission was newly formed at this time under authority of state law. Once the statewide planning goals and regulations were the place, the greenway program ceased being a land purchase program and moved into the area of land use planning, where it remains today.

The Willamette River is very important to the future of Oregon, in my opinion. It is the thread that connects the major centers of population. Nobody seems to want to talk about that bicycle path from Eugene to Portland anymore. Instead, people seem to be fairly comfortable with a number of parks and scenic protection along the river, but not necessarily a fully-connected system. I am an old-fashioned park person. I want to connect those features and make the system continuous. I want to do as much of that as we can so people can enjoy protected scenery along all 255 miles of the

recreation corridor. The corridor lands are a real asset, but I think the uplands are valuable too. The 1991-1993 budget proposed a million dollars to revive the greenway plan. To give it the best chance, one approach would be to allocate half of that money to local government. The farmers have their ways of influencing cities and counties, and I think they would be comfortable with that. Possibly the state would limit its acquisition to lands available from willing sellers.

As for state greenway acquisition to date, we bought some very expensive property. We acquired the Willamette Mission State Park through the power of eminent domain. Condemned it, in other words. The rest of the five parks we targeted are operating but not complete. Mt. Pisgah is secured and managed by Lane County. There lies another story. Somebody came to us and said, "You ought to buy Mt. Pisgah. It's a good property." So I found myself at Stub Stewart's house in the shadow of the mountain near the junction of the Coast and Middle forks of the Willamette. We got in his helicopter and went to the mountain top and looked around. The place was laced with power lines. It is not the most scenic place in the world. We came back and said we chose not to acquire it. Paul Beistel, Lane County parks superintendent, wasn't satisfied with that. He went out and took wonderful pictures of birds and wildflowers, hauled them up in front of Governor McCall, and bedazzled him with the wonders of Mt. Pisgah. The governor called on the phone and said, "What's wrong with you, Talbot? You ought to do this." I said, "Yes, sir," and we bought Mt. Pisgah. After the dust settled, years later, we deeded the holding to Lane County, so it could be managed locally. Today it is known as Buford Recreation Area. The arrangement works just fine.

America is falling in love with greenways today. All across the country, people are talking about the concept. They may have forgotten that there is an early model in western Oregon. There is a plan sitting on our shelves that says which piece of land ought to be purchased and why. It should be updated.

The Willamette River was one of Tom McCall's first successful causes as governor. He had been a broadcast journalist in Portland, and when he took on the Willamette's clean-up, a big project, he gave it a lot of public exposure. The newly created Department of Environmental Quality worked to get local water and sewer districts, farmers, canneries and industrial plants to reduce the harmful effluent. My wife, Ann, grew up in Eugene in the 1930s and '40s when the river was posted. You couldn't go near it, it was so polluted. Revitalization of the river was a major factor in gathering support for the greenway program.

The program has been a popular success. Drive through downtown Portland on any weekend when the weather is decent, and you will find the reclaimed riverfront alive with people. The same is true in waterfront parks from one end of the greenway to the other. People are using the river for recreation. I think the Willamette River, as a long-term investment for outdoor recreation, is outstanding.

Historic Preservation

I always have enjoyed Oregon history, and I'm fascinated by the story of the state's development. There were some historic properties in the parks system when I walked in. The major study of historic and commemorative events at Champoeg State Park, prepared on contract by National Park Service historian John Hussey, had just been completed in 1962. Eventually, it was published for a wider audience. I felt the well-rounded park system of the future had to have a heavier infusion of cultural and historical attractions. One of the first assignments Parks Superintendent Harold Schick gave me when I came in as recreation director was to accompany Tom Vaughan, then executive director of the Oregon Historical Society, on a mission to the Old Yaquina Bay Lighthouse at Newport. The lighthouse was a long unused feature in Yaquina Bay State Park that was in poor repair and scheduled for removal. Mr. Schick wanted to know if we thought that was a good idea. So we went down and took a look and came back and said, "No. We should not tear it down." I have always felt good about that, because our lighthouses are such a colorful aspect of our coastal heritage

and scenery. I took over as superintendent with the intent of rounding out the system with historical projects to the best of our ability.

We found ourselves playing defense with people who were very knowledgeable in the business. We were amateurs dealing with people who wanted us to do this, or not do that. I felt we needed some expertise on the staff, so we hired a park historian to help us evaluate the properties we were encouraged to take on. Looking back, I regret letting the lighthouse keepers' houses at Cape Meares be torn down in 1968, deteriorated as they were. I had good advice on both sides of the issue. I'd choose differently today.

Historic preservation gained national prominence with passage of the National Historic Preservation Act of 1966. The act authorized a federal aid program that was patterned after the Land and Water Conservation Fund program, using the same revenue source of off-shore oil leases. Once again, the Secretary of the Interior wrote the governors asking, "Who do you want to handle this program in your state? There is money, but there also are strings." It turned out State Parks enabling statutes encompassed the acquisition and management of historic property, whereas no other state agency's did, other than the State Board of Higher Education. The Oregon Historical Society probably would have liked to have been given responsibility for the program, but it is not, strictly speaking, a public agency, even though it is funded in part by legislative appropriation.

In any case, management of the statewide program for historic preservation was assigned to our shop. We had to meet federal requirements for professional staff and various experts on the Advisory Committee on Historic Preservation. Those were the days of State Recreation Director Walt McCallum, who instituted the scoring sheet for nominations to the National Register of Historic Places. The rating sheets were useful in the initial debates over what is important in Oregon culture, history, architecture and archaeology. You might think, casually, the National Register of Historic Places would have enrolled in it only properties of national significance. Not so. It took me some time to recognize that

properties of state and local significance were eligible for enrollment too. Sites and buildings of importance to Oregon communities are as significant as Ford's Theater in Washington, D.C., in the point of view of the National Park Service, which runs the program at the federal level.

Every National Register nomination has to go before the Advisory Committee on Historic Preservation and be blessed. It is the committee's main purpose to act as quality control for the National Register. While the committee's advice has influenced policy over the years, its role is advisory, rather than managerial. The panel has worked hard and has been very effective, and Oregon is richer for the state-coordinated historic preservation program. The program has promoted restoration of historic buildings in Jacksonville, Astoria and Baker City. Cities and counties have caused inventories to be made and people have nominated thousands of properties to the National Register, counting the ones in historic districts. Incentives offered by provisions of the Economic Recovery Tax Act and Oregon's historic property tax law have combined to make things happen. That is not to say important buildings have not been destroyed, but hundreds have been preserved and restored.

A number of communities are aware of the assets they have in historic downtowns and neighborhoods. I think of Jacksonville and the champion of that former gold mining town, Robertson Collins. In such towns, promoting the past has come to be "bread and butter," and that approach to economic vitality is being more widely applied as time goes on. Too, there is constant watchfulness on the issue of quality. "Why do we put this ordinary bungalow on the National Register?" The question is debated continually. Each of the nominations is reviewed on its own merits, and the Advisory Committee on Historic Preservation makes its determinations according to criteria established in federal rules and guidelines. Some members are more conservative than others. It has been very interesting to watch the trends ebb and flow over time. I feel strongly the program has been a positive force in Oregon.

Archaeological preservation is a different problem. I don't know how we will ever get it fixed to everyone's satisfaction. Oregon is one giant archaeological site. In some areas, you hardly can turn around without bumping into a lithic scatter, occupation, burial or sacred site of some kind. Today, thanks to professional education and the work of heritage consultants, the number of people who understand and appreciate Native American culture and respect its traditional values is increasing. But there is that segment of the population that won't observe the rules, that will loot a well-known site at the expense of everyone. Wisely, the Native American Indian community has pressed for legislation to limit conditions under which prehistoric sites can be investigated and have seen to it that rules have been adopted to govern the disposition of artifacts disturbed accidentally in the course of construction. We don't present enough information to our park visitors about the people who lived here before we did, and that's a shame. I look for opportunities to do something about that.

When the federally-funded historic preservation program came along in the late 1960s, our professional historians became absorbed in it full time. Nevertheless, through efforts of the field organization, for many years headed by Deputy Parks Superintendent Warren Gaskill, and with the cooperation of the history staff and citizen activists, strides were made in interpretive work at Fort Stevens, Yaquina Bay and Champoeg. Historical waysides such as the Kam Wah Chung Building at John Day and the Wolf Creek Tavern were added to the system, as was the Patrick Hughes House at Cape Blanco. Today we are embarked on development of our latest historical acquisition, the site of Fort Yamhill. We have identified the need, and are trying to budget for a full-time historical coordinator for Parks to help those developments along.

Beach Access

Ocean Shores Access is another valuable program. A lot has been written on the subject, but I want to discuss some aspects of it. As I was getting started in State Parks during Governor Hatfield's tenure, the governor's assistant for Natural Resources was Dan

Allen. Dan was successful in getting a bill through the legislature changing the classification of beaches and tidelands from "public highway" to "state recreation area." That occurred in 1965. Suddenly, we were in charge of a vast coastal recreation area. I started to look into what it was we had just inherited. The more I learned, the more concerned I became. I found memos from former Highway Chief Counsel Joe Devers and others suggesting the title issue was complicated.

Shortly after I took over as superintendent, I received a letter from John Yeon congratulating me. Almost as an aside, he said, "Oh, and by the way, be sure and look into the myth of public beaches." This encouraged me to go further. I finally picked up all the data and carried it down to Assistant Highway Engineer Lloyd Shaw. We took it to Portland and sat down with Glenn Jackson. He said "You'd better get ready for the legislature." The State Parks and Recreation Advisory Committee agreed. They said, "We've got to get the ambiguities resolved." So we raced to the Highway attorneys and asked them to write a bill for the 1967 legislative session. Highway Commission Chief Counsel George Rohde, his assistant, Frank McKinney, and title attorney Jim Kuhn set to work and found legal precedent for open beaches in Texas and a few other places. They drafted legislation based on the common law doctrine of implied dedication. To explain, a property may be privately owned, but if the public has used a part of it for a long time, you can't keep them out. They have established an access easement, in theory. Oregon's beach bill was drafted on the same principle. We presented it to the legislature in 1967. I still can remember Stan Ouderkirk, who represented Lincoln County in the House at that time, getting madder than heck at first and saying, "Look, we just changed the tidelands classification in the last session from highway to recreation area, and here you are coming in with a big land grab for the dry sands."

The battle was on, and the issue was private property rights versus public access. Most people had no real concept of who owned the beach in the dry sands area above the line of ordinary high tide. Property owners didn't want the state managing development of

their beachfront property and the public didn't want to be barred from the areas they had used for generations. I began testifying on behalf of the proposed beach legislation before the 1967 legislative assembly without much success. Because of the strong feeling for private property rights, I was getting hardly any support. Then, the controversy sparked by William Hay, a motel owner at Cannon Beach, exploded. Mr. Hay understood exactly how far his beachfront property line extended. He went out one day and started driving piling to fence off his area of the sandy beach for the convenience of his guests. It couldn't have happened at a better time. The public said, "You can't let this happen!" They began to pay attention. The fenceline made things graphic. The press photographed it and sent those pictures everywhere. We went to California and photographed Santa Monica, where everything is built right out onto the beach. The potential for intensive development was what we were trying to show people. "Is this what you want your beaches to look like in 50 years?"

After the beach bill was signed into law early in July, 1967, any development seaward of 16 feet of elevation required a permit from the state Highway engineer. Mr. Hay did not want to remove his barrier, and the case went to trial in Circuit Court in Clatsop County with Frank McKinney as lead counsel for the state. We had to get evidence to support the argument that the beach traditionally was in public use, and we were preparing to do it on a case-by-case basis. At South Beach, Neskowin, where a concurrent suit was started by Lester Fultz, Bob Gormsen and Ray Wilson took the lead in gathering testimony. They spent days talking to people who responded, "Oh, sure. I picnicked at that beach 20 years ago, and here is a photograph to prove it." When the Circuit Court ruled that the beach law was valid, Hay was first to appeal to the Oregon Supreme Court. Associate Justice Alfred T. Goodwin heard the case. Having been raised in Oregon, he knew the state's long tradition of public use of the beaches. In upholding the Circuit Court ruling, he went back to the old English doctrine of custom. His opinion, handed down in December, 1969, meant that all Oregon beaches could be considered public recreational land based on customary use. It was a sweeping legal principle. With a wave of

the hand, we were relieved of the burden of proving our case on a tract-by-tract basis. On the north coast, probably, we could have done it, but we had been concerned we would have trouble documenting public use in places along the less populous south coast.

At the time the Hay and Fultz cases began to test the Oregon Beach Law, State Treasurer Bob Straub said, "This is so important, we ought not to fool around. Let's buy the underlying fee. Let's get that behind us and not let the public's claim to right of access rest on judicial opinion." I said, "I agree with you, Bob." But Mr. Jackson and others said that was crazy. "Why should we spend money on land we already have a right to use and can regulate to a degree under the law?" Mr. Straub promoted a ballot measure to buy the beaches outright in 1968, but the voters defeated the proposal. It was too bad, because I think that would have been the right thing to do.

A little over 20 miles of tidelands, mostly on the northern Oregon coast, had been ceded to private ownership by 1913. At that point, Governor Os West said, "We've got to put a stop to this. Let's not sell any more tideland. It's too valuable." That's when he declared the beaches a public highway. In early days, in fact, the beaches were used as wagon and mail routes. He had the foresight to recognize their scenic and recreational value. I worry about the precedent of the ceded lands, though, and I think we should do something to more permanently protect the wet sands area, the offshore zone from ordinary high tide seaward out to three miles. What we have at present is limited control of that zone through a six-year moratorium on offshore oil, gas and mineral exploration. This is a critical issue that is not generally understood.

Shortly after the beach law was enacted, the Highway Commission began a survey of the coastline in accordance with the instructions of the state legislature. It was recognized that the 16 feet of elevation line would be imprecise because the contour shifts with the moving sand. Three members of the House judiciary committee were appointed to establish the permanent beach zone line. Rep-

representatives George Cole, Gordon MacPherson and Tom Young, who later became a member of the State Parks Advisory Committee, came into the assistant Highway engineer's office and drew the public zone line on aerial photographs. "This ought to be about where it should be. Do you agree?" "Yes." "What about this headland?" That sort of thing. Lloyd Shaw devised the method of tying the zone line to survey points keyed to a coordinate system. As a result, a fixed zone line roughly approximating the line of vegetation was described from one end of the coast to the other and was incorporated into the beach law by the 1969 legislature. Having the line spelled out precisely settled things down. Here was the line beyond which you could do nothing without checking with those Parks people.

Interestingly, William Hay had carried his case to U. S. District Court in Portland and was prepared to go to the Ninth Circuit Court of Appeals in San Francisco, but Ted Goodwin was newly appointed to the federal bench there, and since Goodwin had just written the Oregon Supreme Court decision which went against his case, Hay dropped his suit. But the Oregon Beach Law is being tested again by another, more recent case involving property at Cannon Beach. Under provisions of the law, we denied an applicant's request for a permit to go seaward, beyond the zone line, for motel development. The property owner appealed our decision to Clatsop County Circuit Court and then brought suit against us in the Oregon Court of Appeals. Undoubtedly it will cost us a lot of money to defend against this newer suit as it moves through the courts.

As we fought the battle of public access to the beaches, it became clear that it was one thing to have right to enjoy the beach, and something else to get to the beach. After the beach law was passed and the zone line firmly established, we continued our efforts to provide access points. We had started with the fundamental question of how far people would walk. We said, "They might walk a mile or so, so let's say a mile and a half." As a rule of thumb, at three-mile intervals the planning and engineering staff tried to locate a place where a vehicle could get off the highway safely and there was room to install a parking area, picnic table and restroom

building and let people get to the beach. Most of the smaller facilities you see on the coast fit that description. Much of the work is accomplished. However, we learned there are a lot of people who subscribe to the “not in my backyard” philosophy.

At Arch Cape, one of the delightful communities on the north coast, we had selected a site for beach access. A Clatsop County commissioner called me one day and said, “I think you’d better get up here. You’ve got a problem.” I said, “Fine. Set up a meeting. I’ll come talk to them.” I was feeling pretty sure of myself in those days. I seemed to be able to walk into a crowded meeting room and say “Please settle down, folks. Settle down. We know what we’re doing. You can trust us.” And they would. Deputy Superintendent Lynn Koons and I drove to the coast. The meeting was held in the Catholic church. The place was absolutely jammed with people. The county commissioner introduced me. I stood up and said, “Ladies and gentlemen, I know you’re upset about the idea of our developing an access point in your community. I’m here to tell you we are not going to proceed with it.” Three hours later they were still chewing on me, they were so fired up. To this day, if you want to get to the beach in Arch Cape, you will have to park on the street and walk through somebody’s yard.

There are other places on the coast where we were not able to get through, politically. The story of McVay Rock is one of my favorites. South of Brookings is a rocky outcrop just off the beach. It had been largely quarried for a jetty at Brookings harbor. It was owned by a lady who approached us and wanted to know if we wanted to buy it. Ray Wilson, our lands supervisor, negotiated a good deal, but it just sat there. We hadn’t done anything with it. The seller came back and said, “I have an idea. I would like to bring in an orchestra from, say, Willamette University so we can present some concerts out on the beach as the sun is setting. Wouldn’t that be wonderful?” We said, “Yes.” When the local newspaper came out with a headline announcing a proposed “McVay Rock Festival,” the whole place was in an uproar. People assumed State Parks was going to put on a “far out” festival of rock music. To this day that park has

not been developed, partly because the local comprehensive land-use plan is so restrictive. We just have to wait until the demand is there.

The beaches south of Brookings are private, for all intents and purposes, simply because you can't get to them. We have a little piece at Winchuck, near the California border, and we are trying to buy another nearby. Coming north, we have McVay Rock, and then you are into downtown Brookings and Harris Beach State Park. The fact that there are still places where the public can't get to the beach is not an easy problem to fix. You're not welcome in some communities because people from the outside will be following in your wake, and it isn't appreciated. It's a good thing we were able to do as much as we did before 1973. With the land use planning requirements that evolved under state law, I am not sure we could do as much today.

Scenic Waterways

Americans became conscious of the management of wilderness resources following the Wilderness Act of 1964, which designated millions of acres of specially-classified national forest lands for protection. Then, the National Wild and Scenic Rivers Act was passed in 1968. As usually happens when an issue heats up, federal legislation is mirrored at the state level. That was the case with the scenic waterways program. There were those who had struggled in the Oregon Legislature trying to get a law passed to protect outstanding rivers. They finally decided they would take the option of initiative petition. Two of the sponsors were State Senator Don Willner and Representative Stafford Hansell. Stafford Hansell, a conservative hog farmer from Umatilla County out to save rivers, has a remarkable record of service in the public spirit. He and Willner and the others wanted to designate the Rogue, the Deschutes, the John Day, part of the Minam, the Owyhee and the Illinois for protection against dams, water diversions and uncontrolled riverbank development. Their initiative was referred to the voters in the fall of 1970, and it passed. The original waterways system protected 496 miles, and 573 miles have been added since the first six rivers were designated.

The State Scenic Waterways program essentially was an early land-use regulation program. We would classify the rivers. The classifications would indicate to property owners what kind of development was allowed. Bob Potter, one of the promoters of the initiative, was recommended to run the program and he came aboard. This is the way the process worked. If you are a rancher on the John Day and you want to put a mobile home near the river for your hired hand, you have to get a permit. The zoning rules stipulate that if you want to develop, it has to be for agricultural purposes. Based on the scenic waterways notification process, the mobile home should be screened, visually, from the river. Does the proposal significantly impair the natural scene as seen from the river? That's the standard by which we evaluated development projects. Right out of the chute, a fellow wanted to put a big recreation vehicle park on the John Day River. It was very controversial. Attorney General Lee Johnson jumped in his airplane, taking Bob Potter, and they flew across the Cascades to inspect the site. As a result, we condemned the property.

We got the plans in place and found out early that for the most part landowners adjacent to the rivers really wanted to cooperate. What they said was, "Look, we love these rivers. That is why we live here. It offends us to hear you suggest we would do anything insensitive." They were right. It is only a small number who try to take advantage of the situation, and those people are the ones we have to deal with. We can delay a development proposal for as long as a year, during which time we negotiate a compromise. In most cases, we can negotiate a satisfactory design solution. If we can't negotiate a compromise, we have the option of allowing the applicant to develop as he or she proposed, or we can acquire the land through condemnation if necessary. We seldom have used condemnation because most of the time we work out a compromise to protect the river. Our staff has done a terrific job.

A case that occurred on the Rogue River near Agness illustrates the principle of negotiating solutions to development conflicts. A landowner wanted to put in an RV park on a big meadow high above the river. The people across the river could see it, but people would

not be able to see it from the water. Here again, Bob wanted to buy the whole thing, and I said, "We don't have to do that. Why don't we just have the landowner make a setback and plant a lot of vegetation?" Bob blew his fuse and resigned. To him, I was selling the farm. But if you go down and look at the place today, you see that the solution is acceptable. Bob Potter was an all-out protectionist, and I respected him for that.

An interesting element of this program is that the state-designated rivers also can be covered by a federal designation, which confuses things. On the Rogue River the question of regulation got to be very heated. The wild section needed to have public access regulations if it was to remain wild. The standard experience of those who entered the wild section was supposed to be a feeling of remoteness. Bob and the staff had done everything they could to figure out the optimum number of river users in a given period. They inventoried campsites and they did environmental studies. They found the Rogue floods annually and cleans itself out. It could take a certain amount of traffic. They finally came down this way. There are existing lodges in the wild section. They counted up the beds, and there were 60 in all. They said, "We can't deny access to that number. The lodgings are there. Okay, let's say 60 admissions for the private, or commercial side." Next, somebody said there ought to be 60 admissions for the public side, too, for people who don't want to go to lodges, but want to camp. That is how we got to the optimum number of 120 admissions to the wild section at a given time that is in force today. It seems arbitrary if you don't know the background, but it works pretty well.

The issue of regulation, of limiting the number of people admitted to the rivers, became highly controversial. I was not welcome in my hometown of Grants Pass because I was on the regulating side, where I had to be. The local people really hated it because on a Friday night they wanted to be able to put their boats in the Rogue on the spur of the moment as they always had before. Under the federal regulations you need a permit. You've got to apply for it in advance, and it's very bureaucratic. The same debate has raged on the Deschutes River for 10 years. It is not resolved yet. Most

people don't like regulating the access at all. But it is my opinion, after having looked at the Middle Fork of the Salmon, the Snake, the Rogue, the Deschutes and others, if you really want to have an experience that is not crowded with people, you are going to have to regulate the number of users, unpleasant though it is, and expensive too.

We wanted to add the South Fork of the Santiam to the list of designated rivers, and the North Umpqua and the Grande Ronde. During Glenn Jackson's tenure as head of the Transportation Commission, it was the chairman's policy that if we wanted to add a river to the scenic waterways system under the law, fine, but we had to have the county commissioners with us. That stopped all of those projects because, politically, they just wouldn't work.

Another issue arose. The environmental community didn't always feel comfortable with how the Forest Service was managing federal forest lands. They got the legislature to designate Waldo Lake and the North Fork of the Middle Fork of the Willamette as State Scenic Waterways, thinking that they could get us to influence the Forest Service. Those were confusing times.

The river enthusiasts of Oregon have become a large activist group with a number of causes and political cross currents. They decided to go to the public with an initiative petition to add 10 more rivers to the system. The voters approved Ballot Measure 7 in the election of 1988. The measure was passed because people in Portland, Salem and Eugene liked it, but most of the rest of the state didn't. It doubled the miles of river we have to manage. We have to put all the management plans together. One of the results of the economic slump of the 1980s was that we had to scale down the scenic waterways staff. It's a real problem for us.

My observation, after having dealt with the issue over many years, is that zoning is not the problem on the rivers. Most people are willing to accept it, and Oregon's zoning laws really are pretty good. What we've got is a people-management, or access-regulation issue. That is really the basis of the rivers controversy. The rivers

provide wonderful recreation activity, which people love. But they cut through jurisdiction after jurisdiction, and management becomes very complex. As the public tries to deal with it and understand it, they get all kinds of signals. The Bureau of Land Management says this, and the Indian tribes say that; State Parks says this, and the State Police, Fish and Wildlife Department and the Division of State Lands have something to say, too. A lot of time and energy is spent in coordination. We have spent 10 years on the Deschutes and we still have not resolved all the conflicts. On top of that, then, is the federal system. When United States Senator Mark Hatfield got through an omnibus rivers bill in 1988, a number of Oregon rivers were added to the National Wild and Scenic Rivers system. Oregon has become the "river" capital of America, I think. When you ask anybody where they are "doing" rivers well, they will say Oregon. Our state legislation has more "teeth" in it than other state scenic waterway laws. Most of the others are planning admonition laws, as I see them. "Go forth and plan." We, on the other hand, can protect rivers in Oregon. We have a way to do it, most of the people like it, and it does work.

Recreation Trails

The Recreation Trails program is something of a mystery to me. When the National Trails System Act was passed in 1969, the trail lovers of Oregon, of which there are many, thought, "We ought to have a law like that at the state level." Once again, Senator Willner and others tried to get legislation through. The special interest groups, the timber and agricultural people who opposed trails and others concerned about property rights, were successful in beating them back until the proponents finally got a compromise bill through in 1971 that was supposed to mirror the federal law.

I told my trail friends at the time, "If you wanted me to build trails, you just took away my ability to do it." There was no provision for condemnation. As a consequence, the State Recreation Trails program began as a promotional effort, but people felt good about it. We hired a trails coordinator, Jack Remington, to put a plan together. Planning is important, but the measure of success for me

is, "How many miles of trail did we get on the ground this year for people to enjoy?" I find I am one of the few people who really cares about that. Trail users like the idea of inter-connected trail systems. One of the first such systems to be promoted was the Coast Hiking Trail. Samuel Dicken, a University of Oregon professor of geography who loved the coast, said, "We ought to be able to walk from Washington to California." Everybody said, "Yes!" I said, "Hold it. Nobody's going to do it." But they liked the concept. The regional trail system idea is very popular. To this day we spend time and money trying to build one of those trails. What happens, of course, is if you build it, most people walk just a section of it at a time. It works perfectly well that way.

The Recreation Trails Council, established under the law, is a citizen body whose mission in life is to keep banging the drum for trails. They operate from a plan. It needs to be updated. There is a section of the Land Conservation and Development Commission's statewide land-use planning program, under Goal 5, that talks about trails. We got our noses bloodied on a proposed trail from Corvallis to the coast which crossed the forested Coast Range. The timber companies went crazy when they saw that line on the map. Jack and the people who put it together said, "We'll just use these logging roads, and if you don't want us to use the logging roads for some reason, if you have a fire problem for instance, we'll temporarily close the trail to hikers." They could not accept it. According to LCDC Goal 5, however, local government is supposed to encourage and protect recreational trails. The High Desert Trail around the Steens Mountain area has worked pretty well, largely through the efforts of Russ Pengelly. Nevertheless, we have not been successful in fully implementing the state-coordinated plan because of conflict with the property rights issue.

When you say "trails" in Oregon, you really are talking about the United States Forest Service. The National Forests are where most of the trails are. The problem is they are at a high elevation, accessible only for a short season. What we ought to do to be consistent with the legislation is try to get the trails down at lower elevations near population centers, like the Columbia Gorge. We

are working on a cooperative project to develop a low-elevation trail in the metropolitan area that would be accessible for a longer period of the year. It is known as the 40-mile Loop. And there is talk now about a trail from Portland to the ocean. Here again, it would be one of those regional systems. I don't know who would do it, but people get really excited about the possibilities.

Trails are a popular activity with splinter constituencies. I go to them pretty honestly and say, "If you want to move trails ahead you have to find some special funding source that is tied to the user." They say, "Okay, what kind?" And I say, "Well, that's your job. Be creative." Nothing has ever happened. Building trails is expensive, and we don't know how many people use them. Everyone likes them, but we have a hard time documenting the demand. We have counters on some trails now. On summer weekends you will see plenty of people out. The Silver Falls State Park trail system is heavily used, there is no question about that. I don't know how many people go down the Pacific Crest Trail along the ridge of the Cascades each year. In certain areas I think it is heavily used, but how many people hike all the way from the Mexican border to Canada?

The plan for the coast is to build the trails over the headlands and use the beach where possible. Right now we are stuck at Road's End, north of Lincoln City. Once we get through Road's End we will be back on the beach, heading south, and we'll get clear down to Yachats, probably, before we have to climb back up. The current trails coordinator, Pete Bond, already is dealing for trail easements in Yachats.

Securing the Yachats 804 Trail, a section of allegedly abandoned Lincoln County road right-of-way, is an interesting episode. I've long regretted the fact we didn't pick up that cause earlier. It should have been a Parks cause to protect that old right-of-way, but we ducked it at first. The proponents, known as Save the Yachats 804 Trail Committee, headed by Bill Adams, for something like 15 years fought for the public's right of access through the courts and won. The case was based on the principle of prescriptive rights and the

rationale was that because the right-of-way had not been abandoned, the land did not revert to adjacent property owners. After the case was upheld by a ruling of the Oregon Supreme Court in 1985, State Parks agreed to take over the right-of-way and develop it for a hiking trail. We have that valuable addition to the coastal trail system thanks to determined citizen activists who knew what was right.

Columbia River Gorge

The Columbia Gorge is the object of a variety of recreation and protection programs. If you look at Oregon State Parks, historically, you will see a significant investment of agency effort on the gorge over many years. It was a priority for Superintendent Boardman. I've spent a lot of time in the gorge, and I have ambivalent feelings about it. It is not a Crater Lake, it is not the Grand Canyon. It is where a major river cuts through a mountain range. If you appreciate geologic spectacle, it is a pretty exciting place. It also is a main travel corridor, so the scenery is highly visible. The interstate freeway follows the Oregon side of the Columbia. I spent a full day up there not long ago, at Mayer State Park, where the wildflowers were so beautiful, the display knocked my eyes out. The system of parks in the Columbia Gorge that Sam Boardman put together was essentially butchered by the freeway. The dams took their toll too. The watergrade parks are bits and pieces left over from highway construction of the 1950s for the most part. Some of the highway people anguished over it, but with the railroad and the river on one side and the Cascades on the other, there wasn't a lot of room to move. They had to build out into the river in some places, which would be difficult to do today with the present environmental consciousness.

The only good park development to come out of the freeway construction was Rooster Rock. Koberg Beach is gone, and one after another the areas were eroded. Enough is left to work with at Mayer, where there is a great recreational opportunity on the water. Windsurfing is a big business, and the windsurfers have leaned on us really hard to get access to the river. We would like to comply,

but we would rather provide access to the river for all kinds of public use, not just windsurfing. A lot of people want to get to the water. We are going to end up with a half a million dollars, at least, in the little facility at east Mayer State Park. We would have to project millions to complete another access at Sculley Point because we would have to go under the freeway and under the railroad. I don't know if it will happen. Windsurfing on the Columbia is a huge attraction, and it has helped the adjacent communities, Hood River in particular. The local economy has leaped forward. To drive down the freeway and suddenly come upon all those sails with their brilliant colors out on the river is an exciting sight.

I had a bit part in the Columbia River Gorge National Scenic Area legislation. Charles Odegaard, who was director of Washington State Parks for years and is now National Park Service regional director in Seattle, would talk with me about how Puget Sound controls politics in the state of Washington and how that didn't bode well for state park expenditures in the gorge. Trying to get political support to save the Washington side of the Columbia was a losing battle. In Oregon, on the other hand, Portland is the major political base, and it is right next door. People are knocking one another over trying to save the gorge. The impasse was on the other side. The breakthrough came when Governor Vic Atiyeh convinced Washington Governor Booth Gardner that they ought to get together and push for a national scenic preserve. I became a courier carrying proposals between Pat Amedeo and her Natural Resources counterpart on the governor's staff in Olympia. Those were interesting times. When we finally got agreement between the two governors, things really started to happen. That's when Senator Hatfield and Washington's Congressional delegation said, "Let's go."

As a consequence of the Columbia Gorge National Scenic Area Act of 1986, we have a multi-layered, bi-state Columbia River Gorge Commission and U. S. Forest Service operation. The bi-state Gorge Commission is to see that local units of government on both sides of the river adopt land use plans and zoning ordinances consistent with the federal act and commission plan. I tried to convince the commission that its professional staff should be the

Forest Service, with whom it is supposed to be working in partnership. Instead, adversarial relationships developed, as is natural in turf conflicts. The federal money will not be appropriated until all the counties involved get their land-use plans together. That's how the Feds hold local government's feet to the fire. No money until your plans are approved. It is expected to be pretty easy to comply in Oregon because of our mandatory statewide land-use planning program. It is going to be tough to get local government on the Washington side to sit down and talk about land use and zoning. They just don't want to do it. But the gorge will be better off when all the plans are in place.

In the Columbia Gorge, as with the Oregon Dunes National Recreation Area on the coast a decade earlier, Oregonians were shy of "locking up the whole place in a National Park." But tourism benefits can be much greater in the sphere of National Parks. The public is more familiar with National Parks than National Scenic Areas, so the park designation can have a pay-off. For years, the National Park Service maintained a field office in Portland largely because of Gertrude Jensen and her work with the early Columbia Gorge Commission. She promoted National Park designation in the 1940s and '50s so actively that a small staff was fully occupied with matters relating to the gorge. One particularly prominent man-made feature within the gorge has received a lot of attention. The old Columbia River Highway is a gem that is carefully watched over and promoted by the Historic Columbia River Highway Citizen Advisory Committee. On the question of a continued commitment from Oregon State Parks, I have indicated to the Feds that we will continue our modest acquisition program in the gorge, and State Parks will continue to be a major supplier of recreational facilities. We are not concerned about who is the boss. If we think something needs to be done, we will work it out somehow. I have learned, after coming through the statewide land use planning process, it is a waste of time to get into an argument about who is the boss.

Right now, most of the acquisition activity is taking place on the Washington side, where fewer public lands are in place. There are some great rivers over there. During their journey down the

Columbia in 1805, the explorers Lewis and Clark spent more of their time on the Washington shore. There is less mountain shadow over there and better river access. Potentially, there is more recreation land on the Washington shore than there is on the Oregon shore. Yes, they have a railroad paralleling the shore, but you don't have that big freeway to interrupt things like we do. I think the gorge is going to be well cared for. The big argument will be about development. How much is enough? How far are we willing to go to accommodate increased recreational demand? Good planners and good managers will figure that out.

I met with the Oregon Gorge Commission recently. It is headed by Stafford Hansell. I walked in and said, "I am not here with any problems. I am just here to say hello and let you know that we are watching and want to help. Hang in there. It's not always fun." They almost hugged me. I don't think many had done that before. There are nothing but problems coming at them. They are nice people and very committed. They are dealing with tough issues, including Native American fishing rights, archaeological site protection and traffic control on the water. Barging on the Columbia is a given. I don't think you can change that. And, of course, it conflicts with the pursuit of windsurfing. The barge people say, "Hey. You'd better look out because I can't see you, and I can't turn." Thinking of the wind as a commodity, I am reminded of the gigantic windmills on the south coast that cropped up during the energy crisis years ago. One long-time Cape Blanco rancher is reported to have said, "You know, I have been fighting this wind all my life. I almost have to tie my sheep down when they graze, because it blows so hard. Now the wind-power people have come in here and I can sell it!" We have something of the sort going on in the Columbia Gorge. Before windsurfing, the strong wind was something you put up with. Now it is the basis of an economic boom, while the windmills in Curry County have gone the way of buggy whips.

Fig. 24. Leading figures in the politics of parks and outdoor recreation in Oregon in the 1960s and '70s are pictured in the ceremonial office of Governor Mark O. Hatfield (right) on January 4, 1965. Newly-elected officials, Secretary of State Tom McCall and State Treasurer Robert Straub (standing), execute their oaths of office while Alfred T. Goodwin, associate justice of the State Supreme Court, looks on. The then-current and two future governors each had important roles in developing public policy on beach access and scenic river protection. Justice Goodwin wrote the 1969 State Supreme Court opinion upholding the open beach law when the legislation was tested in the courts. **1965.**



execute their oaths of office while Alfred T. Goodwin, associate justice of the State Supreme Court, looks on. The then-current and two future governors each had important roles in developing public policy on beach access and scenic river protection. Justice Goodwin wrote the 1969 State Supreme Court opinion upholding the open beach law when the legislation was tested in the courts. **1965.**

Photographer unidentified, Oregon Historical Society, #cn 012489.

Fig. 25. Governor Tom McCall (center) studies a prospective public beach zone line with State Representative Norm Howard (left), vice chairman of the House committee on highways, and Dr. Herb Frolander, a technical adviser from Oregon State University. Not fully pictured is Representative Sid Bazett, chairman of the House committee on highways and a key sponsor of the legislation governing beach access above the wet sands. After this field check on May 13, 1967, Governor McCall and his advisers recommended a zone of public access extending to 16 feet above sea level that was adopted by the legislature initially. Governor McCall signed the beach bill into law on July 6, 1967. Two years later, a permanent, fixed-point zone line was established by survey and legislative action. **1967.**



Photographer unidentified, Oregon Historical Society, #cn 021334.

Fig. 26. Participants in the 1967 State Parks and Recreation Advisory Committee tour stopped at Neskowin Beach Wayside on the north central Oregon coast on August 10 to meet Lester Fultz, who was to be litigant in one of the initial court cases that tested the Oregon Beach Law. At issue was construction of a private road on Neskowin's South Beach that was under construction when the beach bill was passed by the Oregon Legislature in June. After the bill was signed



into law a month later, development seaward of the line of 16 feet of elevation required a permit from the State Highway engineer.

Pictured, clockwise from left: L. L. Stewart, Dave Talbot, Irving Anderson, Ed Schroeder, Pete Foiles, Lloyd Shaw, Lester Fultz, Bob Wilder, Bill Kanoff, George Ruby. **1967.**

Oregon State Highway Department Photo.

Fig. 27. A campaign to promote safety on Oregon beaches was launched in 1984 with Cap'n Beware, the beach safety bear, as the identifying symbol. In the same year, the Parks organization cooperated in the Oregon Fish and Wildlife Department's successful initiative to rid the beaches of plastic litter threatening to sea life. During the first large-scale beach clean-up effort, on October 13, 1984, as many as 2,000 volunteers collected 26 tons of plastic debris for disposal and recycling. In the recurring campaign, state parks and waysides were put to use for staging areas where park managers supported zone captains assigned to locations up and down the coast. During the Parks-sponsored "Company's Coming" clean-up in 1986, beach safety and the environment became joint promotions when ocean shores coordinator Pete Bond appeared in the Cap'n Beware costume. Here the beach safety bear gives encouragement to Deb Schallert, a ranger at South Beach State Park, Newport. **1986.**



Oregon Department of Transportation Photo.

Fig. 28. In 1975, bicyclists led by Transportation Commission Chairman Glenn Jackson wound their way from the Lewis and Clark College Law School in southwest Portland to dedication ceremonies at Tryon Creek State Park, located near the outlet of Tryon Creek to the Willamette River. To the right is Oregon Governor Robert Straub, whose personal vision in 1966 included a continuous system of river-bank bicycle paths between Portland and Eugene. **1975.**



Dana Olsen Photo. Courtesy of David G. Talbot, Salem, Oregon.



Fig. 29. Tryon Creek State Park, a wooded, creek-canyon tract lying between Portland and Lake Oswego, was acquired and developed as the result of a community action campaign begun in 1970. Its primary attractions, the nature trail and interpretive center, were projects of the Friends of Tryon Creek State Park, one of the early citizen volunteer groups organized to support educational activities in state parks. On the platform, taking part in the presentation of colors during dedication ceremonies, July 1, 1975, left to right: Cub Scout Pack Troop 110, Riverdale School; Lucille Beck, co-founder with Jean Siddall of the citizen movement and fund drive; William Oberteuffer, board member of Friends of Tryon Creek State Park; Barbara Fox, Friends board chairman; the Reverend Taylor Potter, Lewis and Clark College chaplain; Governor Straub, Glenn Jackson, Parks Superintendent David Talbot, Girl Scout Pack Troop 383, Forest Hills School. **1975.**

Photograph courtesy of Friends of Tryon Creek State Park.

Fig. 30. In 1971, following voter approval of the ballot measure creating a state system of scenic waterways, the Parks and Recreation Advisory Committee traveled a section of the Deschutes River as part of the annual inspection tour. The party is shown putting into the river on the east bank, below the Warm Springs Indian Reservation. In due course, public access points were improved by cooperating agencies using dedicated funds from the sale of boater passes to the scenic waterway. **1971.**



Oregon Department of Transportation Photo.

Fig. 31. In the early 1980s, Governor Vic Atiyeh defined and directed the state's role in securing one of Oregon's outstanding fishing and whitewater rafting streams for public recreation. The State Parks and Recreation Division and Oregon Department of Fish and Wildlife coordinated efforts with fund-raising by the non-profit Oregon Wildlife Heritage Foundation to acquire 15 miles of privately-held frontage lands on the lower Deschutes River. The major purchase for public ownership was completed in 1983. The governor is pictured during ceremonies on June 23, 1988, at which time the Deschutes River Recreation Area was dedicated in his honor. **1988.**



Photograph courtesy of Victor G. Atiyeh, Portland, Oregon.

Fig. 32. In 1986, following years of interagency coordination and negotiation between the neighboring states, a 290,000-acre Columbia River Gorge National Scenic Area was created in Oregon and Washington by Act of Congress. The Columbia River Gorge Commission selected Crate's Point near The Dalles as the site for a visitor information center. On March 16, 1990, Senator Mark Hatfield, a key sponsor of the National Scenic Area legislation, unveiled a signboard marking the site of future development. The visitor center is a cooperative project of Wasco County and the U. S. Forest Service under auspices of the Columbia River Gorge Commission. **1990.**



USDA Forest Service Photo. Courtesy of Columbia River Gorge National Scenic Area.

III

What are your observations about the growth of professionalism in parks and recreation administration over the years you have been engaged in the field? Specifically, how do you think statewide and national organizations have assisted the development of Oregon State Parks?

During the time I have been associated with State Parks, there has been relatively little preoccupation with traditional professional background and connections. These things evolved naturally from the time of Harold Schick. In the 1960s, much of the field organization carried over from the preceding decades, and the central staff essentially was made up of technical people with some background in engineering or landscape architecture; landscape architecture, probably, more than anything else. The national professional organizations in those days consisted of the National Recreation Association, the National Conference on State Parks and the American Institute of Park Executives, which later merged with NRA to become NRPA, the National Recreation and Park Association. I was involved in all of them.

For the first few years after I became State Parks superintendent, I didn't have much time to spend in professional organizations. Previously, I had been a founding member of Oregon Park and Recreation Society and I was one of its early presidents. The OPRS was an association of local park and recreation professionals. There may have been 20 of us throughout Oregon. We were affiliated with the League of Oregon Cities.

The National Conference on State Parks was exciting to me. My first experience at a national meeting was in a huge forestry center north of Toronto. I got started there and enjoyed it a lot. The National Conference sponsored the meetings I could attend once a year to associate with people who dealt with the same problems I did on a day-to-day basis. No other group I knew of offered as much. I really looked forward to getting down to the "nitty gritty" of parks management, even to such ordinary matters as dogs in the campground. If you wanted to get a spirited conversation started

in that group, you could talk about dogs in parks. It was serious business. These were the people who had solved the problems. It was exhilarating to talk to people like Conrad Wirth, who directed the National Park Service from 1951 to 1964 and initiated the far-reaching, strategic Mission '66 program. I sought out the delegates I liked and those who gave sound advice. Connie Lickel of Pennsylvania was one of them. He managed a state parks system that looked a little like ours. Before I went to those meetings, I would decide what three to five issues I wanted to concentrate on. That helped me keep things in focus and bring home useful information.

As junior members in the 1960s, Washington State Parks Superintendent Chuck Odegaard and I and a number of others noticed that the National Conference was, in some ways, a social club consisting of retired National Park Service officials and their old friends in state parks. Because National Park alumni tended to control the proceedings, Connie Wirth, somewhat unceremoniously, would be elected president every year. Often, we didn't have the time to discuss the issues because we were a bus load of people being whisked around to look at trees.

One year, a situation occurred at the annual meeting in Myrtle Beach, South Carolina. I was on the board of directors at the time, as were Chuck and Bill Beckert, who was by then director of Idaho State Parks. "Is there a nomination process or some such thing," we asked? Connie reared back in thought. He said, "I would like to appoint Odegaard, Talbot and Beckert to the nominating committee." He shouldn't have done that, I'm afraid. We closeted ourselves and decided it was time for new leadership in the National Conference on State Parks. Poor Bill Beckert just about had a heart attack. He did not want to be part of the palace coup at all, but Chuck and I said, "It's now or never." Economist Marion Clawson was a board member of Resources for the Future, a wonderful man. We thought, "How could anyone be against Marion Clawson?" We placed his name in nomination and that was the end of Connie Wirth's sway. That election marked the beginning of a significant shift. The next thing we did was move a step farther by rewriting the constitution to make the organization the National Association of

State Park Directors. The National Association, then, clearly became a forum for the 50 state park directors to help one another, particularly the new people coming along, many of whom were political appointees who might or might not know very much about parks, almost all of whom were dead serious and wanted to do a good job.

The National Association of State Park Directors was very useful, and I was an eager young person in those days. I had become frustrated by some aspects of the Land and Water Conservation Fund program. There was renewed emphasis on planning, and the Feds based their apportionment of the money on performance of planning tasks. The Land and Water Conservation Fund program grew in influence following enactment of the enabling legislation in 1964. The National Association of State Park Directors was reinforced by a separate organization, the National Association of State Outdoor Recreation Liaison Officers (NASORLO). The two groups involved many of the same players. Initially, the liaison officers who administered the federal-aid program at the state level were appointed by the governors. They included, say, the director of Natural Resources for the State of Michigan and other top administrators. When you got them together in a room, you could feel things start to happen. As state liaison officers, we were capable of lobbying significant sums of money from the Land and Water Conservation Fund. Over the years, as other matters claimed our attention, we delegated representation at the meetings, and the organization lost some of its political clout as a result. On the other hand, the emphasis on professional planning strengthened correspondingly, and that has been generally beneficial. In our part of the country, for example, the Pacific Northwest Regional Recreation Committee has made major strides in long-range forecasting of outdoor recreation needs in Oregon, Washington and Idaho. At present, Don Eixenberger, our recreation research analyst, represents Oregon State Parks in that regional planning effort.

The Forest Service and the Bureau of Land Management, between them, control close to 50 percent of Oregon's land base. Yet, when it comes to recreation planning, I have always felt the federal

agencies were ready and willing to follow our lead. They are content, I think, if we provide strong leadership in that area. We are moving in that direction right now. In 1989, we had the governor's executive order creating the Oregon Outdoor Recreation Council, which was to represent the public suppliers of recreation at federal, state and local levels. The Council's purpose is to discuss priority issues and develop strategies for improvement. It has been of great assistance to us in the statewide comprehensive outdoor recreation planning process. The National Park Service has not had an administrative presence in Oregon since the Portland field office was closed. There is a more distant relationship as a result, and I think the Park Service looks upon us as being a little like an outlying territory. I think the counties regard us in the same way that we look upon the federal government.

There is a certain uncomfortable feeling about how the larger jurisdiction deals with and helps its smaller units. The County Parks Association was created 30 years ago. It was organized for county government in much the same spirit of benevolent self interest with which the National Park Service encouraged the National Conference on State Parks. The objective, as far as I was concerned, and Clayton Anderson too, who was my predecessor as state recreation director, was to get the counties involved in the supply end of recreation and relieve State Parks of some of the pressure. It worked. However, we reached a point where our supervision of county programs aided by the Land and Water Conservation Fund money was too strong, and it was resented. The counties said, "Get out of here, please. We'll operate on our own." Now, we have to devise a strategy for restoring state and county cooperation, and it should be done soon.

Oregon's Outdoor Recreation Delivery System, the report prepared by James M. Montgomery Consulting Engineers of Portland in 1980, was intended to bring state and local parks agencies together to sort out relationships and responsibilities. We were to find a common funding source so we wouldn't be fighting over who gets the money. The consultants objectively related the shortcomings of the parks and recreation profession in Oregon. It was overwhelm-

ing to many, but I agreed with it fully. It stands today. I regret to say that we do not have standards to which we all subscribe with regard to what is good, what is bad and how much is enough. We are reluctant to come to the negotiating table for some reason. If we go to the public and the legislature as a profession and say, "We need money for x, y or z," we have to be able to present an explanation of why that money is needed. Why is it we need more acres of park land in Milwaukie, Oregon? Why is it we aren't keeping pace with the demand for soccer fields? Do we need more water access, or should we concentrate our efforts elsewhere? The way it works now, each jurisdiction pursues its own goal, whatever can be achieved.

Rather than help us find a new funding source, the counties went to the legislature and succeeded in getting into the recreation vehicle registration money on which State Parks depends. Although I realize State Parks is not the only agency providing services to RV-users in Oregon, it was nonetheless unsettling. They devised a strategy that I couldn't defend against philosophically. Through a registration fee increase, they wanted to add to our RV revenue so that their needs as well as ours would be met. The question put to us was, "If we get a little more added on top of that money for us, how would you feel about it?" I had to say, "As long as our needs are taken care of, I guess I cannot object." And it happened. We got \$10 added and they got \$6. That's the way it is. But the question of who is supposed to do what, and how the revenue should be shared remains with us still. Perhaps I am naive to think we ought to be able to trust one another and act professionally. In terms of parks and recreation, few people ever have been able to explain to me what they think is meant by "acting professionally." I have thought about it a lot, and I would think to act professionally is to make decisions based on the greater good, what you know to be in the best interest of the thing you stand for. In our case, parks and recreation. You make a decision without respect to what is good for you personally or organizationally. That may be an idealistic view, but to me that is what professionalism means. You disassociate yourself from your personal feelings and you do the thing that's right because you know it's right.

Looking at a map of the state, I remember saying a long time ago, "People, look. If you really want to serve Oregonians from the standpoint of outdoor recreation, the smartest investment for your dollar is to put it on federal land." I was an advocate in the 1960s and '70s of state aid to the federal government. If we could lever the Feds to build campgrounds and boat ramps and maintain them, would that not be a better investment for the state of Oregon than to ask the Feds to give us money to try to do something? Nobody bought my argument at all. With something like 52 percent of Oregon being in federal ownership, if we could get the Feds to manage their lands to serve the citizens of Portland, Medford and Ontario, say, and our out-of-state visitors as well, we would be miles ahead.

One of my dreams for the Outdoor Recreation Council that we sponsor is that when we understand what the Forest Service and Bureau of Land Management needs are we can work through our governor and our Congressional delegation to get the Feds the money they need to do the job. In the recreation corridors of the Santiam and McKenzie River canyons you've got the green Forest Service pick-up going one direction, the orange BLM truck heading the other, both of them passing State Parks and county park service-vehicles. I am hopeful something better than duplication of effort will occur if we get the agencies together, resolve the issues and come to a working agreement. That is what I hope will come from the work of the council.

I'm confident the Outdoor Recreation Council will continue to play an advisory role in the responsibility of maintaining SCORP, the Statewide Comprehensive Outdoor Recreation Plan, which is updated on a five-year cycle and is regarded highly by a lot of people. There were problems, politically, with our funding allocations in early editions of the SCORP, but we seem to have gotten away from those and are now able to describe the kinds of things that need to be done so that everyone can participate. I am impressed and pleased to see the number of people who use that document. On the other hand, I am concerned by the way we fail to use some of the information we develop. We do a state park

visitor survey every five years. Only a few people seem to care about it and apply it to decision-making about park development, which is frustrating.

I have been asked, "What kind of professional training should the people in State Parks have?" I think we have come a long way on that. Probably about half the people that come into the field organization now come in with a four-year degree of one kind or another. The other half bring an equivalency in experience. That seems to be working. I am reluctant to turn ours into the type of parks organization where some employees become the officer class and deal with the public, while the maintenance people are regarded as enlisted personnel. I don't find that very appealing from a professional point of view. We always have had solid engineering capability. We have excellent professional people, landscape architects and planners. That has probably been the major breakthrough. We are now attracting generalists who can do a lot of different things, who can dive into forest planning, wilderness and ocean shores resource studies and all kinds of things, rather like utility fielders.

I have tried to keep track of the professional programs at the University of Oregon and Oregon State University. In the 1970s, when Stub Stewart was on the State Board of Higher Education, he came to me and said, "There is a park and recreation program at the University of Oregon, there is one at Oregon State, and they both are built into physical education curricula. At OSU there is some talk of shifting the recreation program to the School of Forestry and letting the University of Oregon teach parks administration in local government, the operation of city playgrounds and that kind of thing. Oregon State University can specialize in forestry and non-urban parks and recreation. Does that make sense? Should we go ahead, and will you help?" I said, "It makes sense, and I will help." We were able to extricate the recreation program at OSU from the Department of Health and Physical Education. It has grown tremendously as a result. The recreation program at the University of Oregon has followed the market. At one time its thrust was municipal, or public administration, which is what it was when I was a student there in

the 1950s. Now, it specializes in therapeutic recreation, private and military recreation, because the demand is there. One of the things I would like to take up with the Outdoor Recreation Council is the review of educational programs. Are the universities turning out the kinds of people that we need in the 1990s? I think the council is an appropriate forum in which to consider that question in the spirit of support, both of our profession and higher education.

We have not been able to attract many graduates of the program at Oregon State University in recent years because the federal agencies pay more, have more position openings and offer more upward mobility than an organization of our size can. The OSU program draws a number of people who want to get into interpretive work, which is an educational aspect of recreation where you tell the public about the natural, historic and cultural values of parks. A lot of students gravitate to that area. Then they graduate and find there aren't many jobs of that kind. They have trouble making their way in the field and end in having to do something else. This is one of the problems that needs to be looked at. Institutions across America have had to change in order to adjust to economic troubles of the 1980s. The facilities that are properly managed and well positioned are going to do just fine. The ones that aren't are going to have problems. I like to think of this as a period of healthy adjustment, a jerk in the continuing process that has caused people to step back and look at things in the light of what is really important.

Another concern for us is affirmative action. I have been married to an outstanding woman and have an outstanding daughter who caused me to pay close attention to this issue. I have concluded after all these years that if we aren't fully responsive to the need for equitable work opportunities for women and minorities, the situation never will be corrected. The imbalance will not correct itself. We are struggling with it mightily, and have begun to make some pretty good strides. As an example, you have a district manager position open and you think to yourself, "This may be an opportunity for an affirmative action appointment." But if you are seriously concerned about the advancement of females and minorities, it could be inadvisable to put your candidate in that situation and doom them

to failure unless he or she is adequately prepared. Accelerated advancement singles out the employee and puts on a lot of pressure. I have talked to men and women in the field organization who don't want the manager's job if it's just because they are a member of a minority group or are a female. We seem to be able to get them up to the junior management level, the ranger levels and into lower management, and then they seem to leave us. Possibly they leave because there are greater opportunities elsewhere. The job market in our field for capable females and minority members is highly competitive.

I am afraid our organization is guilty of some fundamental "good 'ol boy" mentality. It is natural. Put yourself in the position of the park manager at any park. You have got to run the booth, you've got to run the tractor and you've got to do a lot of other things. You are going to want to place your people in the jobs for which they have the appropriate skills because that just makes sense. You are going to get things done faster and your life is going to be easier. Well, the woman ends up in the booth and the guy ends up on the tractor. But the woman wants to get on the tractor, because she has never been on a tractor, and the guy doesn't want to get in the booth at all. Being sensitive to everyone's needs can be difficult, but there is a way to do it. We can retain more of the females and minority members by preparing them for advancement into the management ranks, which is where our shortfall is. I have been tremendously encouraged by the staff that has come to this organization and invigorated it over the years. I'm excited about the current infusion of new blood and talent into State Parks from a number of professional disciplines and backgrounds. Without question, we are going to need good people doing their level best if we expect to sustain the system in the years ahead.

One of the most frustrating things I have had to contend with in the past is the tension that sometimes cropped up between the field organization and the central office in Salem. I call it the "we and they" phenomenon in which Salem gets blamed for all the difficulties. My current deputy, Larry Jacobson, has done a fine job of decentralizing financial management, personnel supervision and

other aspects of our operation. This stops the "we/they" thing because most of the decisions that affect the lives of the field organization are made now at the regional level. A momentous personnel decision a few years ago helped spark the positive change. We chose Ron Hjort for the top management position in the south coast administrative unit from local parks and administration, placed him there directly from outside the system. It was a good move for us professionally, but it rocked the field organization and caused some real strain for a time. One of the first things Ron did was hold a meeting of staff throughout his entire region. No region supervisor had ever done that. Never had everybody heard the same thing at the same time. People could not peddle information as power, using it or withholding it. He just opened up the whole thing. After Ron's example, the other regions followed suit. The "we/they" thing is falling fast, and nothing could make me happier.

We have been extremely fortunate over the years that there have been people like Larry Espey, state coordinator of the Oregon Parks Foundation, who, although working outside the agency, are closely associated with us through tremendous work effort in support of our mission. The Parks Foundation, an outgrowth of a private foundation in the metropolitan area, was organized in 1972 to foster recreational development statewide. As a private entity, it accepts donations of property and funds to secure open space and lands suitable for more intensive recreational use. In this way, the foundation has made valuable additions to the state and local parks systems.

Probably no one in the "associate" category has supported State Parks longer or more vigorously than L. L. "Stub" Stewart, former legislator and long-time chairman of the Parks and Recreation Advisory Committee. Stub is a highly organized, tightly managed man. If you say that you are going to do something, he expects you to do it. And you had better deliver. I learned an enormous amount from him about professional courtesy. For example, after every meeting he would call or drop a note and say, "Good meeting. These people did good things." Always positive reinforcement. In his role, he was the ultimate chairman. It was his style in running a meeting

to draw everyone into full participation. An issue would come up, there would be a staff report, he would ask for questions. "Do you need more information, anybody?" To make certain, he would go around the room, person by person, saying "What do you think?" He would draw people out, and it was astonishing, sometimes, what they would say when forced to explain how they felt. It was wonderful. In this way, the shy and the reticent who had a lot to offer were encouraged to contribute and were better prepared to do so the next time.

Before his retirement, Stub presided over Bohemia, Inc., a prominent family-controlled regional lumber company. He literally was raised in the tradition of industry. One of the admirable things about his career as a citizen adviser was that even though he might not always agree philosophically with some of the protectionist responsibilities we had, he knew detachment was part of his job. He never tried to work behind the scenes or to lobby me for a position he knew I couldn't take. I always appreciated that. And he always was available. During the more than 20 years he headed the Parks Advisory Committee, he would call me at least once a week, and we would talk. I could go to his office to discuss problems I wouldn't take to anybody else because I knew he would tell me the truth, whatever it was. I am a great fan of "Stub" Stewart. He has done a lot for Oregon and continues to serve the organization as a member of the new Parks and Recreation Commission.

While on the subject of the growth of professionalism in parks administration, I want to come back to Oregon Park and Recreation Society (OPRS), which currently houses a professional staff of one in our central office. I had been feeling a little guilty in recent years about our living up to the state recreation director's statutes. That is to say, I had wanted to reach out more to local government and help them do their part, whether it's the neighborhood playgrounds or the forest park. So much of the recreational service provided in Oregon is supplied at the local level. It occurred to me to ask, "Why don't we contract with OPRS to fulfill part of our coordination responsibilities? We will put their staff here, provide them with a telephone, and as the public comes to us for assistance with local

issues, we can get OPRS to take charge.” I am really glad to have them here. We share common goals, and I think the closer association is good for state-local relations. I am at liberty to ask OPRS to give us a hand on things that will help them to pay the rent. In return, we have co-sponsored the society’s annual meeting and have encouraged members of our organization to belong to the society and help support it financially. This is an excellent way to promote professional growth among the junior staff and get them to establish connections that will help them throughout their careers.

Fig. 33. After 1980, when the funding base of the Parks Division was shifted from the gasoline tax-supported Highway Fund to General Fund monies, expansion and enhancement of the state parks came to a halt. In 1987, the State Transportation Commission named a special citizen advisory committee to



prepare a strategic long-range plan aimed at setting priorities for development. In the two-year planning effort that followed, a path was charted to the year 2010, and the cost of maintaining existing facilities and meeting future demand was outlined. In the course of assessing needs, members of the State Parks 2010 Advisory Committee were pictured in 1988 inspecting the water supply plant at Jessie M. Honeyman Memorial State Park. From the left: Joe Davis, park manager; John Whitty, Lynn Newbry, committee chairman; Sandra Lazinka, Barbara Walker. They are accompanied by Charlotte Newbry, second from right. 1988.

Monte Turner Photo. Oregon State Parks.

Fig. 34. The vision for the future embodied in the State Parks 2010 Plan led Governor Neil Goldschmidt to propose a separate department under a Parks and Recreation Commission authorized to specialize in park matters and promote support for programs. The Oregon



Legislature backed the proposal, and the Parks Department bill was signed into law as the high point of the agency's 60th anniversary ceremonies in Salem on August 2, 1989. The governor is joined by Secretary of State Barbara Roberts in formally approving the law while chief witnesses, 2010 Advisory Committee chairman Lynn Newbry (left) and State Representative John Schoon, one of the primary sponsors of the bill, look on. 1989. *Oregon Department of Transportation Photo #V2313-17.*

Fig. 35. The old Yaquina Bay Lighthouse, constructed in 1871, is a feature of Yaquina Bay State Park at Newport on the central Oregon coast. Intermittently refurbished, the lighthouse was saved, once and for all, with encouragement of local historians when it was comprehensively restored in the years 1973-1975 and reopened as a public museum. It was among the first of a number of historic building restorations undertaken in state park units in the 1970s. **1974.**

Newport News-Times Photo.



Fig. 36. The Champoeg State Park Visitor Center, left, a model interpretive facility in the Oregon State Parks system, was opened for use in 1977. It was designed to be visually compatible with historic Willamette Valley barns and sheds in the surrounding landscape. **1986.**

Oregon Department of Transportation Photo #V1769-25.



Fig. 37. The focal point of Wolf Creek Tavern State Wayside in southern Oregon is a mountain pass hostelry built in the 1870s. An outstanding example of the type of double-porch way station traditionally associated with the state's early road network, the Wolf Creek Tavern was acquired and restored with federal assistance, beginning in 1975. It was opened as an inn under state concession in 1979. **1979.**

Oregon Dept. of Transportation Travel Information Photo #8871.





Fig. 38. Visitors to Silver Falls State Park in the foothills of the Cascade Range pause at South Falls on the trail network connecting 10 scenic waterfalls in the largest developed park in the state system. **1986.**

Oregon Department of Transportation Photo #M86-64-20.



Fig. 39. Silver Falls Lodge and Concession Building was constructed in 1937 in the National Park rustic style as part of a large-scale program of betterment work carried out by Civilian Conservation Corps enrollees in Silver Falls State Park during the Depression era. An excellent example of the kind of well-crafted rustic architecture advocated by the National Park Service in forested settings, the building was rehabilitated by Parks employees in 1980. **1983.**

Ed Schoaps Photograph. Oregon State Parks.

Fig. 40. Downed trees from the forested terrain of Silver Creek Canyon were located to reproduce deteriorated members of the Silver Falls Lodge veranda during the 1980 restoration effort. Park ranger John Allen, left, and park aide Wally Judd use a combination of traditional hand tools and power tools to finish porch railing assemblies in the shop. **1980.**

Oregon Department of Transportation Photo #V605-18.





Fig. 41. Representative of female employees who entered the management ranks of the field organization in the 1980s is Jeanette Gue Steed, shown here leading a tour at Champoege State Park. Initially hired as a ranger, Jeanette moved into an interpretive specialist classification and, in due course, became assistant manager at Wallowa Lake and Cape Blanco state parks. 1983.

Photographer unknown. Oregon State Parks.



Fig. 42. Assisting a camper at the registration booth in Fort Stevens State Park, Ranger II Larry Strenke represents the field personnel who, with park host volunteers, serve as the public's first point of contact in Oregon state parks. 1986.

Oregon Department of Transportation Photo #V1779-33.

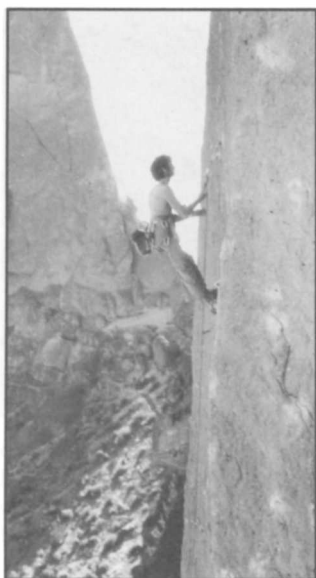


Fig. 43. Rock climbers regularly test their skills against the sheer face of the north ridge at Smith Rock State Park in the Crooked River Canyon of central Oregon. 1989.

Or.Dept. of Transportation Photo #V2260-29.



Fig. 44. An alpine lake shaped by glacial action in the rugged Wallowa Mountains of northeastern Oregon is the primary attraction of Wallowa Lake State Park. In summer months, the concessionaire's boat docks are well used. 1988.

Oregon Department of Transportation Photo #V2116-15.

Fig. 45. Paul and Lois Smith of the Pacific Northwest Appaloosa Club are among the growing number of volunteers who enhance state park operations. The Smiths, residents of Langlois, helped build an equestrian camp in Cape Blanco State Park on the southern Oregon coast. They are pictured with Park Manager Mike Hewitt. 1988.

Oregon Department of Transportation Photo #V2148-7.





Fig. 46. The bicycle, hiking and equestrian trail at Banks-Vernonia State Park is a 21-mile linear park feature situated near the base of the Coast Range, on the west edge of the lower Willamette Valley. It is one of the few trails in the State Parks system to be developed from abandoned railroad right-of-way. **1991.**

Oregon Department of Transportation Photo #5-4-91-3.



Fig. 47. Volunteer work parties are recruited periodically to help build and maintain hiking trails in state parks. Pictured at Ecola State Park, clearing a segment of the Oregon Coast Trail, are retired Parks rangers Roland "Frenchie" LeCompte (foreground) and Mel Story (rear). They are assisted by Tom and Sue Boardman of Portland. **1988.**

Oregon Department of Transportation Photo #V2133-12a.

IV

One of the hallmarks of your administration of State Parks over the years has been the annual inspection tour arranged for the Parks and Recreation Advisory Committee and other public officials. The tradition is continuing with the new Parks Commission. As you travel throughout Oregon visiting various components of the system that is referred to as "one of the best state park systems in the country," what gives you the greatest sense of achievement on behalf of the organization?

The annual Parks Advisory Committee tour, as we know it today, was inaugurated in 1962, shortly after I came aboard as state recreation director. Hal Schick was superintendent. Glenn Jackson had left the Advisory Committee in 1959 to assume a seat on the Highway Commission, which was a big step for him. Following the death of original Parks Advisory Committee head William Tugman in 1961, Vice Chairman George Henderson acted in the capacity of chairman briefly until Stub Stewart was elected to take over. It was Stub's idea to develop some sort of an outreach program. He wanted to be out talking to people about State Parks, finding ways to aid coordination with the counties. There were two real pay-offs. One was that you had 37 people with a wide variety of backgrounds but a common interest in parks on a bus talking together for two, three or four days. The new people, and I was one of them, were able to make valuable contacts. Nowadays they call it "networking," but in those days it was simply considered getting to know people. The second benefit was that as you traveled around you learned first-hand about local issues all over the state. The pattern we followed was to concentrate thoroughly on one region at a time.

During the initial tour, in 1962, we spent a day in Newport, where we were taken apart by the Chamber of Commerce for competing with private trailer camps in the operation of our campgrounds. We started by saying, "We are here to talk." Even though we got a lot of criticism, it made a difference that we had come to the community and were willing to listen. It made good sense. In eastern Oregon, in southern Oregon, we would open the same way. "We are here to help. What do you think?" People liked that because they didn't get

very much of it from organized government at the time. We brought in officials of the U. S. Forest Service, the National Park Service and the Bureau of Outdoor Recreation from Portland, Seattle and Washington, D.C. Local officials began to feel better about their relations with government as a result. The matter of public relations always has seemed important to me. How we present ourselves as government representatives does make a difference in the way things work.

The annual tour will be picked up by the Parks Commission. Possibly it will be shaped a little differently. State Parks Commission Chairman Brian Booth wants to involve the media more, as was done in the early years when the tour was an innovation. Now, it's easier to invite the suppliers of outdoor recreation, Portland General Electric Company, the U. S. Forest Service and all the rest. They'll come along. Getting media people to commit the time and join in again may be difficult at first, but we're going to try. The early trips were pretty much male-oriented, with the group convivial but hard-working by day and ready to let off steam at night. Then came female appointments to the committee. Lucille Beck, the first woman in what had been an all-male province since 1957, was appointed by Governor Straub in 1976. She surely could not be excluded from the tour, so Stub and the committee toned down the jokes and everyone was comfortable. On the annual inspection tour, the Advisory Committee got a better understanding of the far-flung units, Succor Creek State Recreation Area on the Idaho border, for example, or Farewell Bend State Park, where the route of the Oregon Trail leaves the Snake River basin. Then, as policy matters arose concerning those places, the committee would be well acquainted with what was on the ground.

As I think of what we have encountered on the tour that reflects well on the organization, I think first of the people who made things happen. Tryon Creek State Park is a roaring success. It is a legacy of the Carter administration and the concept of urban national and state parks. The idea of urban parks cut across the traditional view of what a state park ought to be. We had looked at Tryon Creek, on the southern outskirts of the metropolitan area, and our staff reports

came back saying, "Ordinary vegetation, ordinary land features, ordinary everything. This is not a priority for the state of Oregon." What you had was two counties and two cities with jurisdiction in one piece of real estate. If anything was to be done, it had to be done above the local level.

There is a wonderful story that Lu Beck tells about Glenn Jackson. We had told the Friends of Tryon Creek that we weren't interested. Lu and Jean Sidall decided that they would speak to the Highway Commission chairman personally about getting some funding support. They got an appointment with Glenn, which usually was easy to do. They laid their pitch before him. All they were after was a little money. He listened and said, "Well, it seems to me you ought to make a state park out of it." It happened that fast. Lu and Jean and the others almost were taken aback. I think they had real misgivings about whether they wanted State Parks in there doing their thing. But the result is working really well. This "Friends" group was the forerunner of a number of citizen groups that were formed to aid specific state parks, groups that may be our salvation in the long run. By the end of the 1990s, we may have as many as 20 or 30 Friends organizations with a combined membership running into thousands, a constituent body that cares enough to go to battle for the parks. I believe this constituent body, along with the new commission and good staff work, will help us find support for the 20-year plan to carry out the State Parks mission. Tryon Creek represents a major breakthrough. That urban state park concept and the development of Friends groups appear to be the keys to a successful program in the future.

Credit for saving the beaches may be claimed by many. When it comes to that, I am one of a "cast of thousands," but I take satisfaction in having been a party to the effort nonetheless. The matter is not entirely resolved to this day, in my view, because too much depends on judicial interpretation. Securing the beaches for the public was important. The Willamette River Greenway project was another major achievement of the organization. I spent a lot of time on it. The job is not done, and I hope to see it completed. It has been gratifying to round out the basic parks system with historic

buildings and places such as the Old Yaquina Bay Lighthouse, Fort Stevens and the Wolf Creek Tavern.

I feel good about the transfer of Painted Hills-John Day Fossil Beds State Park to the National Park Service. In the late 1960s, Grant County citizens led by Gordon Glass were doing what everybody is doing now, which is looking at tourism as a means of economic development. As the inventory of tourism assets progressed, it occurred to Gordon the geologic formations protected as State Park areas were an outstanding attraction. He found a federal geologist who was equally excited about them. The two came to us and said, "Let's do something magnificent with the Painted Hills and Fossil Beds in the John Day River country because people come from miles around to see these scenic formations and it will help local business." I could see right away that here was an opportunity to upgrade the presentation of those features. Because they are of national significance scientifically, maybe we could get the National Park Service to take them on. For a variety of reasons, we were not doing a very good job with the areas as a state park. We protected the holdings, but we didn't tell visitors much about them. We didn't interpret the park. I thought the Feds could invest more money, do a better job and attract enough people to help the economy. And, that is exactly what happened. The National Park Service wasn't accustomed to negotiating with us on land transactions. We made life a little difficult for them because we were making stipulations and they were astounded that the state of Oregon, a lesser jurisdiction, would conceive of the Park Service managing the property in any way that was not appropriate. For once, the roles were reversed.

The day we dedicated Tryon Creek State Park in 1975, I had arranged to have United States Congressman Al Ullman, who was a major player in the transfer of the Fossil Beds, meet with us at the Lewis and Clark College Law School. There, Governor Straub, Glenn Jackson and Al Ullman got together and signed the deeds transferring the Fossil Beds to federal ownership as a National Monument. After the business was completed, we turned to bicycles we had brought in for the occasion with the idea that some might like to ride the bicycle path from the Law School down to the

new visitor center at Tryon Creek. I had thought the governor might get a kick out of it. I said, "Would anybody like to do this?" Who should jump forward the fastest but Glenn Jackson. I thought, "Oh, no! I am going to kill Glenn." He had not been on a bicycle for a long time, much less a new-fangled multi-speed. Even so, nobody could get past him. Governor Straub was close behind, but Glenn got to the "finish line" first.

The Oregon Dunes National Recreation Area resulted in another of our land transactions with the federal government, in this case the United States Forest Service. Years ago, all the sand dunes that once were part of Umpqua Lighthouse State Park on the central Oregon coast had been deeded to the state by the federal government. Some of the deeds were signed by President Roosevelt in the Depression era. We were asked by the Forest Service if we would relinquish the dunes area in exchange for a number of different Forest Service holdings. Ray Wilson, our lands supervisor, ended with additions to the Parks land bank all over Oregon for a massive pile of sand that the federal government had given to us in the first place. We thought we had cut a pretty good deal there.

Governor Tom McCall appointed me to the Oregon Dunes Advisory Council when the National Recreation Area was created in 1972. I enjoyed the experience very much. The supervisor of the Siuslaw National Forest at the time was Dale Robertson, the current Chief of the U. S. Forest Service. He was great to work with. I served with a variety of people on what was a kind of planning commission. We were the people that the local citizens could complain to about the issues, and we would try to mediate. The Oregon Dunes Advisory Council served a useful purpose even though it was later discontinued. We put together the Dunes management plan that is being updated now.

Another gratifying episode was the Deschutes River purchase. We had a park holding at the mouth of the Deschutes for years, and we looked seriously at buying frontage up-river on both sides. The river corridor lands were owned by a family-held corporation in San Francisco, the Eastern Oregon Land Company. The owners had

been planning to build a dam for a hydroelectric power project down the line, but, finally, they wanted to sell. Conservationists went to Governor Vic Atiyeh and asked for help. The governor said, "Do what you can to tie this thing up and save it." Ray Wilson and I went out to raise money. We had to negotiate a price with the agent in Portland, and it was almost impossible. We tried everything, including bringing the head of the Trust for Public Lands up from San Francisco and holding meetings at Portland International Airport trying to buy an option and the necessary time to raise funds for the entire purchase. The owners were about to sell the land to a sports fishing club. Oregonians like their streams public. They don't want them tied up for exclusive use by a few. That was what prompted the local residents to appeal to the governor to secure the Deschutes. Our plan was to raise about half a million dollars to get an option on the property so that it could be taken off the market. Then we planned to go to the legislature and the private sector for the backing to acquire it. The bottom line is that we were successful. Ray and I hauled around his map. We'd roll it out, and people would say, "I'll put in \$50,000." A number of public-spirited Oregonians, including Stub Stewart and Frank Gilchrist of our own Parks Advisory Committee, supported the effort with no-interest loans and gifts.

We got as low as we could on the asking price, which was something like \$1,000,500 for 15 miles of the Deschutes River. At the same time, the Oregon Wildlife Heritage Foundation was cranking up for the public fund-raising effort which turned out to be magnificent. It involved thousands of people. A great many people have a certificate on their wall attesting that they gave something. The foundation took this on to protect fishing on the Deschutes.

After the major Deschutes corridor purchase was completed, Stub arranged with the Burlington Northern Railroad to charter a train for an inspection excursion as part of the 1983 Parks Advisory Committee tour. We all met at Bingen and boarded the train. At the end was one of those fancy observation cars where the donors and dignitaries got comfortably settled for the trip up the Deschutes River Canyon. The railroad company had slicked up the hillside and put gravel down at a certain scenic spot where we climbed off and

broke out the champagne. The governor waved his hand, we raised a toast and then chugged up to the mouth of the White River where the Oregon Wildlife Heritage Foundation put on a salmon barbecue at Tygh Valley State Wayside. The Deschutes River campaign was a very rewarding experience.

In the State Capitol, in the hallways leading to the legislative chambers, you will find portraits of recent Oregon governors. Tom McCall is portrayed standing on the beach with a surveyor's transit that refers to the significance of establishing the boundary of the regulated zone. It was his role in connection with saving the beaches for which Governor McCall wanted to be remembered. The next portrait is that of Bob Straub. Governor Straub is pictured against the backdrop of the Willamette Greenway, and we are reminded of his role in defining and promoting the Willamette River Greenway concept. You move on down, and here is Vic Atiyeh. Where is he standing? The Deschutes River. If you were to talk to Vic Atiyeh about his eight years as governor and ask him to name outstanding events and achievements, the Deschutes corridor purchase would be high on the list. Each of these portraits in the statehouse holds special meaning for our agency. It pleases me to see them every time.

Another memorable project for us involved Shore Acres State Park on the coast, south of Coos Bay. In the 1970s, I looked at the once outstanding formal garden of the Louis Simpson estate known as "Shore Acres" and said to myself, "We ought to do this one right." Joe Paiva, a landscape architect who now heads the Parks planning and development units, coordinated the restoration project. The estate house was no longer standing, the grounds were badly overgrown and the garden survived only in outline. We decided to pour a lot of money into bringing it back, and I'm glad we did. Over a number of years, Joe and the field crew made of it a real show-place, absolutely first rate. Shore Acres today is one of the leading attractions of the parks system.

Acquisition and restoration of the quintessential southern Oregon "stagecoach" inn, the Wolf Creek Tavern, is a source of pride too.

Wolf Creek in rural Josephine County had become partly a counter-culture community in the 1970s. There was a group of well-educated, smart young people living at the 100-year-old inn after its recent sale, and it was their aim to restore it and continue its operation as a hostel with a well-patronized tap room. They had the best intentions and were highly motivated, but because of the contrast in lifestyles locally, the concern we had was, "Would the loggers burn the place down some night after having a beer too many and going after the hippies?" We were afraid we might lose a rare gem. As it turned out, a lot of discretionary federal money was being pumped into Oregon in support of economic development by the Carter administration during the recession. We developed a funding proposal of close to \$1 million to acquire and restore the Wolf Creek Tavern as a concession operation and historical wayside. The proposal had to compete against bridges and roads in the budget process. Janet McLennan, the governor's assistant for Natural Resources, encouraged Governor Straub to approve the project, and we were able to buy the place and complete the restoration. It is a quality product. The place is ideally situated just off the interstate freeway and is a popular restaurant and stopping place. David Powers of the history unit managed that project very ably with the help of a select group of consultants. As a self-sustaining addition to the parks system, it has worked exceedingly well.

The Frenchglen Hotel Wayside in the Steens Mountain country of Harney County was to have been a similar type of project. The Malheur National Wildlife Refuge had inherited the remote lodging place from the Bureau of Land Management, and it didn't fit in with the refuge plans. A caretaker lived in it and ran it. If the operator liked you, he'd let you in and serve you dinner or whatever. When the operator died, the Fish and Wildlife Service took the opportunity to dispose of the place. They ran it past us, and we said "Why would anybody want to take on a maintenance liability like the Frenchglen Hotel?" But Oregon Historical Society Executive Director Tom Vaughan went to Glenn Jackson to urge our involvement there. The hotel was a colorful part of eastern Oregon history. Of course, we ended in buying the hotel from the Feds, and it turned out to be a

darn smart move. It works perfectly as a staging point for visitors to the wildlife refuge and the Steens Mountain range land administered by the Bureau of Land Management.

The BLM is proceeding with proposed wilderness area designations for the Steens area and much of the Owyhee country as well. Had the Feds not laid a claim to the Owyhee country, I would have walked in and tried to "do" a major desert park there somewhat along the lines of Anza-Borrego Desert State Park in California. We don't have one of those. But when the BLM completes its wilderness areas in southeastern Oregon, that need will be fulfilled. My dream of coordinated recreational and interpretive development for that area includes the wildlife refuge, Steens Mountain, Frenchglen, the colorful story of Pete French and the Round Barn, geological features such as Jordan Craters, and the great Alvord Desert. All of those things, to me, make up a wonderful opportunity. The BLM will make the most of it, I'm sure.

I have no personal favorite among the state parks. It is like choosing among your children. You cannot possibly do it. You love them all. They each have endearing traits and individual personalities. The coast is so spectacular, but it doesn't draw me like eastern Oregon does. The high desert country, to me, is fascinating. If I had a free minute and you turned me loose, that probably is where I would head. I have had a long-standing love affair with rivers. They are so much fun. Here you are, sitting in a noiseless raft, floating along with the current and, most likely, spectacular landscape is going by. Eagles, birds and deer, too. You can stop to camp in the wilderness. Sitting around the fire, swapping tales and enjoying good fellowship in such a setting, to me, is the ideal outdoor recreation activity. If you like to fish, there is fishing. If you like to watch birds, there are birds. Everything is there. In some ways, all of Oregon is a park. Sam Boardman staked it all out and he said, "North to south, east to west, when you have it all secured, just put out the picnic tables you're open for business." It is an easy place to "do" parks. The Good Lord has it already set up. You only have to tinker with it a bit, as little as possible if you're smart. People write us letters all the time telling us what wonderful parks we have, and we have the temerity to take the credit for it.

"What is a state park?" That, it seems to me, is one of the most important questions for the future of our organization. The new Parks Commission will be dealing with it, and it will have to be answered. There are various ways to approach a definition. Silver Falls is the traditional kind of a state park. It is a large area, well over 8,000 acres. You can't build a decent trail system in a hundred-acre park. You need room. A state park ought to have some significant natural or cultural feature that is an attraction unto itself and will make people want to be there. Probably, it is not a minor parcel beside the road with a restroom and a drinking fountain.

In 1988, I traveled throughout the system with the 2010 Committee, the citizen advisers who were concerned with planning our future into the next century. I expected the committee to discuss a state parks system of the future which would be considerably scaled down from the one we have today, a lean and efficient system trimmed of old roadside holdings and lesser parks and organized around a few big destination places. They didn't even want to talk about that method of economizing. To my great surprise, they concluded this diverse system that we have is wonderful. When we stopped at places in the "postage stamp" category, I thought they would say, "Please get rid of this." But, "No, no," they said. "The range, the diversity of the system serves the people well and makes it special. Leave it alone. Don't start breaking it up." I was astonished.

The experience convinced me there aren't many people who advocate consolidation other than a few of us bureaucrats here in Salem. Deputy Director Larry Jacobson and I and our assistants in the central office seemingly are the only ones who anguish over this issue. Most people appear to like what is in place very much, but it is a system that was designed for and paid for by the road user. I would have to say, "Okay. The past is the past. Let's talk about what kind of system we want in the future." My own dream of the future is a system of regional parks around the Willamette Valley that is tied in with the greenway. Most of the major natural areas of the state have been "protected" to one degree or another. There just aren't many Silver Creek Canyons or coastal headlands like

Cape Lookout to be saved anymore. The 2010 Plan, the strategic 20-year plan presented by the 2010 Citizen Advisory Committee, was developed from consensus-gathering throughout the Parks organization. It directs us to the cultural side, to finding the best features and places to tell the story of Oregon, its natural and cultural history.

The new parks coming on line, such as Fort Yamhill, are exciting to me. We have given thought to linear parks for some time. Until recently, we have had little luck with the "rails-to-trails" concept for reasons discussed earlier. It appears Banks-Vernonia State Park, a 20-mile hiking and cycling corridor along an abandoned railroad right-of-way in a forested and farming section of northwestern Oregon, is going to be the exception. It is going to succeed. We have looked at linear river parks as well, where you take a canyon like the Deschutes and put it under a single coordinated management program. I think the concept is a good one, but it's difficult to bring off because of all the jurisdictions that have to be party to it. On the other hand, the days of doing things in the outdoor recreation business by yourself are long gone, perhaps by as much as a decade. Very few significant developments will occur anymore without a whole host of people being a party to them. The uncomplicated, single-agency projects aren't going to happen easily in Oregon unless the economic picture changes a lot. That is probably for the best.

Along the coast, I foresee continued in-building as the population becomes more concentrated there. It still will be a wonderful place. I am reminded of a piece of property for which we had been negotiating recently on the south coast at the Oregon-California line. We had looked at it many times and turned it down because, "Why would we want a beach access right at the California line?" Well, 10 or 20 years ago you could understand that. There were bigger fish to fry. But we began to look at it again, seriously, and concluded we ought to try to acquire it. "Here is a great opportunity to do something creative," we thought. Possibly we could get the Oregon and California tourism units together and erect a joint welcome center with beach access and other modest facilities. We got rather excited about it.

The parcel had been owned by a group of Oregon investors for the last 20 years. Now they had it for sale. Coastal property values are so extreme, it can be worth the risk of fighting the ocean to own a piece of land on the beachfront. The realtors said they had five offers at \$300,000. So we put in an offer of \$300,000 contingent on budget approval in the next biennium. They came back and said, "Would you believe this? We've got someone who will give us \$470,000 for this. Will you match that plus make the \$20,000 earnest payment which you may lose if you don't come up with the match?" I went to Lynn Newbry, the vice chairman of the Parks Commission, and said, "Would you check with the owners for us?" He did, and he found it was true. Subject to approvals under current land-use regulations, that stunning cash offer was coming from a person in Singapore. We lost it! We couldn't move fast enough. It will be a challenging property to develop in any case. It was described by one realtor as a one-building site. It encompasses a little over 30 acres, but it probably could accommodate one house. Now, if the prospective buyer in Singapore intends only to build a house at that place, that is one thing, but if he wants to develop with the object of making money, it's going to be tough.

The point is, that kind of thing will happen increasingly on the coast. They aren't making beachfront anymore. The prices are going to go up. If we wish to save Fishing Rock and the other undeveloped coastal properties that come up intermittently, we may have to shed our conservative mentality and pay whatever it takes because we'll not have many other chances. We haven't thought in those terms for a long time. By the same token, we have to remember that the problems of supply and demand in outdoor recreation are not resolved simply by acquiring more property. In thinking of the future, we will be trying to strike a balance, developing facilities for the fast-growing population of park-users, but also, I hope, living up to our responsibility to preserve Oregon's outstanding natural scenery, a public trust that goes back to our roots as an organization.

STATE PARKS MISSION

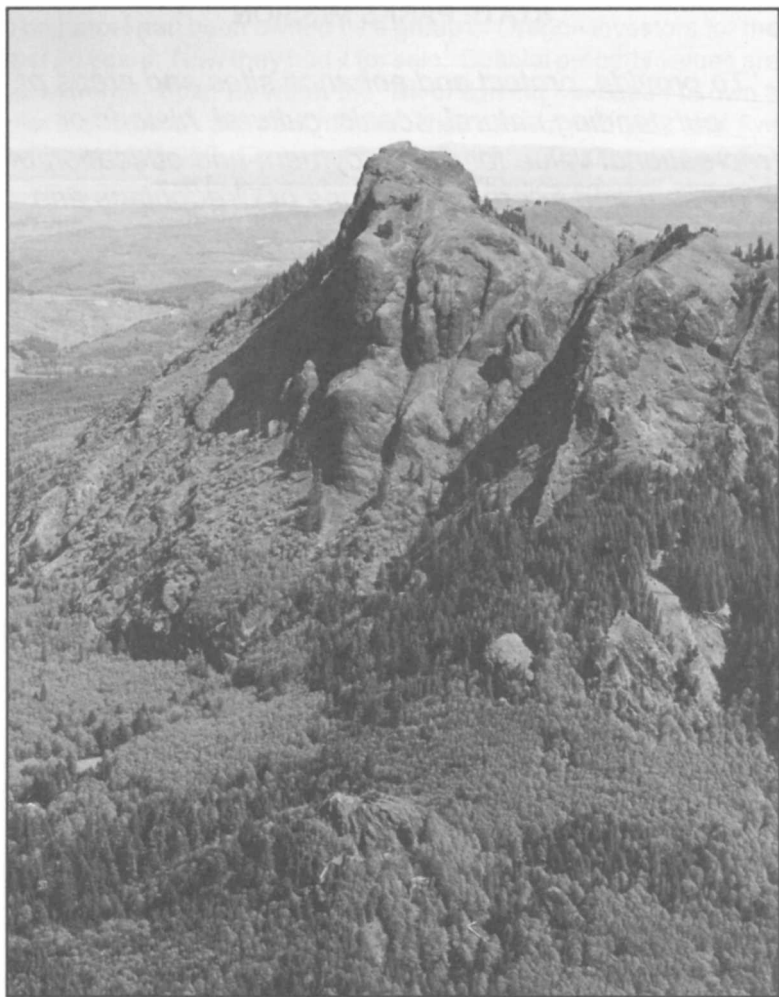
"To provide, protect and enhance sites and areas of outstanding natural, scenic, cultural, historic or recreational value for the enjoyment and education of present and future generations of Oregonians and their visitors."

The agency's statement of purpose was adopted in the course of 20-year strategic planning efforts which culminated in the 2010 Plan of 1988. The substance of this mission was boiled down to its essence in "Protect the Best of Oregon," a slogan used to promote the initial, six-year phase of the long-range plan.

Fig. 48. Young visitors to Champoeg State Park are introduced to the story of steamboating on the Willamette River by Dennis Wiley, park historian and visitor center director. 1988.

**Oregon Department of
Transportation Photo
#V2134-15a.**





***Fig. 49.** Lower Columbia River region and northern Oregon coast, State Parks Region II. Aerial perspective view toward the Columbia River, to the north, overlooking Saddle Mountain State Park. The foot trail seen winding to the summit of Saddle Mountain was developed by the Civilian Conservation Corps in the Depression era. The rugged slopes of the mountain sustain a rare botanical habitat. 1981.*

Oregon Department of Transportation Photo #A786-54.

DIRECTORY OF OREGON STATE PARK AREAS

Agate Beach State Wayside - 18.48 acres, Lincoln County, situated between the old and new routes of the Oregon Coast Highway, on Big Creek at the northerly edge of Newport. The wayside was purchased from the Lincoln County Development Company in 1969 after litigation. Developments include parking and day-use facilities with access to the ocean beach, where agates occasionally can be found.

Ainsworth State Park - 156 acres, Multnomah County, located on the old Columbia River Scenic Highway east of Crown Point. The initial park holding, a tract of 40 acres, was donated in 1933 by John C. Ainsworth and his wife, Alice. Additional land was purchased in 1947 and 1966. The park is a forested tract at the base of St. Peter's Dome. The main attraction of the area was a gushing, cold water spring. Original picnic facilities in the park were constructed in 1935 by Civilian Conservation Corps workers, who also developed the trails. Day-use facilities have been updated over the years. Overnight camping facilities are available for the traveler.

John Churchill Ainsworth (1870-1943) was a prominent Oregon businessman and banker (U. S. National Bank) in Portland. He served as chairman of the State Highway Commission 1931-1932 and was the son of Captain J. C. Ainsworth, pioneer steamboatman and founder of the Oregon Steam Navigation Company.

Albert H. Powers Memorial State Park - 13.8 acres, Coos County, located south of Coquille off Highway 42, two miles north of Gaylord. A myrtle grove given to the state by Ruth McBride Powers in 1963 as a memorial to her husband. It is not developed for public use. The Powers family was prominent in the lumber business in Coos County. The nearby town of Powers was the headquarters of the Smith-Powers Logging Company.

Alderwood State Wayside - 76.4 acres, Lane County on Oregon Highway 36, about 15 miles west of Junction City. It was purchased from Lane County in 1931. The wayside is a forested tract bordering

the Long Tom River in a hollow-like setting. Day-use picnic facilities were originally developed by the CCC forces about 1935. According to local lore, during the prohibition era, in the 1920s, liquor was distilled clandestinely at a nearby location called Burp Holler. In 1961, the latter name was briefly considered for application to the wayside but the proposal was unsuccessful.

Arcadia Beach State Wayside - 19.19 acres, Clatsop County, located on the Oregon Coast Highway, about three miles south of Cannon Beach. The area was purchased from various owners between 1971 and 1985. It includes forested Humbug Point on the ocean shore, a most attractive beach access. After much discussion and opposition to the original plans, the area was developed for day use in the late 1970s.

Arlington State Wayside - 191 acres, Gilliam County, extending along the Columbia River Highway (I-84), two miles east of Arlington. Acquired by purchase in 1964, following relocation of the Columbia River Highway and construction of the John Day Dam. It was thought to be potentially useful for overlooks or a rest area. It is as yet undeveloped. The setting is Columbia basalt land formation without trees - rather warm in summer, exposed in winter.

Armitage State Park - 56.94 acres, Lane County, located off Interstate Highway 5, five miles north of Eugene. The original 32.82 acres were given to the state in 1938 by S. C. Armitage for a park in memory of his wife, Henrietta, and in honor of his daughter, Frances. Additional lands were purchased from other owners from 1956 to 1970. A large bottom land hardwood tract located along the McKenzie River, it periodically has been flooded in times of high water. Trees include alder, big leaf and vine maple, cottonwood, willow, Douglas fir, white fir, western red cedar, and aspen. Though once developed with overnight camping facilities, the park is now a day-use area offering picnicking, boating and fishing opportunities.

Azalea State Park - 36.30 acres, Curry County, at Brookings off the Oregon Coast Highway on the edge of the west bank of the Chetco River. The land was acquired by purchase between 1939

and 1970 from the Brookings Land and Townsite Company and private land holders. Included in the park is a donation of 0.43 acres made by Elmer Bankus of Brookings in 1951.

Azalea plants, some reputed to be over 300 years old, are the main attraction of the park. During the flowering period, April through June, the area is most spectacular. The community of Brookings sponsors the Azalea Festival in May. Day-use facilities in the park include trails and picnic developments. The hexagonal log observation pavilion constructed by the Civilian Conservation Corps about 1941 overlooks a large azalea-filled flat.

Bald Peak State Park - 26.44 acres, Yamhill County, off Highway 99W, nine miles northwest of Newberg. The land was purchased from a private owner in 1931. The park is a forested high point in the Chehalem hills from which there are spectacular views of the Cascade and Coast ranges as well as the Willamette Valley. The elevation is 1,633 feet above sea level. There are day-use picnic facilities but no water. Over the years, attempts were made to expand the park and to obtain water. These failed for various financial reasons.

In 1939, Parks Superintendent S. H. Boardman and Highway officials were asked to consider the park as a prospective location for a memorial to the pioneer women of the Oregon Country. The site was not chosen. Superintendent Boardman commented on the inspection group's varied reactions as follows: "To an observer of life, one of the most interesting observations is the conflicting thoughts of mankind. There are various slants, emotions and deductions. One member thought the Peak was too far away from population. Another thought a shrine should be located near a primary highway or near a historical section of the state. One engineer found an outcropping of rock at the Peak and immediately started negotiations with me for a quarry site."

Bandon Ocean Wayside - 14.84 acres, Coos County, off Oregon Coast Highway, one mile southwest of Bandon. The original land was given to the state in 1931 by J. F. Kronenberg of Bandon.

Subsequently, in 1964, two additional tracts were purchased after litigation with other owners. The wayside consists mainly of sandy ocean beach with some land suitable for development. The area provides beach walking and fishing opportunities.

Bandon State Park - 878.81 acres, Coos County, off Oregon Coast Highway, five miles south of Bandon. The land was acquired between 1954 and 1970 by purchase from various owners and a gift from Coos County. Much of the park is beach land and is attractive to visitors for picnicking, fishing and beach day use. There is no potable water on site.

Bandon was named for Bandon, Ireland, by George Bennett, who settled in the area in 1873. A major fire in the fall of 1936 destroyed much of the town and burned a large region of western Coos and northern Curry counties. The story of the fire is related to visitors through information supplied in Bandon.

Banks-Vernonia Linear State Park - 0.28 acres, Washington County, located off Oregon Highway 47 between Banks and the Columbia County line. Consisting primarily of abandoned railroad right-of-way, the park is a linear area with trail possibilities. Its setting is largely agricultural and forest land rising to the west out of the Dairy Creek drainage.

The railroad developed by the Portland, Astoria and Pacific Railroad served the area between Banks and Vernonia from 1913 onward for hauling of logs, finished lumber, freight and passengers. At the time of its abandonment in 1973, it was owned by the Spokane, Portland and Seattle Railway and Burlington Northern, Inc. The railroad property was purchased by Orth Industries, and in 1974 a 21-mile segment of right-of-way was sold to the Oregon State Highway Division. Two small supplementary parcels were purchased in 1976.

Park development is in the planning stage, although the trail has been graded and access points have been located. Future land acquisitions will be made as they are approved.

Battle Mountain Forest Wayside - 284.47 acres, Umatilla County.
Battle Mountain State Park - 136 acres, Umatilla County.

Total - 420.47 acres. These are contiguous areas located on the Pendleton-John Day Highway (U. S. 395), nine miles north of Ukiah. They were acquired in 1930 from the Cunningham Land and Sheep Company to protect the forest of ponderosa pine, larch, Douglas fir, and spruce. Situated on the edge of a spur of the Blue Mountains, the terrain is rolling with steep canyons. The name commemorates one of the last battles between Native Americans and Euro-American settlers in Eastern Oregon. The confrontation took place in the vicinity of the park in 1878. In 1935, enrollees of a CCC camp in the park constructed tables, stoves and a water system for day use. Later, the Parks Division acquired the camp mess hall and improved it for indoor visitor activities. It no longer stands. However, a large outdoor fireplace of stone was constructed by the CCC for group use, and it is still a gathering point for summer visitors retreating to the forest park at the height of summer.

Beachside State Park - 16.70 acres, Lincoln County, located between Highway 101 and the Pacific Ocean, four miles south of Waldport. The land was purchased from various owners in 1944 to provide public access to a fine ocean beach at Big Creek and to preserve native shore pine with associated vegetation. The park was originally named Big Creek State Park but this was changed by the Highway Commission on public request in 1957 to end confusion with other similarly named business and public areas. Developments include camping and day-use facilities.

Ben and Kay Dorris State Park - 92.23 acres, Lane County, located on Oregon Highway 126, 31 miles east of Eugene on the north side of the McKenzie River at the head of Martin Rapids. The park is named for Ben F. and Klysta C. (Kay) Dorris, who made a generous gift of 78.32 acres to the State of Oregon for park purposes in 1943. Later, it was found that an orchard encroached on the property. A land exchange was made with the orchard owner which added more river frontage. Adjoining river-front land was purchased in 1976, and highway adjustments were made, bringing the total to 92.23 acres. The park is forested with Douglas fir and

big leaf maple. Though once developed for overnight camping, the area is now improved for day use, including boat launching.

Within the park area is a natural formation called "Rock House." According to tradition, the overhanging outcropping of rock provided overnight shelter for those using the old wagon road leading to the McKenzie River Pass through the Cascade Mountains.

Ben Hur Lampman State Wayside - 23.85 acres, Jackson County, located on Interstate Highway 5, 16 miles east of Grants Pass, on the south bank of the Rogue River opposite Gold Hill. The property was acquired in 1952 and 1953 during construction of the present freeway. Land was given by the City of Gold Hill, and additional acreage was purchased from other owners. It provides day-use facilities for highway travelers and access to the Rogue River. At the request of the City of Gold Hill, the wayside was named for Ben Hur Lampman (1886-1954), former editor of the *Gold Hill News*. Later in his career, Lampman was an editorial writer and associate editor of *The Oregonian* in Portland. An ardent fisherman and poet, he was named Poet Laureate of Oregon by the Oregon Legislature in 1951.

Benson State Park - 271.95 acres, Multnomah County, located on Interstate Highway 84 (east bound access only), 30 miles east of Portland, on the south bank of the Columbia River. Part of the park is situated between the freeway and the Union Pacific Railroad, and additional tracts are located along the Old Columbia River Highway near Wahkeena Creek and east of Multnomah Falls. The property was acquired between 1939 and 1977, including gifts from the City of Portland, Multnomah County and Rueben and Rose Lenske. In 1977, the State Highway Division acquired additional acreage through purchase.

The park is named for Simon Benson (1852-1942), a native of Norway who became a pioneer logging operator, good roads advocate and philanthropist. He is remembered as one of the early promoters of Oregon highways. He was the first chairman of the citizen State Highway Commission which superseded the State

Board of Control in 1917. He built the Benson Hotel in Portland, endowed Benson Polytechnic High School and gave 20 bronze drinking fountains to the City of Portland. Benson once owned a portion of the present park. Early developments in the park were carried out by the Civilian Conservation Corps between 1933 and 1935. Further development began in 1950 with day-use facilities and improvements for swimming in the lake on Multnomah Creek. The improved area lies on relatively level river bottom land with a forest cover of cottonwood, alder and maple.

Beverly Beach State Park - 130.06 acres, Lincoln County, located on the Oregon Coast Highway, seven miles north of Newport. Includes ocean beach and lands to the east bordering both the present and old highway locations. Land for the park was first acquired by the Highway Commission in 1942 and 1943 along Spencer Creek and subsequently, transferred to the Parks Division. Additional lands were acquired from various owners by purchase up to 1969. The old Coast Highway provides access to a relatively flat forest area along Spencer Creek which is well developed for both day and overnight use. It is a short walk under a highway overpass to the beach. Though the forest of Sitka spruce and western hemlock of the past was logged years ago, the park now has a good growth of new forest, including shore pine.

Blachly Mountain Forest Wayside - 72.80 acres, Lane County, located on Oregon Highway 36, some 19 miles west of Junction City, between Cheshire and Triangle Lake. The land was obtained in 1931 from Lane County in a sheriff's sale, and the forest was purchased separately from the owner of the timber rights. It is forested with Douglas fir, wax myrtle, alder, maple, and western red cedar. It is undeveloped and protects an attractive forest at the summit of the Coast Range. The Blachly name honors William Blachly (1844-1934), an Oregon pioneer of 1854.

Blue Mountain Forest Wayside - 2,150.36 acres, Umatilla and Union counties, located on Interstate Highway 84, between Pendleton and La Grande. The wayside was obtained from various owners between 1927 and 1937 with some adjustments in 1959 and 1983.

Situated in a long mountain ridge, the forest contains intermittent stands of old-growth ponderosa pine, western larch, Engelmann spruce, lodgepole pine, and white fir. It is one of the few examples of mature evergreen forests on I-84 between Ogden, Utah and The Dalles, Oregon. Developments include viewpoints offering spectacular vistas of the surrounding mountain country.

The Blue Mountains are said to have been named about 1811 by explorer and fur trader David Thompson of the North West Company, who noted their bluish cast against the sky while descending the Columbia River. The springs and cooling shade of this forest were appreciated by overland emigrants who passed through the area on the Oregon Trail.

Boiler Bay State Wayside - 32.79 acres, Lincoln County, located one mile north of Depoe Bay, on the Oregon Coast Highway at a low promontory known as Government Point. The park was acquired between 1926 and 1974 by purchase from various owners. The land is steep, rocky bluff facing the ocean and a small bay. It offers splendid views of the ocean. It is developed with day-use facilities. Boiler Bay is named for the remains of a ship's boiler visible at low tide. They are the remnants of the freighter *J. Marhoffer*, which was wrecked off this point in 1910.

Bolon Island Tideways State Wayside - 11.41 acres, Douglas County, located at the north end of Reedsport on the Oregon Coast Highway. The wayside was a gift to the state from William L. and Jenny Chamberlain in 1934 in memory of their children. Once an island in the Umpqua River, the shallow area on the north and west has been filled in for sawmill and dock facilities. The property, accessible by trails, is a tree-covered hill overlooking the Umpqua River estuary and mouth of the Smith River. Present development includes a limited parking area, at the edge of which is an historic marker with information on the mountain man and explorer, Jedediah Smith. Smith made the first recorded overland trip by a Euro-American from California along the Oregon coast in 1828. His party was attacked by Indians of the Lower Umpqua while encamped on the Smith River, less than a mile northeast of the wayside. Smith

and the other survivors were able to reach Fort Vancouver. Bolon Island was a traditional occupation site of the Native Americans. It was named in the period of Euro-American settlement for an early settler in the vicinity. Tideways was a name used by the donors for their portion of the island. To avoid confusion, the name Bolon Island Tideways was adopted.

Bonneville State Park - Multnomah County, off Interstate 84, about three miles west of Cascade Locks. Acquired from various owners between 1934 and 1960, including a gift from the U. S. Army Corps of Engineers. The park consists of five fragmentary tracts of land in the vicinity of Bonneville Dam on the Columbia River. Part of the area is forest, but there are no public use facilities. The area has been disrupted over the years, first by construction of Bonneville Dam and later by improvement of the water grade Columbia River Highway to freeway standards (now I-84).

A portion of the park was once owned by Samuel C. Lancaster (1864-1941), locating engineer of the old Columbia River Scenic Highway, a remarkable road building achievement completed in 1915. Lancaster built a resort on his property, which he later sold after the development burned. He returned to the spot, however, in the 1930s as foreman of a Works Progress Administration (WPA) crew from Cascade Locks. He lived in a cabin on the edge of the park, coordinating his work efforts with State Parks Superintendent Sam Boardman.

Bonnie Lure State Park - 94 acres. Clackamas County, on County Road 24028, six miles north of Estacada. The park was purchased from the Nature Conservancy in 1976 with aid from the Federal Land and Water Conservation Fund. It is a forested lowland at the junction of Eagle Creek and the Clackamas River, a popular area for boaters and fishermen. There are trail and river access developments.

Booth State Wayside - 310.59 acres, Lake County, located on State Highway 140, 12 miles west of Lakeview. Obtained from various owners between 1928 and 1944. The initial holding was a

gift of 50 acres from R. A. Booth (1858-1944), president of the Oregon Land and Live Stock Company and former chairman of the Oregon State Highway Commission. Robert A. Booth also was a member of Governor I. L. Patterson's State Park Commission, which met only once in 1929. His grand nephew, Brian Booth, became first chairman of the Oregon Parks and Recreation Commission created by legislative act in 1989. Booth Wayside was developed during the Depression era with assistance of Civilian Conservation Corps enrollees. It consists of several tracts of land along Antelope Creek Canyon, east of Quartz Mountain. The tracts are forested with ponderosa pine and juniper. The developed area containing day-use picnic facilities is enhanced by the many large, old growth pine trees.

Bowers Rocks State Park - 455.37 acres, Linn County, located on the east bank of the Willamette River, three miles west of Albany off Riverside Drive. Obtained by purchase from various owners between 1973 and 1976, the park is lowland flood plain area deeply penetrated by old river channels with some cottonwood, willow and other hardwood forest. It is presently undeveloped for public use, though some of the area has been quarried for gravel in the past. The wildlife habitat is interesting with potential for many waterfowl and other birds. This park has long been under study for possible development. It is one of the five Willamette River Greenway acquisitions authorized by the Oregon Legislature in 1973. There is a gravel quarry lease on part of the land.

Bradley State Wayside - 18.08 acres, Clatsop County, on U. S. Highway 30, 22 miles east of Astoria. Originally given to Clatsop County by the heirs of Nathan Bradley in 1921, the park was transferred to the state in 1922. It is essentially a forested overlook of the Columbia River at the spectacular Clatsop Crest. Though once developed as a concession area for motorists and equipped with a caretaker's cottage, the park's only developments today are picnic facilities for day use visitors.

Bridal Veil Falls State Park - 15.55 acres, Multnomah County, on Highway 30, Old Columbia River Highway Scenic Route, 16 miles

east of Troutdale. The land for this area was acquired by purchase from various owners between 1970 and 1984. A hilly, forested tract with good vistas of the Columbia River Gorge and Bridal Veil Falls, it is developed for day use with picnic facilities, and trails to view points. The park contains habitat for many plant species, including a field of beautiful common camas (*Canassia quamash*). It adjoins the site of the old Bridal Veil Timber Company operation. Beginning in 1886, the company employed a flume system to bring in rough cut lumber to its sawmill and the railroad at this location.

Buena Vista Ocean Wayside - 54.86 acres, Curry County, located off the Oregon Coast Highway, some 2.5 miles south of Gold Beach. The wayside was purchased from various owners between 1930 and 1958. The forested location offers interesting views of the Hunter Creek Basin and the Pacific Ocean. Parking area facilities were developed by the Civilian Conservation Corps between 1933 and 1935 at a point on old Highway 101. Relocation of the Coast Highway by-passed the principal overlook and visitor attraction.

Bullards Beach State Park - 1,289.32 acres, Coos County, located off the Oregon Coast Highway, one mile north of Bandon. The park was acquired between 1962 and 1985 by purchase from various owners, including the U. S. Bureau of Land Management. The park is inclusive of sand dune, ocean beach and coast forest lowland fronting on the Coquille River estuary and the Pacific Ocean opposite the City of Bandon. Included in the park is the abandoned Coquille River Lighthouse built by the U. S. Coast Guard in 1896 and operated until 1939. The old lighthouse, maintained as an exhibit-in-place, is a major attraction of the park. The park is fully developed for camping and day use and offers fishing and hiking opportunities as well as scenic values. The locality was made accessible by the relocation of the Coast Highway between Coos Bay and Bandon beginning in 1955. The Bullard family were early settlers in the Bandon area. Robert Bullard established a store and post office at the mouth of the Coquille River and operated a ferry, which crossed the river near the present bridge on Highway 101.

Canyon Creek Forest Wayside - 80 acres, Douglas County, located on both sides of Interstate Highway 5, three miles south of Canyonville. The property was given to the state of Oregon in 1943 to protect the young Douglas fir forest along the highway. The tract straddles a steep-walled canyon. Limited access precludes development, but the area serves as a scenic corridor along Canyon Creek and the heavily traveled freeway.

Cape Arago State Park - 134 acres, Coos County, located 14 miles southwest of Coos Bay at the end of the Cape Arago Highway. The park was given to the state for park purposes in 1932 by L. J. and Lela Simpson, Coos County and the Cape Arago Park Commission. It consists of a spectacular, partly forested promontory nearly 200 feet above the Pacific Ocean with commanding views overlooking the rocky, reefed shoreline. At this point, the ocean breaks with great ferocity. The original developments for the park were carried out by the Civilian Conservation Corps in the 1930s. Few of these remain, but the area offers day-use facilities for the hiker and angler and excellent opportunities for the artist and photographer. The park adjoins Shore Acres State Park.

Originally, the cape was named Cape Gregory by the English navigator James Cook to honor the saint of the day of sighting, March 12, 1778. Since the United States Coast Survey of 1850, it has been called Cape Arago for Dominique F. J. Arago, French physicist and geographer. In the 1970s, a theory was advanced that the English privateer and explorer, Sir Francis Drake, anchored in the south cove of Cape Arago in June, 1579. Followers of this theory believe Drake mistook the dune area between the Coos and Siuslaw Rivers for low, snow-covered hills and sailed down the coast to California, having abandoned hope of discovering a northwest passage back to England. A monument to Drake was placed in the park in 1977.

Cape Blanco State Park - 1,880 acres, Curry County, located off the Oregon Coast Highway, nine miles north of Port Orford. The park land was purchased from the Joseph N. Hughes Estate in 1971. It is an attractive, wind-swept, partly pastured headland

offering access to ocean beaches both north and south of Cape Blanco promontory. At the westernmost tip of the cape is a U. S. Coast Guard lighthouse reservation including an 1870 lighthouse. Cape Blanco is one of the farthest west points on the Pacific Coast of the contiguous 48 states and was named in 1603 by the Spanish explorer Martin D'Aguilar because of the chalky appearance of the headland. The headland is 245 feet above the sea and the light is visible for 22 miles at sea. Because of many past shipwrecks at this point, a powerful radio beacon for navigators was placed at Cape Blanco. The park offers a wide range of opportunities for fishing, hiking, horseback riding and ocean access and is developed for overnight camping and day use.

The park land historically was settled by Patrick Hughes, a native of Ireland, who came to the place in 1860 and developed an extensive dairy farm, which spread into bottom land along the Sixes River on the north side of the cape. The commodious house that Hughes built for his large family overlooking the Sixes estuary in 1898 is all that remains of the ranch complex. Open to the public in the summer months, the Hughes House has been restored by the Friends of Cape Blanco, who also provide house tours and information. This volunteer group was established as a park cooperative association in 1988.

Cape Kiwanda State Park - 185 acres, Tillamook County, located off the Oregon Coast Highway, one mile north of Pacific City. After protracted negotiations, the area was acquired by purchase and by a gift from B. A. McPhillips in 1973. The park includes a prominent headland, Cape Kiwanda, extending one quarter mile into the Pacific Ocean, and adjoining ocean headland along the road between Pacific City and Sand Lake. It offers spectacular ocean vistas from the headland, as well as fishing, boat launching and hiking potential. There is a wide sandy beach sheltered from prevailing summer winds. Here, also, are acres of dune sand that limit access and area stability. Cape Kiwanda State Park is developed for day use.

Cape Lookout State Park - 2,014.34 acres, Tillamook County, off the Oregon Coast Highway, 12 miles southwest of Tillamook. The original acquisition for Cape Lookout was a 1935 gift of 975 acres on the cape itself from the U. S. Lighthouse Service. Following that, diligent efforts headed by S. H. Boardman and C. H. Armstrong resulted in the purchase from various owners of the beach area north of the cape and the entire Netarts Sand Spit once owned by Louis W. Hill of St. Paul, Minnesota. The Hill property was partly a gift and partly an exchange involving lands on the spit for lands at Cascadia State Park. Lands were acquired up to 1988, including a tract of 40 acres on the south side of the cape.

Cape Lookout is one of Oregon's outstanding state parks combining a rugged forested ocean headland, extending some two miles out to sea, with spruce hemlock rain forest, beach and sand dunes reaching to the outlet of Netarts Bay. The high, rocky cape offers shelter and habitat to some 154 species of birds, sea lions and other marine life. Visitors may see this habitat from an excellent trail constructed to the tip of the cape. Originally, the park was left undeveloped as a natural preserve. Sam Boardman, the first State Parks superintendent, wanted to limit development to minimal picnic use (at Jackson Creek) with a trail to the cape. These improvements were made by the Parks Division in the 1930s.

Study of the park development potential was made in the early 1950s. At that time, the gravel access road ended at the north park boundary with a fine stand of old growth spruce-hemlock-shore pine forest extending to Jackson Creek. It was estimated that 275 cars (about 1,000 people) visited the park in 1950. Major development started in 1952 and continued into 1954 including access roads, parking, picnic facilities and overnight camping. In 1954, there were 68,799 day visitors and 8,169 camper nights of camping use. In those days, some 90 percent of the use was by people from Portland (80 percent) and the Willamette Valley (10 percent). Adjoining private lands were logged when the park access road was completed. In the early 1960s, Tillamook County built a road from the south end of Netarts Bay over Cape Lookout to Sand Lake to provide road access to the trailhead on the cape and to the park from

the south. Historically, Cape Lookout was misnamed on the U. S. Coast survey charts of the 1850s. Apparently, the name, Cape Lookout, was applied originally to what is now Cape Meares by the British navigator and trader John Meares in 1788. The error was allowed to stand after its use had become established. During World War II, an Army Air Force B-17 bomber struck the cape while on coastal patrol, October 12, 1943. There was one survivor. A plaque in memory of the air crew is located on the cape trail.

Cape Meares State Park - 232.84 acres, Tillamook County, off the Oregon Coast Highway, 10 miles west of Tillamook. Obtained between 1938 and 1968 by lease and purchase from three federal government agencies, the park embraces 94.32 acres managed by the State Parks and Recreation Division and is surrounded by the 138.51-acre Cape Meares National Wildlife Refuge managed jointly with the U. S. Fish and Wildlife Service. It is a spectacular ocean headland backed by a spruce-hemlock forested upland several hundred feet above the Pacific Ocean. The cape itself was once an active lighthouse reservation of the U. S. Coast Guard. Visitors still can visit the inactive lighthouse interpretive display and enjoy the view of off-shore rocks, coastline and sea birds. A short distance from the parking area is an unusual Sitka spruce, with many trunk-like limbs, known as the Octopus Tree. According to tradition, it was used as a meeting place by Tillamook tribal leaders. The area is developed for day use with picnic facilities and visitor information. There is also a hiker-biker camp area.

The cape is named for the 18th Century British naval officer, trader and explorer, John Meares, who is supposed to have named this point Cape Lookout. However, in 1857, the U. S. Coast Survey applied the name Cape Meares to this point, as the name of the cape 10 miles south had become established as Cape Lookout. The lighthouse was built in 1890 and operated to 1963, when it was superseded by an automated beacon.

Cape Sebastian State Park - 1,104.31 acres, Curry County, on the Oregon Coast Highway, seven miles south of Gold Beach. The park was acquired between 1925 and 1963 by purchase from

several owners. It is a long, narrow tract of land extending several miles along the Oregon coast with a large open promontory known as Cape Sebastian rising above the ocean at its midpoint. The landward portions of this hilly area are forested with Douglas fir, grand fir and shore pine, much of it old growth forest trees of great size.

The old Coast Highway wound along the hillside at the eastern side of the park with an access road to the cape for visitors to view the ocean and coast. In the 1960s, the highway was relocated through the heart of the area bisecting what was formerly rolling sheep pasture. The exposed cape promontory can be very windy and there is limited development including parking spots and cape trails. On a clear day, visitors can see north to Cape Blanco (43 miles) and south to Point St. George, California (50 miles). However, on foggy days, one can see only a few feet. It was early on such a day in about 1942, so the story goes, that the caretaker was checking the trail to the cape when he heard voices below him talking in a foreign tongue. A brief break in the fog revealed a Japanese submarine on the surface recharging its batteries. The caretaker beat a hasty unseen retreat and told his story to the Coast Guard.

Cape Sebastian was named in 1603 by the Spanish navigator Sebastian Vizcaino for the patron saint of the day of discovery. Beautiful spring flowers are to be seen at Cape Sebastian, including the colorful rhododendron. All in all, this is one of the most spectacular vista points on the Oregon coast. Trail and road improvements were started by the Civilian Conservation Corps in the 1930s which have been maintained to the present. There is now a two-mile section of the coast hiking trail in the park.

Carl G. Washburne Memorial State Park - 1,089.08 acres. Lane County, on the Oregon Coast Highway, 14 miles north of Florence. Original tract acquired by gift of the Narcissa Washburne Estate in 1962. Adjustments with the U. S. Forest Service brought the park to its present size. The park was named in honor of Carl G. Washburne, husband of Narcissa, Eugene businessman and Oregon Highway commissioner in the period 1932 to 1935. Negotia-

tions for the park were started by S. H. Boardman in 1936. It is a gently rolling tract covered with dense shore pine and shrub vegetation along China Creek, fronted by over a mile of accessible ocean beach. The park is a popular spot for ocean access now that it is developed for day use and overnight camping. At the south end, the land rises into the coastal bluff and drainage of Cape Creek in Devil's Elbow State Park.

Carpenterville-Brookings Forest Wayside - 22 acres, Curry County, located on the old route of the Oregon Coast Highway, 17 miles north of Brookings. Originally purchased from the Brookings Land and Townsite Company in 1943 as five separate old-growth Douglas fir, grand fir forest tracts (510 acres). Four of the tracts were sold between 1962 and 1964 to Brookings Plywood Corporation after this section of U. S. 101 was bypassed by the present route through S. H. Boardman State Park. The wayside has never been developed and was originally obtained to protect native forest along the Coast Highway where it passed through steep narrow canyons north of Brookings.

Cascadia State Park - 253.55 acres, Linn County, on U. S. Highway 20, 14 miles east of Sweet Home. Land was acquired from various owners between 1941 and 1980. The original purchase included the old Geisendorfer property with soda spring and hotel site. Later, some property was exchanged with Timber Service Company (Hill Estate) for land at Cape Lookout. The park lies along the steep-walled South Santiam River Canyon and is bisected by the river and the highway. The Cascadia Soda Spring is located on a small stream flowing into the river from the north. The park is forested with fine old Douglas fir except for an open meadow on the benched north river bank. The area was a well-known resort and watering place in the early 1900s. There was a small community in the vicinity, some of which still exists. It is named for the Cascade Mountain range in which it lies. The location was proposed in the 1960s as a site for an extensive flood control dam by the U. S. Corps of Engineers. The proposal was not carried out. Developments include day-use and overnight camping facilities. There are hiking trails and river access.

Casey State Park - 80.63 acres, Jackson County, on Oregon Highway 62, 29 miles northeast of Medford. The area was acquired between 1937 and 1975. The first tract was an 80-acre recreational and park purposes patent from the U. S. Government and the last a lease of 0.5 acres from Army Corps of Engineers at the time of the construction of Lost Creek Dam on the Rogue River above the park (1977). The park is a pleasant riverside tract bisected by the Rogue River and is forested with ponderosa pine, Douglas fir and associates. Original improvements were made by the Civilian Conservation Corps in the 1930s for day use picnicking and river access. J. A. Casey, for whom the park is named, was a squatter on the area when it was government land. He had a small restaurant and other buildings on the property. A small tract at the southwest corner of the park is leased to the Oregon Forestry Department for a fire guard station.

Catherine Creek State Park - 167.98 acres, Union County, located on Oregon Highway 203, eight miles southeast of Union. Acquired in 1947 by gift from Union County and the E. S. Collins Estate (160 acres). An additional 7.98 acres was transferred from the Oregon Highway Division as a park maintenance site in 1975. Located along Catherine Creek Canyon on sloping land forested by ponderosa pine, western larch and associates, the area was once known as Presbyterian Flat. Later, it was known as Collins Park when it was owned by E. S. Collins, a prominent Portland lumberman. In 1932, Mr. Collins deeded the tract to Union County for park purposes. Partly due to problems in maintenance funding, the county deeded the land to the state. The Parks Division developed the area for day use and added a primitive campground in the 1950s.

Champoeg State Park - 615.24 acres, Marion County, located off U. S. Highway 99W, seven miles east of Newberg. Lands were acquired between 1943 and 1987 from the State Board of Control and other owners. The park occupies a long, flat, bottomland on the south bank of the Willamette River extending some three miles in length with woodlands of Oregon white oak, Douglas fir, western red cedar, maple, cottonwood and associates. This area is subject to

periodic flooding. At the east end of the park, just outside the boundary, is La Butte rising several hundred feet above the river. There is also bluff land above the river bottom at the south end of the tract.

Champoeg was the site of a momentous meeting of French Prairie settlers on May 2, 1843 which led to the establishment of provisional government for the Oregon Country. Here also were a Hudson's Bay Company granary and townsite, destroyed by flood in 1861, steamboat landings and ferry crossings, all of historical interest. The state's original holding of one square rod of land donated by John Hoefer and Casper Zorn was established as Provisional Government Park in 1901 and was marked by a commemorative monument. Today, the area has day-use and overnight camping developments, the Pioneer Memorial Building (1918), the D.A.R. Pioneer Mothers Memorial Log Cabin (1929), and a substantial park visitor center interpreting Champoeg as the birthplace of Oregon government. Each year in July there is a colorful pageant re-enacting historic events at Champoeg.

The Champoeg State Park Cooperative Association was formed in 1980, and its cooperative agreement with the Oregon State Parks and Recreation Division was executed in 1986.

Chandler State Wayside - 85.09 acres, Lake County, just off U. S. Highway 395, 16 miles north of Lakeview, at the edge of the Great Basin. The original land for this area was given to the state in 1925 and 1928 by S. B. and Hattie Chandler. Additional lands were purchased in 1965 and 1967 when the highway was relocated. Lying along Crooked Creek, it is a pleasant tract of ponderosa pine. The wayside provides a shaded rest for the traveler. Though once developed for overnight camping, the wayside now offers day facilities.

Clackamas River Scenic Waterway - 7 acres, Clackamas County. The tract is an island in the Clackamas River located some 10 miles east of Milwaukie off Semple Road. It was acquired in 1979 as a gift from Dr. J. L. Poorlie and his son, Laird. An irregularly shaped tract

with a forest cover of Douglas fir and associates. The land is generally below the river level at run-off and is not developed or road accessible. It is suitable mainly for occasional river traveler use.

Cline Falls State Park - 9.04 acres, Deschutes County, located four miles west of Redmond off Highway 126. Originally acquired by the Highway Commission in 1936 for a gravel pit, the area was turned over to the Parks Division in 1956 when the highway was relocated. Other tracts were obtained by exchange. It is an attractive site along the banks of the Deschutes River covered with juniper and associated vegetation. The park is developed for day use and fishing access. Cline Falls is a feature just north of the park and is named for a well-known dentist of Redmond, Dr. C. A. Cline, former owner of the property.

Clyde Holliday State Park - 20.09 acres, Grant County, located on U. S. Highway 26, seven miles west of John Day. Land acquired in 1971 by purchase from Mr. and Mrs. Clyde Holliday and by a transfer from the Department of Transportation in 1976. The park is a pleasant tree-lined tract along the John Day River that offers day use and camping facilities to travelers on Highway 26.

Collier Memorial State Park - 655.62 acres, Klamath County, located on The Dalles-California Highway (U. S. 97), 30 miles north of Klamath Falls. The first lands acquired for this park were given in 1945 by Alfred D. and Andrew Collier of Klamath Falls as a memorial to their parents, Charles Morse Collier and Janet McCormack Collier. Later, the Colliers gave or helped in the acquisition of other tracts up through 1962. A final tract of 306.59 acres was obtained from the U. S. Forest Service in 1981.

Collier Park is located on ponderosa pine forested land at the confluence of Spring Creek and the Williamson River. It offers day use facilities for the highway travelers as well as a full-service campground for overnight visitors. There are trails for walkers and fishing access to the streams. But the main attraction of the park is the logging museum featuring equipment used in the Klamath Basin and eastern Oregon over the past century. The Colliers,

partly through their ownership of the Swan Lake Moulding Company in Klamath Falls, amassed a variety of logging and lumbering equipment of great interest. Here the visitor can see McGiffert loaders, early log trucks, steam engines, tractors and other mementos of a past era in logging and manufacture of wood products. For old-timers, the exhibits bring to life again the call of the jammer puncher and the hiss of the steam locomotive in the old growth pine forests.

In 1987, a Collier State Park Cooperative Association was established by agreement with the Oregon State Parks and Recreation Division.

Collins Creek State Wayside - 11 acres, Lincoln County, located on the Oregon Coast Highway (U. S. 101), at the south side of Seal Rock. Acquired by purchase from Henry W. Wagner, et al, in 1974. This wayside is an undeveloped forested area situated between the Coast Highway and the Pacific Ocean.

Conde B. McCullough Bridgehead State Wayside - 22.91 acres, Coos County, located off U. S. 101, on the old Oregon Coast Highway at the north end of the McCullough Memorial Bridge over Coos Bay. This spruce forested tract was purchased by the Highway Commission in 1934 and 1935 for roadside beautification and park purposes. It is undeveloped except for boat access to Coos Bay. Conde B. McCullough (1887-1946) was bridge engineer for the Oregon State Highway Department from 1919 to 1935 and was responsible for the design of the Coos Bay Bridge as well as four other magnificent concrete arch bridges built with federal assistance across rivers and estuaries on the Coast Highway in the 1930s. From 1937 onward, McCullough was assistant state Highway engineer. The Coos Bay Bridge was renamed in his honor following his death in 1946.

Coquille Myrtle Grove State Park - 7 acres, Coos County, located on the Powers Highway near Gaylord some 14 miles south of Myrtle Point. It was given to the state for park purposes by Save the Myrtlewoods, Inc. in 1950. Containing a stand of lovely old Oregon

myrtle trees, the tract lies along the south fork of the Coquille River and is occasionally flooded by high water. It is developed for day use and fishing access.

Crooked Creek State Wayside - 552.99 acres, Malheur County, located on U. S. Highway 95, 6 miles northeast of Burns Junction. Acquired by purchase from private owners and transfer from the U. S. Government between 1967 and 1976. It is flat-to-rolling land with sagebrush flats along Crooked Creek. Sandstone bluffs rise above Crooked Creek, which drains into the Owyhee and Snake rivers. Past uses of the area have included a rock quarry, gravel production and a highway rest area. The area is on a historic route of travel through southeastern Oregon. It was used by early gold seekers en route to the Idaho mines and also by soldiers of the Oregon Cavalry and the U. S. Army.

Crown Point State Park - 306.67 acres, Multnomah County, located on the old Columbia River Highway Scenic Route, 16 miles east of Troutdale. The first tract was given to the state for park purposes by the City of Portland and Multnomah County in 1938. From 1945 to 1971, additional tracts were acquired, bringing the acreage to its present total. The principal feature of the park is the high basalt promontory capped by the Vista House overlooking the spectacular Columbia River Gorge. It is one of the most photographed, scenic spots in Oregon and is of both architectural and historic interest. The steep slopes surrounding the point are forested with Douglas fir shaped by the mighty winds of the gorge. It is developed for day use and affords protected views of the Columbia River and the distant Cascade Mountains. Crown Point is a National Natural Landmark.

A noteworthy architectural feature is the observation building encircled by the scenic old Columbia River Highway. The Vista House was built in 1916 to provide a vantage point and rest stop for motorists. It contains historical exhibits and plaques commemorating early explorations of the Oregon Country and is listed in the National Register of Historic Places.

In 1982, a Friends of Vista House organization was established, which later incorporated as a cooperative association with the Oregon State Parks and Recreation Division. The Friends provide visitor services and operate a gift store in the building.

D River State Wayside - 4 acres, Lincoln County, located on the south bank of the D River in Lincoln City, between the Oregon Coast Highway and the ocean. It was purchased in 1969 to provide public access to the ocean beach. The open land is developed for day use. Measuring less than one mile from Devils Lake to its outfall in the Pacific, the D River is thought to be one of the shortest rivers in the world.

Dabney State Park - 134.96 acres, Multnomah County on the old Columbia River Highway (scenic route), 19 miles east of Portland. The park was acquired between 1945 and 1968 through gift and purchase. The first tract was a gift of 70 acres for state park purposes from Multnomah County in 1945. Dabney Park is situated on the north bank of the Sandy River and extends across the old Columbia River Highway. Partly forested with Douglas fir, maple and associates, the lower bench lands along the river are often flooded during periods of heavy run-off. The area is developed for day use picnicking, walking and river access for boaters and fisherman.

Dabney Park was originally owned by Richard T. Dabney and his wife Martha. The Dabneys came to Oregon in 1887 and prospered from their investments in timber and real estate. Richard Dabney was an enthusiastic promoter of the Columbia River Highway and proposed a large hotel at Crown Point. Nothing came of the hotel, but the Dabneys maintained a summer house at the park site until his death in 1916.

Darlingtonia State Park - 18.38 acres, Lane County, off Oregon Coast Highway, five miles north of Florence. Purchased from various owners between 1946 and 1964. The tract is primarily a bog preserving the rare *Darlingtonia* carnivorous plants and making them available to public view. In the sandy lowland nearby are

spruce, shore pine, rhododendron and associates. Developments include picnic facilities and an interpreted boardwalk and trail out into the bog. The *Darlingtonia* are sometimes called cobra plants, due to their hooded stalks which attract insects. The insects fall into a liquid at the base of the stalk, where they drown and are digested by the plant. The array of multi-colored plants is an attractive spectacle.

Del Rey Beach State Wayside - 18.7 acres, Clatsop County, located off the Oregon Coast Highway at the west side of the platted community of Del Rey Beach, two miles north of Gearhart. Acquired in 1970 by gift from Clatsop County, it is an ocean-front tract offering public access to the beach. It is developed for day use.

Deschutes River State Recreation Area - 515.09 acres, Sherman and Wasco Counties. Access off Interstate 84, 17 miles east of The Dalles. Acquired between 1963 and 1983 by purchase from various owners, transfer by the U. S. Army Corps of Engineers and gifts of land by the Oregon Wildlife Heritage Foundation. The Deschutes River is the boundary line between Wasco and Sherman Counties. The original tract for the area was 30 acres purchased in 1963 from the Columbia-Deschutes Power Company at the mouth of the Deschutes River adjoining the present I-84. This tract, with some of the later acquisitions, forms the developed portion of an attractive riverside recreation complex, which includes day-use and overnight camping facilities and river access. The view area is bounded by the high basalt cliffs of the Columbia and Deschutes rivers. Natural vegetation is limited here, but poplar and other shade species have been planted in the developed locations. The popular river access point on the west side of the Deschutes River is called Heritage Landing.

Adjoining the State Recreation Area is the Deschutes River Scenic Waterway. Lands abutting the scenic waterway were acquired between 1977 and 1983 by purchase from private owners and as gifts from the Oregon Wildlife Foundation. These total 134.37 acres.

The lower Deschutes River from Pelton Dam to the Columbia River, some 104 river miles, was designated an Oregon Scenic Waterway in 1970. The purpose is to protect and enhance scenic, recreational, fish and wildlife values along the river while allowing public use of the river for boating, fishing and riverside camping. The State Parks and Recreation Department manages the waterway in cooperation with Sherman and Wasco counties, U. S. Bureau of Land Management, Confederated Tribes of the Warm Springs Reservation, Oregon Fish and Wildlife Department, State Marine Board and Oregon State Police.

Detroit Lake State Park - 104 acres, Marion County, located on Oregon Highway 22, two miles west of Detroit on Detroit Reservoir, within Willamette National Forest. The area originally was obtained in 1955 under special use permit from the U. S. Forest Service with the cooperation of the U. S. Army Corps of Engineers. The permit was revised in 1963.

The park is in two units on the reservoir north shore. The smaller, western area called Mongold includes lake access and picnic facilities. To the east of Mongold is the Lake Shore camping area. This location had been a developed Forest Service campground prior to its lease to State Parks. The park is forested with second growth Douglas fir and was extensively logged in the period before the Second World War.

Detroit Reservoir and Dam were constructed in the early 1950s, the name coming from the community of Detroit, populated originally by people from Michigan.

Devil's Elbow State Park - 546.53 acres, Lane County, located on the Oregon Coast Highway, 13 miles north of Florence. Acquired between 1930 and 1987 by purchase from various land owners, plus gifts and exchanges with U. S. Government agencies.

The park adjoins the old Heceta Head lighthouse reservation and includes one of the most spectacular ocean coves on the Oregon

Coast. Cape Creek flows into the Pacific at the park beach area, and the Coast Highway is carried over the creek on a high, reinforced concrete deck arch bridge with tunnel at its south end. This rare combination of lighthouse, rugged headlands, stream and ocean provides scenic grandeur known throughout the United States, since it is popular with artists and photographers. Forested with spruce, hemlock and shore pine, the park is developed with day use facilities providing beach access and a trail from the sandy beach up the slope to the lighthouse and keepers' residence built in 1892-1894. The latter has been restored by the U. S. Forest Service.

Heceta Head was named for the Spanish navigator, Bruno Heceta, who made the first recorded sighting of the mouth of the Columbia River in 1775.

Devil's Lake State Park - 109.34 acres, Lincoln County, located off the Oregon Coast Highway at Lincoln City in tracts north and south of the D River. The park was acquired between 1957 and 1961 by a gift from the city of Delake and purchase from private land owners. The tract on the north bank is partly protected with shore pine and is developed for overnight camping. The day use area is located on East Devil's Lake County Road south of the D River, about two miles east of the Coast Highway. Here there are picnic facilities and boat access to Devil's Lake.

The name Devil's Lake is thought to stem from an Indian legend concerning a serpent or spirit which inhabited the lake.

Devil's Punchbowl State Park - 8.17 acres, Lincoln County, located off the Oregon Coast Highway at the community of Otter Rock. Acquired between 1929 and 1971, the first land was given to the state for park purposes by F. W. and C. P. Leadbetter. Later tracts were purchased from other private owners. The original park includes a high forested bluff overlooking the ocean. On the seaward side of that bluff is a bowl-shaped cavern. With incoming tides, crashing waves thunderously fill the "Devil's Punchbowl," raising great plumes and creating spectacular effects. The shore at

the north end of the park includes a basin revealing a rich, marine garden at low tide. South of the high bluff, and accessible by wooden stairs, is a long, wide, sand beach. In the early 1900s, a long wooden slide, "chute the chutes," provided access from the Otter Rock bluff to this beach.

In the 1930s, the Civilian Conservation Corps developed day use improvements for the park. These included picnic tables, restrooms, fountains, water supply, fire places, a foot trail and steps to the beach.

In the 1970s, the park was expanded into the Otter Rock community for parking and restroom facilities.

Driftwood Beach State Wayside - 36.70 acres, Lincoln County, located off the Oregon Coast Highway, three miles north of Waldport. Land was acquired first by purchase of 7.70 acres in 1968 and then in 1986, by a gift of 29 acres from L. Presley Gill. The tracts are separated by other private lands and only the original 7.70 acres are developed.

The wayside is primarily a public access to the Pacific Ocean with developed picnic facilities. Shore pines grow in the sandy soil surrounding the area. The area is popular with visitors and offers a wide, flat, sandy beach fronted by the Pacific.

Dyer State Wayside - 0.60 acres, Gilliam County, located on the John Day Highway (Oregon 19), 10 miles south of Condon. The area was a gift of J. W. Dyer to the state of Oregon in 1931. It lies in Patill Canyon, along a branch of Thirty Mile Creek, and occupies a narrow gorge of the canyon. Developed as a wayside picnic area, the wayside was closed for a time during relocation of the John Day Highway in the 1960s.

Ecola State Park - 1,303.64 acres, Clatsop County, off the Oregon Coast Highway, two miles north of Cannon Beach via park road. Lands were acquired between 1932 and 1978 by gift and purchase from private owners and the federal government. The original tract

of 451 acres was acquired in 1932 by gift and purchase from the Ecola Point and Indian Beach Corporation with corporation members Rodney Glisan, Florence Minott, Caroline and Louise Flanders donating their portion. This land includes much of the magnificent ocean frontage in the park, extending from the northern edge of the city of Cannon Beach to Indian Beach. The park encompasses the spectacular Ecola Point and steep, forested shoreline to Tillamook Head, so often photographed to represent the Oregon coast.

Later, lands were acquired to the north of Tillamook Head extending toward Seaside and providing a route for the Tillamook Head trail. S. H. Boardman, H. B. Van Duzer and others worked hard to acquire this park land for Oregon in the 1930s and 1940s. Sam Boardman stressed the importance of acquiring a wider strip of land to protect the shoreline forest from wind damage and other threats. Some lands were purchased from Crown Zellerbach Corporation after being logged, and the World War II Army radar station tract on Tillamook Head was acquired under C. H. Armstrong's direction in 1952. The donation of the Elmer Feldenheimer Forest Reserve adjoining the northeast portion of the park will aid in park protection.

Ecola Park contains splendid examples of old growth Sitka spruce, western hemlock forest and habitat for elk and deer. In addition to its natural and scenic features, the park contains sites of historic interest. At Ecola Point, Indian Beach and Bald Point are Indian shell middens, and a prehistoric village site is located at Indian Beach. Here, in 1806, Captain William Clark of the Lewis and Clark Expedition viewed burial canoes of the Kilamox (Tillamook) and, looking south from Tillamook Head, he described the view as the "grandest and most pleasing prospect" he had ever surveyed.

Ecola Park was developed originally by the CCC under National Park Service direction between 1934 and 1941. Improvements included roads, picnic facilities, trails, the office, workshop and caretaker's house. In the early 1950s, a campground was developed at Ecola in the wave of enthusiasm which came with post-war development of the Oregon state parks. The camp was abandoned in 1954 as inappropriate to the setting.

Some of the shallow soils on steep slopes at Ecola Park are subject to rapid erosion following heavy rains. In 1961, a landslide at Ecola Point damaged 125 acres and caused the park to be closed for 10 months. Other slides have been a problem at Bald Point and between Ecola and Chapman Points. The latter affects the park entrance road. A slide here closed the park for four months in 1975.

Within Ecola Park is a National Recreation Trail dedicated in April, 1972. This is the Tillamook Head Trail extending six miles from Seaside to Cannon Beach. Tillamook Head is a high point on the trail between Seaside and Indian Beach. It is named for the Tillamook tribes in whose ancestral territory the headland is located. The trail follows the coastal exploration route used by Captain Clark in the winter of 1806.

Elijah Bristow State Park - 847.14 acres, Lane County, on the Willamette Highway (Oregon 58), 15 miles south east of Eugene. Acquired between 1971 and 1979 by gift for park purposes from Lane County, transfer from the State Lands Division and purchase from various private owners, the park lies along the Middle Fork of the Willamette River just below Dexter Dam. It is a forested river bottom area with mixed stands of Douglas fir, alder, oak, willow, cottonwood, and maple. Along the river are bird nesting areas and other wildlife habitat. This is one of five Willamette River state parks authorized for greenway acquisition by the 1973 State Legislature, and it has been developed for day use with picnic, trail and fishing access facilities.

Originally called Dexter State Park, the park name was changed in 1979 to honor Elijah Bristow (1788-1872), a pioneer of 1846 known as one of the first Euro-American settlers in Lane County. On his claim, Bristow founded the community of Pleasant Hill, located some 10 miles west of the park on Highway 58.

Elk Creek Tunnel Forest Wayside - 200 acres, Douglas County, on Oregon Highway 38, three miles east of Elkton. The forest was first leased from the federal government in 1932 and later acquired by purchases from Douglas County following a federal government

land exchange. This undeveloped wayside protects an interesting roadside forest of Douglas fir, western red cedar, maple and alder located on the steep slopes of Elk Creek at a horseshoe bend in the stream. The highway tunnels through the ridge at the bend. The tunnel was originally intended for a railroad to be built from Drain to Reedsport and thence to Coos Bay. However, the present Southern Pacific route from Eugene to Mapleton and south to the Coos Bay area prevailed.

Elliott R. Corbett Memorial State Park - 63.01 acres, Jefferson County, located off U. S. Highway 20, 14 miles west of Sisters, near the Santiam Pass summit of the Cascade Mountains. The park was a gift to the state of Oregon in 1953-1954 by Henry L. and Gretchen Corbett of Portland in memory of their son, Elliott R. Corbett II, who died in the Second World War. Terms of the gift specified that the area is to be maintained as a minimal development wilderness park. The area, forested with lodgepole and ponderosa pine, is located at the south end of Blue Lake. Access is by trail some two miles from Highway U. S. 20. There are limited picnic facilities.

Historically, the old Santiam wagon road over the Santiam Pass passed through the park. Travelers took water from a small creek. A nearby meadow provided camp space and horse pasture.

Ellmaker State Park - 77.25 acres, Lincoln County, located on U. S. Highway 20, 31 miles east of Newport. The holding was given to the state in 1961 for park purposes by Harlan D. Ellmaker, who previously lived on the property. The park is partly field and partly Douglas fir forest on the Tumtum River west of Burnt Woods. The Corvallis-Newport Highway bisects the property. Day-use facilities have been developed.

Mr. Ellmaker was born in Oregon in 1881, the grand nephew an early pioneer of Lane County. His working years were spent with the U. S. Forest Service and other federal government agencies.

Elmer Feldenheimer Forest Preserve - 605 acres, Clatsop County, adjoining the northeast section of Ecola State Park,

extending from above Indian Beach over Tillamook Head toward Seaside. It was acquired from various private owners in 1978. The preserve includes old growth Sitka spruce and hemlock forest along the steep banks of Indian Creek as well as high ground above Tillamook Head and along the trail. Within the preserve are meadows providing elk habitat and forage. Though adjoining Ecola Park, it is a distinct and separate entity.

Elmer Feldenheimer, who died in 1967, was associated with the family's jewelry business in Portland and was an orchardist in the Rogue River Valley.

Emigrant Springs State Park - 22.90 acres, Umatilla County, on I-84, 26 miles southeast of Pendleton. The park was acquired from private owners between 1925 and 1970. It is a forested spring area at the summit of the Blue Mountains on the route of the Oregon Trail and was used as a camping place for emigrant wagon trains in the last century. Extensive day-use developments were made here in the 1930s by the Civilian Conservation Corps. In the early 1950s, overnight camp facilities were added.

In January, 1812, trappers and traders of the Astor overland expedition under the leadership of Wilson Price Hunt crossed the Blue Mountains in this vicinity, thus establishing the route later used by Oregon Trail emigrants. Over the years, thousands of people crossed the mountains in this region en route to western Oregon. In the 1880s, the trail was replaced by the Oregon Railway and Navigation Company (now Union Pacific) railroad, which reaches the mountain summit of Meacham a few miles to the south of the park. During the construction of I-84 in the 1950s, one could still find artifacts on the Oregon Trail in the gulch south of the park.

Erratic Rock State Park - 4.4 acres, Yamhill County, off Oregon Highway 18, six miles east of Sheridan. Acquired by purchase from private owners in 1956. The principal feature of the park is a nearly 40-ton rock deposited during prehistoric flooding. It is located on an open hillside visible from the highway and is accessible by trail, with visitor information provided. This site is of interest because the rock

is not related to the local geologic formations. Rather, it was conveyed on an iceberg during the Ice Age, some 20,000 years ago, probably coming down the Columbia River from what is now Canada. As the ice melted, the rock was deposited in its present location. There are a number of glacial erratics in the Willamette Valley. This is the largest.

Farewell Bend State Park - 72.30 acres, Baker County, off Interstate 84, four miles southeast of Huntington. Acquired by gifts from the Idaho Power Company in 1958, 1960, and 1984 and purchase from a private land owner. The park lies between the Snake River (Brownlee Reservoir) and Interstate Highway 84 near the Baker-Malheur county line. The land is open river bank, which supported a crop of alfalfa at the time it was acquired by the state. Farewell Bend Park is fully developed for camping and day use with boat access to the reservoir and historical information display.

Farewell Bend is of historical interest as the point at which immigrants on the Oregon Trail bade farewell to the Snake River and its perils. Here camped Wilson Price Hunt in 1811, Captain Bonneville, N. J. Wyeth, John C. Fremont and hosts of Oregon pioneers. R. P. Olds operated a ferry across the river from Idaho to Oregon from 1862 until 1882. The west landing was located one-half mile south of the park.

Floras Lake State Park - 1,371.45 acres, Curry County, located west of the Oregon Coast Highway, some four miles south of Langlois. It was acquired between 1943 and 1980 by purchase from various owners. The park is a forested, rolling, ocean-front tract with steep rocky bluff above the ocean culminating at Blacklock Point. The northeast corner borders the west side of Floras Lake and the area contains unusual vegetation needing protection due to sensitive soil and moisture conditions.

Included in the park is the so-called Blacklock Point Preserve Forest supporting dwarfed trees (Sitka spruce and shore pine) on acid leached soils. An understory to the spruce and shore pine is composed of huckleberry, rhododendron, Labrador tea, salal and

California myrtle. Floras Lake State Park also contains some Port Orford cedar, spruce and hemlock forest as well as other plant communities of interest. Due to the sensitive nature of the park environment, only limited development is proposed.

On the ocean shore of the park are steep beaches, sea terraces and high sandstone bluffs eroded by ocean and wind. At Blacklock Point, the Blacklock Sandstone Company quarried sandstone starting in the 1880s. The rock was shipped by sea to San Francisco but after some years the business proved not economical. Sam Boardman started negotiating for the park in 1936, calling the area Newburgh Park after the secretary of the Blacklock Sandstone Company. After seven years, the company property, with tide-lands, was acquired for the back taxes in 1943. This was during World War II, and the United States Navy needed an airstrip in Curry County at this location. A strip of land in the southeastern portion of the park was leased to Curry County for the Navy airport. The Navy built the airport and the access road from the Coast Highway. In 1962, the name was changed to Floras Lake State Park, and in 1971 land for the airport (102 acres) was transferred to the State Board of Aeronautics for the Curry County Airport.

Fogarty Creek State Park - 141.88 acres, Lincoln County, located on both sides of the Oregon Coast Highway, two miles north of Depoe Bay. Acquired from various private owners by purchase and gift between 1954 and 1978. The park is a forest lowland tract located at the mouth of Fogarty Creek where it enters the Pacific Ocean. Heavily logged in the past, the area now supports a fine regrowth of Sitka spruce, hemlock, shore pine, alder and associated shrubs. Relocation of the Coast Highway in the late 1950s and use of the old highway as access greatly facilitated park use. Well developed for day use with initial help of MacLaren School boys, the park is most popular with summer beach visitors.

The park and stream is named for John Fogarty, a past judge of Lincoln County. A native of Ireland, John Fogarty came to Oregon about 1875 and settled in the Yaquina Bay area in 1884. He served as city councilman, county commissioner and judge. He died in Toledo in 1922.

Fort Rock State Monument - 190 acres, Lake County, located off Oregon Highway 31, two miles northwest of the community of Fort Rock. The monument was acquired in 1962 by gift from Reuben A. and Norma Long and by lease and deed from Lake County and the U. S. Bureau of Land Management. Fort Rock is an ancient volcanic crater, which from a distance gives the visitor the impression of a large fortification. On the highest side, the geological feature rises as much as 325 feet above the surrounding sagebrush plain. The park is developed for day use. In this part of the vast dry lakes region, evidence has been found of human habitation dating back some 10,000 years.

Fort Stevens State Park - 3,762.86 acres, off the Oregon Coast Highway, 10 miles west of Astoria. The park was acquired between 1955 and 1974. 792.20 acres were given to the state by Clatsop County between 1955 and 1960. Subsequently, lands were acquired by gift and purchase from the county, the U. S. Army Corps of Engineers and a private owner. Included also is an area of 1,214.48 acres encompassing the lower fort and sand spit lands leased from the United States Department of the Army. Fort Stevens Park is primarily a lowlands area fronting the Pacific Ocean and the mouth of the Columbia River and extends into the city limits of Hammond and Warrenton. The area includes shallow lakes, sand flats and stabilized sand dune ridges making it attractive as a recreation area. There is spruce and pine forest on the park as well as some rare plant communities. A fading attraction is the remains of the British sailing ship *Peter Iredale*, which went aground on the ocean beach in 1906. Developments include day use picnicking, swimming, hiking and interpretive facilities as well as extensive overnight camping facilities. It is the third largest state park in Oregon.

Originally built in 1864 to protect the mouth of the Columbia River from possible entry by Confederate gun boats during the Civil War, Fort Stevens was named for Union Army Major General Isaac I. Stevens, first territorial governor of Washington, who died in 1862 in the indecisive Civil War engagement known as the Battle of Chantilly. The post later served as a coastal defense fort and was fired on by a Japanese submarine in 1942.

In 1979, a Fort Stevens cooperation association was established, which later made an agreement with the Oregon State Parks and Recreation Division.

Fort Yamhill Historical Wayside - 59.04 acres, Polk County, located on Highway 22, one-half mile north of Valley Junction. Slightly more than 57 acres were acquired by purchase in March, 1988. This was added to 2.04 acres adjacent to the public right of way acquired prior to 1938 in commemoration of "Fort Sheridan," so-called for Lt. General Philip Sheridan, who served at Fort Yamhill with the United States Army before the outbreak of the Civil War. The wayside includes the old fort site on a ridge above the Yamhill River. A master plan is to be made. Fort Yamhill was the most northerly of military posts established by the Army in 1856 to regulate the eastern border of the Coast Indian Reservation, which stretched from the crest of the Coast Range to the Pacific Ocean. The post was abandoned in 1866. No fort structures remain on the property, but the site offers potential for on-site interpretation of the historic period.

Frenchglen Hotel State Wayside - 2.37 acres, Harney County, located on Oregon Highway 205, at Frenchglen some 63 miles south of Burns. The property was acquired in 1973 from the U. S. Government General Services Administration. The purpose of the wayside is the preservation of an historic hotel and outbuildings characteristic of early development in the region. The hotel was built about 1917 to serve visitors to the community. Presently, the area is developed for day-use picnicking and the hotel provides room and board with reservations. It is near the Malheur National Wildlife Refuge and Steens Mountain.

Gateway State Wayside - 272 acres, Josephine County, located on the Redwood Highway adjoining the California State line some 43 miles southwest of Grants Pass. It was acquired from various private land owners between 1967 and 1969. Though the land is undeveloped and previously logged, it includes an attractive forested area along the banks of Elk Creek containing a transition forest of Douglas fir, ponderosa pine and incense cedar. The land

to the west of the highway rises rapidly some 500 feet to a ridge. East of the highway about 400 feet is a grass meadow.

Gearhart Ocean Wayside - 286.06 acres, Clatsop County, an ocean beach area fronting the Pacific Ocean at the town of Gearhart. Purchased from the Gearhart Park Company in 1939. It is tideland extending two miles north from the mouth of the Necanicum River. There are no public developments.

Geisel Monument State Wayside - 4.05 acres, Curry County, located on the Oregon Coast Highway, seven miles north of Gold Beach. Acquired in 1930 and 1931 by gifts from the Macleay Estate Company and F. B. and Martha Postel. The wayside is a level forested area containing the graves of John Geisel and his sons who were killed in 1856 during the Rogue River Indian Wars. Geisel's widow, who died years later, in 1899, is also buried at this location. An area separate from the grave lot is developed for picnicking and day use.

George W. Joseph State Park - 150.12 acres, Multnomah County, adjoining Guy W. Talbot State Park, off Columbia River Highway Scenic Route, 40 miles east of Portland. Eighty acres of the park were given to the state by George W. Joseph and his mother in 1934 and 1942. The remaining 70.12 acres were purchased from Multnomah County in 1959. Though only developed with trails, the park protects a natural, scenic forest upland and dell adding to the Columbia Gorge preserve. It includes upper Latourelle Falls.

Gleneden Beach State Wayside - 17.54 acres, Lincoln County, located off the Oregon Coast Highway, seven miles south of Lincoln City. The area was purchased from various private land owners in 1966 and 1967. It provides public access to the Pacific Ocean with parking and day-use picnic facilities. A gently sloping area, it is forested with spruce and shore pine.

Golden and Silver Falls State Park - 157.27 acres, Coos County, located 24 miles northeast of Coos Bay on Glenn Creek. The

original land for the park was given to the state for park purposes by the Waterford Lumber Company in 1936 after Coos County and the state made the road a secondary highway. For this, the Oregon Highway Commission agreed to spend \$10,000 to make the road suitable for logging trucks. This action followed extensive negotiations during which the value of the park in relation to overall road costs was questioned by Highway engineers. In 1938, Coos County deeded 17.27 acres to the state, including Silver Falls, which had been given to the county for park purposes by Weyerhaeuser Timber Company in 1935. An additional 28 acres was given by Coos County in 1955.

Golden and Silver Falls State Park includes an unusually attractive forested canyon with two superb waterfalls each dropping over 100 feet. In the 1950s, a tortuous road crossed the base of Silver Falls and followed a narrow ledge to leave the park above Golden Falls. The bridge is gone; the road is no longer passable, but the park has trails and is developed for picnic use.

Golden Falls was named for Dr. C. B. Golden, first grand chancellor of the Knights of Pythias of Oregon and an early visitor to the falls.

Goose Lake State Recreation Area - 64.16 acres, Lake County, located off U. S. Highway 395, 15 miles south of Lakeview at New Pine Creek on the Oregon-California State line. Purchased in 1966, the area is a wooded and grassland tract with access to the recreational assets of Goose Lake. Developed for overnight camping and day use, the tract is bisected on the lakeside quarter by the line of the Great Western Railway.

Governor Patterson Memorial State Park - 10.23 acres, Lincoln County, located on the Oregon Coast Highway at the south edge of Waldport. Acquired by purchase from Mary E. Patterson, widow of Governor Isaac L. Patterson, and other owners in 1931. The park is a nice wooded shoreline tract offering day-use facilities and beach access. It appropriately commemorates Governor Isaac L. Patterson (1859-1929), an advocate of park development and scenic area preservation. In 1929, Patterson appointed the state's first Park Commission. He died the same year while in office.

Guy W. Talbot State Park - 378.34 acres, Multnomah County, located on the Columbia River Scenic Highway, 27 miles east of Portland. The original land for the park was 125 acres given to the state by Guy Webster and Geraldine Talbot in 1929. Guy W. Talbot (1873-1961) was president of Pacific Power and Light Company and lived on the tract at the time of the gift. The Talbot residence and outbuildings are still used for park operations. Multnomah County gave additional land in 1935, and sold further acreage to the state in 1952. Lands also were given by the Eva Larson Estate. The balance of the property was purchased from various owners up to 1984.

Talbot Park is a most interesting forested Columbia Gorge property including Latourelle Falls and development for picnicking, hiking and other day use. Some of the park's early development was carried out by the Civilian Conservation Corps between 1933 and 1935.

Harris Beach State Park - 172.81 acres, Curry County, located off the Oregon Coast Highway, two miles north of Brookings. The land was purchased from various owners between 1926 and 1985. The principal features of the park are its spectacular shoreline with off-shore rocks and a prominent hill (Harris Butte) rising above the coast bluff. There are excellent coastline viewpoints in the park as well as a fine sandy beach. To the east of the entrance road is the campground located in a wooded tract that once was primarily a field of azaleas. Day-use parking and facilities are located near the beach. Early developments were made by the CCC in 1934 and 1935.

Harris Beach is named for George Scott Harris, a native of Scotland, who obtained the property about 1871. Harris served in the British Army in India, later going to Africa and New Zealand. He arrived in San Francisco in 1860, worked in railway construction and mining and migrated to Curry County in 1871. Mr. Harris raised sheep and cattle on the park land, which passed to his nephew, James, in 1925.

Hat Rock State Park - 756.24 acres, Umatilla County, located off U. S. Highway 730, nine miles east of Umatilla on the south shore of the lake formed by McNary Dam on the Columbia River. The original park land was acquired by purchase from private owners and leased from the U.S. Army Corps of Engineers at the time of McNary Dam construction from 1951 to 1953. Later, lands were acquired and leased up to 1968.

Originally a rolling sagebrush area sloping to the south bank of the Columbia River, the tract contains Hat Rock and Boat Rock. These are exposed remnants of a 12-million-year-old basalt flow. The park has been appropriately developed for day use and water access to McNary Reservoir.

Historically, Hat Rock is of interest as the first distinctive Oregon landmark passed by the Lewis and Clark Expedition on its outbound journey down the Columbia. Captain Clark noted the hat-shaped rock in his journal entry for October 19, 1805.

Haystack Hill State Wayside - 9.10 acres, Clatsop County, located at the south end of Cannon Beach, lying between the present Oregon Coast Highway and old route. It was given to the state of Oregon for park purposes by John B. Yeon in 1968. It is an undeveloped hilly tract with a cover of salal, salmonberry, alder and some Sitka spruce. Though logged in the past, the area offers views of Cannon Beach, Haystack Rock and environs.

H. B. Van Duzer Forest Corridor Wayside - 1,487.01 acres, Lincoln, Polk, and Tillamook counties. Located on Oregon Highway 18, 15 miles east of Lincoln City. Appraisal of this area and negotiation for its purchase were started by Sam Boardman early in his tenure as the original State Parks superintendent. It was purchased from private owners primarily between 1935 and 1942, with later adjustments extending to 1984.

Extending over 12 miles of highway between Grande Ronde and Rose Lodge, the corridor is in two units displaying the range of coastal Douglas fir forest from 35-year-old second growth to virgin

forest containing trees over 200 years of age. In this forest strip preserved in public ownership are some of the finest remaining examples of old Douglas fir forest with western hemlock, western red cedar and Sitka spruce to be found in the Coast Range. Because the area is a narrow strip of state land, the adjoining land having been logged, its protection from recurring strong winter winds is limited. Since the 1940s, trees blown down in storms have required periodic salvage operations, including the removal of trees hazardous to highway travel. There is a day-use rest area at the site of an historic toll station. Otherwise, public access to the forest is limited to fire access roads and a few turnouts.

Historically, the locality is interesting as an early wagon road route from the Willamette Valley to the coast. John and Julia Boyer operated the Salmon River toll road on part of the corridor route in the period 1908-1920. In the 1950s, some of the Boyer family yet resided at the community of Boyer, where the Salmon River Highway crosses the Little Nestucca River.

The corridor is named for Henry B. Van Duzer (1874-1951), a member of the Oregon State Highway Commission and vice-president of the Inman Poulsen Logging Company of Portland. Mr. Van Duzer was a strong supporter of the Oregon State Parks and promoted the protection of roadside stands of native forest. He was chairman of the Oregon State Highway Commission from 1927 to 1931.

Hendricks Bridge State Wayside - 17.34 acres, Lane County, located on Oregon Highway 126, 13 miles east of Eugene on the bank of the McKenzie River. Two portions of the wayside were given to the state by Lane County in 1932 and 1956, and the final tract was acquired from the Oregon Fish Commission in 1956. The property is a pleasant wooded day-use area providing access to the McKenzie River, a favorite of white-water rafters. The park is named for the adjoining bridge. A covered bridge built here in 1908 replaced the pioneer Hendricks Ferry across the McKenzie River. It is thought that the locale is named for T. G. Hendricks (1838-1919), prominent Eugene businessman and state senator of the

1880s. A grandson of Elijah Bristow, Hendricks himself was an overland trail pioneer of 1848.

Hilgard Junction State Park - 232.50 acres, Union County, located off Interstate 84, eight miles west of La Grande on the Grande Ronde River. The first land was acquired by lease from the U. S. Forest Service in 1951, with a later lease in 1969. Two tracts were given to the state; one acre was donated by the Mt. Emily Lumber Company in 1952 and 79 acres by its successor, the Valselt Lumber Company, in 1966. Other tracts were purchased from private owners.

The park lies on Grande Ronde River bottom land, which supports cottonwoods, willow and some ponderosa pine. It is developed for camping and day use and is popular among rafters on the river. The park takes its name from the nearby junction on the Union Pacific Railroad line. The logging railroad of the Mt. Emily Lumber Company once passed through the park area enroute to La Grande via connection with the Union Pacific. Hilgard Junction was named for E. W. Hilgard, former dean of the College of Agriculture at the University of California.

Hoffman Memorial State Wayside - 4 acres, Coos County, located on Oregon Highway 42, 12 miles south of Coquille. The tract was given to the state in 1948 by the heirs of Henrietta Hoffman. It is a bottom land tract on the South Fork of the Coquille River wooded with myrtle, maple, cottonwood and willow. There is river access and picnic development at the wayside.

Holman State Wayside - 10.17 acres, Polk County, located on Oregon Highway 22, four miles west of Salem. The original tract of 8.62 acres was purchased from Thomas and Cora Holman in 1922. An additional 1.55 acres were purchased in 1967. The wayside is a Douglas fir forested tract lying mostly on the hillside between Highway 22 and the old Doak's Ferry Road. It is developed for picnic use.

Historically, the old territorial road of the 1850s passed through the wayside enroute to Dallas and points south. A spring on the tract

was traditionally used as a watering place by travelers and their livestock. Because of the Holmans' long ownership of the property and their willingness to let the public use the spring, the Highway Commission approved the commemorative name for the wayside. The early towns of Eola and Cincinnati once existed near the wayside, and a Salem-Dallas branch of the Southern Pacific Railroad once passed on the river side of Highway 22.

Howard J. Morton Memorial State Park - 24.4 acres, Lane County, located on Oregon Highway 126, 40 miles east of Eugene. The park was given to the state by Winifred K. Morton in three parcels between 1955 and 1957 in memory of her forester husband. The park is an attractive forested area lying on both sides of Highway 126 and sloping to the McKenzie River. As stipulated in the deed, it is maintained in its natural state except for minimal picnic facilities and fishing access.

Hug Point State Park - 43.30 acres, Clatsop County, located on the Oregon Coast Highway, five miles south of Cannon Beach. The original 1.3 acres of this tract were given to the state by Clatsop County in 1957. In 1968, land was purchased from Elizabeth Johnson which, added to a later exchange with Crown Zellerbach in 1978, netted 41 additional acres. The park is an ocean-front area backed by hilly land and the Hug Point promontory. Vegetation includes salal and other shrubs along with Sitka spruce. The area is developed for picnicking and beach access.

Hug Point was so named because it was necessary to hug the rocks to get around the point on the ocean front without getting wet.

Humbug Mountain State Park - 1,842.16 acres, Curry County, located along the Oregon Coast Highway, six miles south of Port Orford. The original land purchase from Carl White in 1926 was 30.6 acres near the mouth of Brush Creek. Sixteen other tracts were purchased between 1930 and 1975 to bring the park to its present size and include the magnificent Humbug Mountain. This park, with the mountain, the Brush Creek drainage and the ocean frontage is one of the most spectacular parks along the Pacific Coast. The

mountain rises 1,750 feet above the ocean and supports a fine forest of old growth Douglas fir, spruce and grand fir as well as tan bark, myrtle, alder, and cedar. There is an excellent trail that makes a gentle three-mile climb to the summit. Humbug Mountain is listed as an area of geological, botanical and wildlife interest for both scientific and educational purposes. The approach to the park on the old Coast Highway was particularly spectacular as it wound its way up the hill north of Brush Creek and then descended on a steep, twisting grade to the mouth of the canyon. This was changed by the present highway realignment, which bores its way straight up the narrow defile of Brush Creek. Original development of Humbug Mountain commenced in 1934 using CCC forces. In 1952, over-night camping was developed to offer visitors opportunity for an extended stay.

Once known as Sugarloaf Mountain, the name was changed to "Tichenor's Humbug" after an exploring party sent forth from Port Orford by townsite developer Captain William Tichenor in 1851 mistakenly went north instead of south, toward the mountain. Eventually, the name was shortened to Humbug Mountain. In 1958, a major forest fire burned much of the north side of the park. The balance of mountain timber was saved by a change of wind as onlookers watched, helpless but thankful.

Hutchinson State Wayside - 6 acres, Douglas County, located on the Elkton-Sutherlin Highway, some 10 miles south of Elkton. The tract, which includes land between the highway and the Umpqua River, was given to the state by J. Ross and Ida May Hutchinson in 1946. James Ross Hutchinson was a Douglas County Commissioner. There are some myrtle trees and other vegetation on the tract. While it was once developed for picnic use, facilities were removed due to winter flooding of the Umpqua River.

Illinois River State Park - 368 acres, Josephine County, located on U. S. Highway 199, one mile south of Cave Junction. The original tracts were purchased in 1961 with an 80-acre lease obtained from the Bureau of Land Management in 1962. Generous gifts from Margaret McGee of 190 acres in 1976 and 1977 brought the park

to its present size. The east fork and west fork of the Illinois River join in the park. This interesting river frontage is backed by high forested ridge country which, though logged in the past, supports fine old Douglas fir, ponderosa pine, incense cedar and madrone. The park is developed for river access and picnicking.

Illinois River was so named because the Althouse brothers of Illinois found gold in the river after migrating to Oregon in 1849.

Jackson F. Kimball State Park - 19.44 acres, Klamath County, located in Oregon Highway 232, three miles north of Fort Klamath. The property was given by the Oregon Board of Forestry for park purposes between 1955 and 1963. The board asked that the area be named for Jackson F. Kimball, an early day Klamath Basin lumberman and advocate of good forestry practices. It is a fine pine-forested tract including the spring headwaters of the Wood River. Facilities include a primitive overnight camp and picnic development.

Jennie B. Harris State Wayside - 4 acres, Lane County, located on Oregon Highway 126, one mile east of McKenzie Bridge. Given to the state for park purposes in 1944 by Judge Lawrence T. Harris of Eugene as a memorial to his wife. Located between the highway and the McKenzie River, the forested wayside has several hundred feet of river frontage offering fishing and picnicking opportunities. It is developed for day use.

Jessie M. Honeyman Memorial State Park - 522.39 acres, Lane County, located on the Oregon Coast Highway, three miles south of Florence. Acquired by purchase from private owners between 1930 and 1936, the area was named to honor Jessie M. Honeyman of Portland, (1852-1948) a leading advocate of roadside beautification, Oregon Parks and scenic preservation. She was a tireless supporter and guide to Sam Boardman. The park protects all of coastal Lake Cleawox and a portion of Woahink Lake. Cleawox is fronted on the ocean side by advancing sand dunes (now included in the adjoining Oregon Dunes National Recreation Area). In the forested shoreline borders of the lakes are outstanding rhododen-

drons of great age as well as salal and huckleberry. The Coast Highway bisects the park between the two lakes.

At this park, Civilian Conservation Corps forces under National Park Service direction designed and constructed improvements superbly adapted to their surroundings in the years 1935 to 1940. Among the features included in a special district listed in the National Register of Historic Places are the stone and log Cleawox Lake bathhouse (1938), now a concession building; the park caretaker's house and garage (1936-37), now the park office; and several rustic kitchen shelters (1937). Other day-use facilities and landscaped roadways with stone curbing were constructed by CCC, and the sloped cuts on the Coast Highway were planted with shrubs. A proposed development of the Depression era was an overnight campground for Woahink Lake. Parks Superintendent Boardman did not approve it. He believed Oregon state parks should be for day use only and that providing overnight facilities, other than group camps, was the role of private enterprise.

Overnight camping facilities were added on the south side of Cleawox Lake beginning in 1952. In the late 1950s, Honeyman Park was listed in *Life Magazine* as one of the outstanding state parks in the United States. It provides opportunities for water recreation and access to the dunes and distant ocean beach.

Joaquin Miller Forest Wayside - 111.75 acres, Lane County, located on the Oregon Coast Highway adjoining the community of Glenada. The original 108.16 acres were given to the state in 1935 by Lane County with additional purchase from the county in 1936 and a gift in 1959. Later, the county and the U. S. Forest Service were granted easements over a portion of the tract for jetty road purposes. The wayside was considered ideal for roadside forest protection because it contained dense forest extending westerly from U. S. 101 to the dunes now in the Oregon Dunes National Recreation Area. It is interspersed with draws descending toward the Siuslaw River. The Civilian Conservation Corps built a road into the tract in the 1930s but this apparently was the only development. In the winter of 1943, a portion of the Sitka spruce and western

hemlock forest was wind thrown in a storm. This timber was approved for salvage by the Highway Commission and recovered under contract. Similar blowdowns occurred in 1951 and again in 1962. Each time, salvage logging removed the downed trees, and some replanting was done in the harvest areas. In the affected areas, salal, salmonberry and other shrubs have become established and have altered the original forest composition and diminished public appeal.

Since the 1970s, a portion of the wayside has been used under agreement for a work study camp of the Oregon Children Services Division. Residents of the camp do work in Honeyman State Park and environs.

The tract is named for Cincinnatus Hiner (Joaquin) Miller (1839-1913), who was an owner of the property in the early 1900s. In 1852, Miller came with his family to the vicinity of Eugene, where he established a wide reputation as poet, writer, editor, and well-traveled adventurer. He also was a lawyer and Grant County judge. He spent his later years in Oregon, California, the Klondike and China. After 1871, he was celebrated as "Poet of the Sierras."

John B. Yeon State Park - 284.48 acres, Multnomah County, located 40 miles east of Portland on the old Columbia River Highway, or scenic route. The park was purchased from various owners between 1935 and 1956. It lies on both sides of the highway and is generally steep, rugged forest land bisected by McCord Creek and its superb 289-foot waterfall. The falls were named Elowah in 1915 by a committee of the Mazamas and other organizations. In 1935, the Civilian Conservation Corps constructed a bridge across McCord Creek and 1.5 miles of foot trail. The trail remains in use, although access from the highway is limited. The park was named for John B. Yeon (1865-1928) pioneer lumberman and realtor of Portland. He was a prime supporter of the Columbia River Highway. As Multnomah County Roadmaster from 1913 to 1917, Yeon supervised initial construction of the highway, complimenting his salary and backing the project financially. He served on the Oregon Highway Commission in the years 1920-1923.

John Day River Scenic Waterway - 228.28 acres, Sherman and Wheeler counties, located along the John Day River near Scott Canyon in Sherman County and in the vicinity of Clarno in Wheeler County. Acquired by purchase and litigation from private owners between 1972 and 1981. The water wayside includes river canyon land suitable for public enjoyment of the John Day River. There are no developed facilities.

Joseph P. Stewart State Park - 910.07 acres, Jackson County, located on Oregon Highway 62, 35 miles north of Medford in the Rogue River Canyon. This park lies on land leased from the Corps of Engineers in 1978-1979 following construction of Lost Creek Dam and Lake on the Rogue River. The park lies on the south bank on Lost Creek Lake and is lightly forested with Douglas fir and ponderosa pine. The area is fully developed with overnight camping, day-use facilities and lake access.

J. S. Burres State Park - 7.12 acres, Gilliam County, located on Oregon Highway 206, 25 miles north of Condon. The original land for the park (4.72 acres) was given to the state by J. S. Burres by deed dated March 10, 1964. The remaining property was purchased. The tract lies on the south bank of the John Day River and is developed for picnicking and river access.

Kam Wah Chung Historical Wayside - 0.42 acres, Grant County, located in John Day off U. S. Highway 26 adjacent to John Day City Park. Deeded to the state by the city of John Day in 1975, this wayside preserves the Kam Wah Chung and Company building and includes a small adjoining parking area. The stone building was built about 1866 at a time when there was a large Chinese population in the John Day country engaged in gold mining. It served as a trading post, general store, pharmacy, social club, bank and assay office over many years and survived to the present day with all of its furnishings and artifacts in place. Housing its intact cultural collection, the building is restored and open to the public. It is maintained by the city as an historical museum under terms of a lease agreement.

Klamath Falls - Lakeview Forest Wayside - 80 acres, Klamath County, located on Oregon Highway 140, 23 miles east of Klamath Falls. The area originally was leased from the United States Government in 1932 and finally was acquired by land exchange in 1958. It is a forest tract along both sides of the highway on the slope of Quartz Mountain and protects a roadside forest of old-growth ponderosa pine and juniper. Wildhorse Creek passes through the tract but is an intermittent stream. The wayside is not developed for public use.

Koberg Beach State Wayside - 87.55 acres, Hood River and Wasco counties, encompassing three widely separated parcels located on the north side of Interstate 84, between Hood River and Mosier. The parcels were acquired by purchase from private owners in 1951 in connection with construction of the freeway at water grade along the Columbia River. The westernmost tract of 22.57 acres contains a prominent basalt outcrop which provided material for highway construction and, in addition, a swimming beach operated for many years by the Koberg family as a recreational site complete with dance pavilion. The historic use of the tract was acknowledged in the naming of the wayside.

The other two parcels of 54.58 acres and 10.40 acres, respectively, presently serve the purpose of protecting highway right-of-way. Picnicking and rest area facilities, first developed on the Koberg tract in 1962, are accessible only to west-bound travelers on I-84.

Lake Owyhee State Park - 730 acres, Malheur County, located at the northerly end of Owyhee Reservoir, off Oregon Highway 201, 33 miles southwest of Nyssa. The area was obtained by lease agreement from the Bureau of Reclamation in 1958. As a condition of the agreement, plans for park development were to be approved by both the Bureau and the National Park Service. Owyhee Lake was formed by the construction of an irrigation dam on the Owyhee River in 1932. The Owyhee upland of southeastern Oregon is an arid high plateau in which the Owyhee River, a major tributary of the Snake River, cuts a deep canyon. Geologically, the park lies in the Succor Creek Formation extending into Lake Owyhee. It is devel-

oped for tent and trailer camping as well as day use and is a popular boating and fishing area.

The Owyhee River derives its name from Hawaiian laborers who were fatally attacked by Snake Indians while in the service of a Hudson's Bay Company fur trapping expedition to the area in 1819. "Owyhee" was a variation of Hawaii used in the era of the fur trade.

Lang State Park - 197.67 acres, Hood River County, located along Interstate 84, between Cascade Locks and Hood River in six separate tracts. The park lands were acquired by purchase or condemnation from private owners between 1932 and 1969. Elizabeth Lang was the original owner for whom the park was named.

There are no developments on the park tracts. They were acquired for forest enhancement of the highway corridor and include Douglas fir forest. In the 1930s, the Civilian Conservation Corps did fire hazard reduction work on the Lang tract. In 1946, State Parks Superintendent Sam Boardman recommended the area remain a timbered wayside. The Dalles-Sandy Military Wagon Road, first used in 1863, crossed the south side of the Lang tract.

LaPine State Recreation Area - 2,333.12 acres, Deschutes County, located off U. S. Highway 97, 27 miles south of Bend. Acquired between 1966 and 1981 by purchase from the Bureau of Land Management and private land owners as well as by land exchange with the U. S. Forest Service.

LaPine State Recreation Area lies along the Deschutes River. It is a gently-rolling to flat pine-forested tract traversed by the fast-flowing Deschutes River and contains Oregon's largest remaining ponderosa pine tree and many other large old growth trees. The area is situated on a mule deer migration corridor between summer and winter range. A favorite fishing and boating location, it is developed for overnight camping and day use.

Lewis and Clark State Park - 56.05 acres, Multnomah County, located off Interstate 84, 16 miles east of Portland. The original land

for this park was given to the state for park purposes by Multnomah County in 1936. Later tracts were acquired by purchase from the State Land Board and private owners up to 1951. In 1961 S. H. and Ellen B. Martin gave an additional 0.4 acre to bring the park to its present size.

The park consists of partly wooded river bank along the Sandy River at the east edge of Troutdale. It protects a popular smelt fishing site. Bisected by the Union Pacific Railroad, it lies between the present Interstate and the old Columbia River Highway. It is developed for day use and river access.

The park is named for the explorers Lewis and Clark, who on November 3, 1805, examined the Sandy River and noted the treacherous sand bar at the channel entrance. Their name, "Quicksand River," was shortened in common usage to Sandy River.

Lindsey Creek State Park - 129.21 acres, Hood River County, located on the south side of Interstate Highway 84, some 14 miles west of Hood River. The park was acquired between 1943 and 1951 by purchases from private owners as well as a gift of 4.71 acres from Ruby Wells Mead. Though now cut off by the freeway, the park includes a portion of the steep forested canyon of Lindsey Creek, which flows into the Columbia River at this location. Up to the 1960s, there was a roadside picnic area at Lindsey Creek on the old Columbia River Highway. The creek reportedly was named for John Lindsey, who took up a land claim nearby in the 1850s and later was a Columbia River steamboat fireman.

Loeb State Park - 320.23 acres, Curry County, located off the Oregon Coast Highway, 10 miles northeast of Brookings along the Chetco River. The first park land was acquired by gift from the State Board of Forestry in 1958. It was a tract of 160 acres that had been purchased in 1948 by the Board of Forestry and Save the Myrtle Woods, Inc. from Alfred A. Loeb of Portland to protect the outstanding native myrtle trees and other vegetation along the Chetco River. The tract name commemorating Loeb was part of the original

purchase agreement. The gift was, in turn, accepted by the Highway Commission after Curry County agreed to improve and oil the access road from U. S. Highway 101.

In 1963, the park was expanded by the purchase of an adjoining 40-acre tract. An additional separated hillside tract of 120.23 acres had been obtained by patent from the U. S. Bureau of Land Management in 1962. The latter tract contains fine specimens of coast redwood at the northern extremity of its range. There has been interest in joining the two tracts by purchase of intervening land. The park includes river frontage along the Chetco, and it is developed for camping and day use. Along with the outstanding myrtle and redwood trees, the park's attractions include swimming and fishing.

Lost Creek State Park - 33.94 acres, Lincoln County, located along the Oregon Coast Highway, seven miles south of Newport. The park is relatively flat, long and narrow shoreland on both sides of the highway, including a portion of the abandoned Pacific Spruce Corporation Railway right-of-way. In 1933, two small tracts of land were given to the state to protect the shore pine and other vegetation and secure the beach for public use. These were given by Ben E. Smith (0.12 acre) and Lincoln County (0.69 acre). Later, Lincoln County gave additional land, and the balance was purchased from private owners up to 1967. The park is developed for picnicking and beach access.

During the First World War, there was need of spruce timber used in aircraft production. As a result, even after the war ended, there was heavy exploitation of Sitka spruce along the Oregon and Washington coasts. Railroads were built into the forests to obtain the spruce logs. The old railroad through this park extended from forest tracts south of Waldport to Yaquina Bay and was in operation from 1918 to 1920.

Mackin Gulch Forest Wayside - 430 acres, Josephine County, located on both sides of Interstate Highway 5, about two miles south of Wolf Creek. The property in two tracts was given to the state by Josephine County in 1941. The purpose of the gift was the

protection of the transition Douglas fir, pine forest along the old Pacific Highway (now replaced by I-5). Access to the tract has been difficult for the public and the area has never been developed. The wayside is on generally steep ground near the summit between Wolf Creek and Grave Creek. The old stage road between Jacksonville and Roseburg passed through the property.

Manhattan Beach State Wayside - 41 acres, Tillamook County, located north of Rockaway on the Oregon Coast Highway (U. S. 101). Following litigation, the property was obtained from Publisher's Paper Company in 1970. The wayside is a level beach-side tract lying between the Southern Pacific Railroad (west of U. S. Highway 101) and the Pacific Ocean. It is developed for beach access with day-use facilities.

Maria C. Jackson State Park - 42 acres, Coos County, located off the county road near the community of Sitkum, some 22 miles east of Myrtle Point. The road follows the course of the historic Coos Bay Wagon Road between Roseburg and Coos Bay. The park was given to the state in 1950 by Maria C. Jackson through Save the Myrtle Woods, Inc. It consists of a myrtle grove on the banks of Brummet Creek which has been developed for picnic use.

Maria Clopton Jackson (1862-1956) was the wife of C. S. ("Sam") Jackson, founder of the Portland *Oregon Journal*, and a long-time supporter of Save the Myrtle Woods, Inc.

Save the Myrtle Woods, Inc. was organized in the 1940s in Portland to acquire a few desirable groves of outstanding Oregon myrtle trees and dedicate them to public benefit. Many fine old specimen trees were located along the southern Oregon coast, but they were also prized for furniture and fancy wood carvings. Save the Myrtle Woods, working in conjunction with the Oregon Federation of Garden Clubs and other groups, obtained funds to purchase myrtle wood tracts in the public interest. Many of these were given to the state of Oregon for park purposes. A principal leader in this effort and a former president of the group was Thornton T. Munger of Portland (1883-1975), conservationist and long-time director of the

U. S. Forest Service Pacific Northwest Forest and Range Experiment Station.

Mary S. Young State Park - 133.16 acres, Clackamas County, on Oregon Highway 43, nine miles south of Portland, in the city of West Linn. The property was given to the state for park purposes by Thomas E. Young and his wife, Mary S. Young, in various increments between 1963 and 1970. It was named in honor of Mrs. Young in a dedication ceremony on August 7, 1973.

The park is situated between the Willamette River and the West Linn - Lake Oswego Highway and is bordered on the north and south by residential subdivisions. It is mostly forested in Douglas fir, maple, oak and cottonwood. At the south side of the park there is a large cleared area that once was cultivated for grass. It is now developed for public use, as is the benched river bank. Mary S. Young State Park provides day use opportunities for picnicking, walking, bike riding, and fishing along the Willamette River.

Maud Williamson State Park - 23.90 acres, Yamhill County, on Oregon Highway 221, 12 miles north of Salem. The original 20 acres was given for park purposes by Maud Williamson in memory of her mother. This transaction was completed in 1937. An additional 3.9 acres was purchased in 1961.

The park occupies a flat area at the edge of cultivated Willamette Valley farm land on the west side of the Salem-Dayton Highway. It is covered by a fine stand of second growth Douglas fir. On the tract is an historic farmhouse once occupied by the original donor and her brother. Now developed exclusively for day use, the area offered overnight camping in the past.

Historically, the area is of interest as part of the Adam Matheny Donation Land Claim. Matheny came to Oregon in the migration of 1843. A relative, Daniel Matheny, operated the first wagon and team ferry on the Willamette River (1844) at the nearby town of Wheatland. A ferry still operates at this point.

Mayer State Park - 676.67 acres, Wasco County, located off Interstate Highway 84, 10 miles west of The Dalles. The original property for the park, 260 acres, was obtained by a gift from Mark A. Mayer of Mosier in 1924. This property included the Columbia River overlook and the Rowena Loops on the old Columbia River Highway (U. S. 30). From 1956 onward, after the highway was relocated and improved to freeway standards, the purchase of additional park land along the Columbia River and highway right-of-way was negotiated. Various parcels were transferred from the Highway Division to State Parks when they were not needed for highway purposes. The Union Pacific Railroad also passes through the park.

Partly forested with ponderosa pine, oak, Douglas fir and maple, much of the land is rocky river bluff with limited soil. Near the river, there are day-use facilities for swimming and boat access. Perhaps the outstanding attraction of the park is the view obtained by taking the old highway to the Mayer overlook. The vista is a magnificent panorama of the Columbia River Valley eastward toward The Dalles.

In 1946, State Parks Superintendent Sam Boardman recommended keeping the park a wilderness area and asked that the maintenance department remove the sand bunker below the overlook. Later, during the freeway development, highway contractors were allowed to quarry rock below the overlook for road construction.

Adjoining the overlook section of Mayer Park is the 219-acre Tom McCall Preserve for plants and wildlife. It is named for McCall (1913-1977), who concluded his second term as Governor of Oregon in 1975. The preserve was created between 1978 and 1986 and is owned by The Nature Conservancy.

McLoughlin State Park - 216.30 acres, Multnomah County, located south of Interstate Highway 84, some 34 miles east of Portland, at Dodson. The city of Portland gave the original 82.3-acre park tract to the state in 1957. An additional 80 acres was

purchased in 1961, and in 1972 the B. P. and Helen John Foundation gave 54 acres to the state for park purposes. McLoughlin Park lies in the scenic Columbia Gorge and consists of two separate parcels forested with Douglas fir and alder. The tract is undeveloped except for a trail.

When the city of Portland acquired its parcel in 1922, the donors asked that the area be named in honor of Dr. John McLoughlin (1784-1857), chief factor of the Hudson's Bay Company Columbia District who presided over the waning years of the fur trade. Many of the earliest Oregon Trail immigrants traveled the perilous last leg of their journey to the Willamette Valley by rafting down the Columbia River from The Dalles through treacherous rapids. McLoughlin received them at Fort Vancouver with compassion. He was a founder of Oregon City on the Willamette River, where he lived in retirement from 1846 to the end of his life.

McVay Rock State Wayside - 18.90 acres, Curry County, located off the Oregon Coast Highway, about two and a half miles south of Brookings along the Pacific Ocean shore. It was obtained by purchase from private owners between 1970 and 1974 for public access to the beach. The wayside is generally open and flat with steep bluff and rocky outcrops at the shoreline. McVay Creek forms the south boundary of the tract. Vegetation along the creek screens the wayside from adjoining residential development on the north and south.

McVay Rock, located near the wayside, was named for William R. McVay, who settled nearby in 1861. The park is not developed for public use.

Memaloose State Park - 336.79 acres, Wasco County, located along Interstate Highway 84, 11 miles west of The Dalles. The original park tract was 2.64 acres given to the state in 1925 by Roy D. and Bernice M. Chatfield. Situated on what was originally the old Columbia River Highway, the park was called Memaloose Island Overlook. With the reconstruction of the highway to freeway standards, additional private lands were purchased in 1952 and

1953. Land not needed for highway purposes was transferred to the Parks and Recreation Division.

The park is generally steep, rocky, river-bank land extending over two miles along the south shore of the Columbia River. It is bisected in an east-west direction by Interstate 84, the Union Pacific Railroad and a small segment of the scenic highway. The park contains scattered ponderosa pine, oak and Douglas fir trees. It rises to 532 feet at the old overlook on the south boundary. Presently, the park is developed with day-use and camping facilities for westbound freeway travelers entering through the rest area.

The park is named for a nearby island in the Columbia River which was a traditional Indian burial ground. In Chinook jargon, the word "memaloose" is associated with burial ritual. The most prominent feature on the island is a monument to Victor Trevitt, pioneer settler of The Dalles and friend of the Indians who died in 1883 and was buried on Memaloose Island in accordance with his wishes.

Milo McIver State Park - 951.97 acres, Clackamas County, located off Oregon Highway 211, five miles west of Estacada. The park land was purchased from private owners between 1966 and 1975. In 1987, an additional tract was given to the state by Grant Schiewe.

The park is gently sloping land lying along the south and west banks of the Clackamas River. It is partly forested in Douglas fir, maple and other species and provides river access. Developments include day-use and camping facilities as well as fishing and trail opportunities. In 1968, the park was dedicated in honor of Milo K. McIver (1897-1962), member of the Oregon Highway Commission from 1950 to 1962 and strong supporter of State Parks activities. The Oregon Department of Fish and Wildlife operates a fish hatchery in the park under agreement with the State Parks agency.

Minam State Recreation Area - 602.32 acres, Wallowa County, located off Oregon Highway 82, 15 miles northeast of Elgin. The land was acquired between 1964 and 1984 by purchase from

private owners and by patent from the U. S. Government (Bureau of Land Management). Its purpose is to provide for access and use of the Willowa River below its junction with the Minam.

The recreation area includes the steep, pine-forested banks of the Willowa River with some flats along the riverbank suitable for development. The Union Pacific Railroad borders the east bank of the river through the area. In total, the area provides access to over two miles of river. It is developed for primitive camping and day use.

Molalla River State Park - 566.78 acres, Clackamas County, located on the Canby Ferry Road, some two miles northwest of Canby. The park lands were acquired by purchase from landowners between 1971 and 1978. Molalla River State Park is gently rolling to level river bottom land including the confluence of the Pudding and Molalla rivers and extending to their meeting with the Willamette River. It is situated at the easterly edge of the historic French Prairie area where independent agriculture started in Oregon about 1830. Before widespread settlement by Euro-Americans, the area was ancestral territory of the Molalla tribes.

Here on the tree-lined river banks, river access and year-round day use facilities have been developed as part of the Willamette River Greenway system authorized by the Oregon Legislature in 1973. A nesting area for the great blue heron is protected in the park.

Muriel O. Ponsler Memorial State Wayside - 2 acres, Lane County, located 16 miles north of Florence on the Oregon Coast Highway. The area was given to the state in 1938 by J. C. Ponsler in memory of his wife, Muriel. This ocean front tract is situated at the mouth of China Creek. It is covered by low, wind-swept Sitka spruce, shore pine and salal. Initial developments for day use were made by the Civilian Conservation Corps under auspices of the federal and state governments during the Depression.

Neahkahnie-Manzanita State Wayside - 1.25 acres, Tillamook County, located off the Oregon Coast Highway, near Manzanita. A gift of The Nature Conservancy in 1970, the tract was accepted to

provide pedestrian access to the Pacific Ocean beach where no public access had been available previously. The sandy tract is covered with wave-washed boulders and slopes gently toward the beach. It lies at the edge of a developed residential section and is not improved.

Nehalem Bay State Park - 889.66 acres, Tillamook County, located off the Oregon Coast Highway, three miles south of Manzanita Junction. The park includes essentially all of the sand spit at the mouth of Nehalem Bay south of the subdivision of Necarney City and lies between the bay and the Pacific Ocean. The original tract of park land was 497.63 acres given to the state by Tillamook County in 1938. Over the years, Tillamook County gave other lands, while the balance was acquired between 1939 and 1963 by purchase and litigation.

The park preserves an interesting open, wind-swept ocean shore sand spit some three miles long. It is well developed for public use, including opportunities for camping, picnicking, fishing, bicycling, horse-back riding and walking.

From time to time, chunks of beeswax for candle making and other artifacts of a once-flourishing trade conducted by navigators between the Northwest Coast of America and the Orient have surfaced at Nehalem Bay. In 1955, a large piece of beeswax approximately 15 x 16 inches in size and inscribed with numbers was uncovered in the course of park construction work. Such discoveries have led to speculation over a common source in a Spanish galleon shipwrecked while enroute from the Philippines to Mexico in the 18th Century.

Neptune State Park - 302.50 acres, Lane County, located on the Oregon Coast Highway, three miles south of Yachats. The first park tract (331.22 acres) was acquired in 1938. In 1965, 35.50 acres were traded to the U. S. Forest Service, and in 1974, 6.50 acres were purchased from a private owner. A. D. and Barbara Eggleston gave 0.28 acres in 1981, thus completing the present park holding. Neptune Park is a rocky ocean shore area with a steep headland

rising on its east side. The Coast Highway bisects the park for over two miles south of Cape Perpetua toward Bob Creek. Partly forested with spruce, alder and thick salal, the area has a nice open, developed day-use area near Cummins Creek. Owing to the splendor of winter wave action on this rocky shore, the park was poetically named for Neptune, Roman god of the sea.

Neskowin Beach State Wayside - 7.95 acres, Tillamook County, located on the Oregon Coast Highway at Neskowin. Acquired through litigation and purchase from private owners between 1968 and 1971. The wayside provides access to a popular ocean beach marked by Proposal Rock, which stands at the mouth of Neskowin Creek. From the parking area, a short corridor trail along Hawk Creek leads to the estuary and beachfront. Neskowin Creek was known to early settlers as Slab Creek. The original plat of the adjacent resort community was filed by James Walton, Jr. and Lizette Fawk Walton in 1910.

North Santiam State Park - 119.51 acres, Marion County, located off Oregon Highway 22, four miles west of Mill City. The first tract of park land, 61.08 acres, was given to the state of Oregon by Marion County in 1937. Later, private purchases added to the area in 1952 and 1958. Ellen B. DeWitt gave 1.54 acres in 1965 and the State Highway Division transferred 43.63 acres to Parks in 1968. The park is a most pleasant forested area on the north bank of North Santiam River. It is developed for day-use picnicking and walking with fishing access.

The Santiam River was named for the Santiam Indians, a Kalapooian tribal group that held the surrounding territory at the time of Euro-American contact.

Oceanside Beach State Wayside - 7.32 acres, Tillamook County, located off the Oregon Coast Highway, 11 miles west of Tillamook at Oceanside. The first tract for this wayside was a 1968 gift from Orin and Lorraine Rosenberg of 1.9 acres, which included Maxwell Point with a tunnel for beach access. Tillamook County gave an acre of land in 1970, and Remy and Barbara Flusher gave 2.2 acres in 1980. Other tracts were purchased in 1970 and 1971. The

wayside includes an interesting headland, Maxwell Point, and bluff lands overlooking the Pacific Ocean. The wayside is developed for beach access.

Ochoco Lake State Park - 9.80 acres, Crook County, located on Oregon Highway 26, seven miles east of Prineville. The park area was purchased in 1954 and is a point of land extending into Ochoco Lake, a Bureau of Reclamation reservoir created to provide irrigation water for local ranchers. The land supports some juniper and ponderosa pine in which separate overnight camp and picnic facilities have been developed. The lake and related activities are the principal attractions of this park.

The name Ochoco is frequently applied to topographic features in central Oregon. The creek which feeds the reservoir was named by the Paiute Indians, whose word for the willows which grow along the stream banks is "ochoco."

Ochoco State Wayside - 251.19 acres, Crook County, located along Oregon Highway 126, one mile west of downtown Prineville. The property was acquired by gifts from Columbus J. and Fanny Johnson (32 acres) in 1930 and Crook County (219.19 acres) in 1939. The tract is a rugged butte, from which there are magnificent views of the Crooked River and Ochoco valleys, the Ochoco Mountains and city of Prineville. The wayside is a Registered Natural Heritage Site that sustains some rare and potentially endangered plants.

Ona Beach State Park - 237.17 acres, Lincoln County, located on the Oregon Coast Highway, eight miles south of Newport. The park was acquired between 1938 and 1968 by purchase from private owners and includes one gift of 10 acres from Lincoln County made in 1963. Situated on a meander in Beaver Creek as it enters the Pacific Ocean, the park is a fine forested ocean flat now developed for extensive daytime shore use.

"Ona" is known as a Chinook jargon word for razor clam. In the days before the completion of the Coast Highway, the beach between

Newport and Seal Rock was used as an access road. Motorists would travel at low tide, following the mail carrier who knew the best way to cross Beaver Creek.

Ontario State Park - 35.35 acres, Malheur County, located on Interstate Highway 84, one mile north of Ontario on the Snake River, and including Johnson Island in the river. The park has a mile of river frontage. It was acquired by purchase from private owners between 1965 and 1969. The park is generally level river bank land developed for daytime use. The Snake River is the principal attraction.

Oswald West State Park - 2,474.43 acres, Clatsop and Tillamook counties, located along the Oregon Coast Highway, 10 miles south of Cannon Beach. Obtained between 1931 and 1976 by purchase from private owners and in the form of gifts from E. S. and Mary Collins, Tillamook County, S. G. Reed and Edward Tallman, as well as exchanges with the State Board of Forestry and the Crown Zellerbach Corporation.

Backed by rugged coastal mountains and extending for over four miles along the Pacific Ocean shore, Oswald West Park is one of the most spectacular parks in Oregon and, indeed, in the United States. At the southern end is Neahkahnie Mountain, which rises over 1,700 feet above the sea. The highway completed in 1941 skirts its seaside flank and affords superb vistas southward to Nehalem Bay and westward to the earth curvature. In the mid-section of the park, steep, densely-forested canyons of Necarney and Short Sand creeks join to enter the ocean at Short Sand Beach in Smugglers Cove. At this point, there is a picnic area and a walk-in overnight development offering primitive camping to those who walk one-half mile from the highway parking area. The forest here includes superb old growth Sitka spruce, western hemlock, Douglas fir and western red cedar in association with salal and other ground plants.

Trails from Short Sand Beach extend toward Cape Falcon through the primeval forest, including trees growing atop windblown mon-

archs of the past. The park extends northward along the coast in steep forest ridges to Arch Cape. There are minor intervals of private development south of Arch Cape.

Once named Short Sand Beach, the park was renamed Oswald West State Park in 1958 at a ceremony honoring former Oregon Governor Oswald West (1873-1960), by whose foresight nearly 400 miles of Oregon shoreline were set aside for public use. Short Sand Beach is located in Smugglers Cove, but there is no evidence of the cove having been used by smugglers.

The park is another monument to the acquisition efforts of Park Superintendent Samuel H. Boardman, who labored hard and long to acquire the principal lands between 1931 and his retirement in 1950. Boardman envisioned a park including the mountains to the east of Short Sand Creek and extending to the Nehalem River Valley. He proposed a scenic ridge road connecting Neahkahnie, Angora, Onion and Sugarloaf Mountains.

The mountain range has not yet been acquired. However, Mr. Boardman's protection foresight is represented by the 354 acres in a rugged portion of the park purchased for \$18,000 in 1942. The Oregon Highway Commission agreed to acquisition on condition that enough timber could be sold off the property to cover the cost. This was early in Second World War when timber was needed for the war effort. The timber was offered for sale with enough restrictions that only minimum bids were tendered. These were rejected by the commission and the trees were saved until some succumbed to windstorms in later years.

Early trail improvements at Oswald West Park were made by the Civilian Conservation Corps between 1939 and 1941. Neahkahnie is thought to be derived from Clatsop or Tillamook languages as the name for the lofty mountain overlooking the ocean and the spirit associated with it.

Otter Crest State Wayside - 1.48 acres, Lincoln County, situated on the scenic route off the Oregon Coast Highway at Cape

Foulweather, 10 miles north of Newport. In 1928, Wilbur S. and Florence Badley gave the land on Cape Foulweather to the state of Oregon with provisions that the state not allow concessions on the property, the sale of merchandise or the erection of buildings on the land. The state was to maintain the viewpoint for the public. Adjoining the tract, the Badleys built a small souvenir shop called "The Lookout," from which many thousands of souvenirs were dispensed over the years.

The state has maintained a large parking lot at this viewpoint, which provides superb views down the coast to Yaquina Head and out to sea. The parking area is always crowded in the summer, as is "The Lookout."

Otter Point State Wayside - 85.50 acres, Curry County, located off the Oregon Coast Highway, four miles north of Gold Beach at Otter Point on the Pacific Ocean shoreline. The holding was obtained between 1960 and 1976 through litigation and purchase to protect the ocean frontage and provide public beach access and viewpoints.

The wayside includes a spectacular rocky point overlooking the ocean, which is backed by a heather and azalea prairie interspersed with shore pine and Sitka spruce. The area is in two separate sections and is developed with parking and trails.

Paradise Point State Wayside - 12 acres, Curry County, located off the Oregon Coast Highway, at the north limits of the town of Port Orford. The property was purchased after litigation in 1969. It is primarily a beach access and viewpoint with limited parking.

Peter Skene Ogden State Scenic Wayside - 97.86 acres, located in Deschutes and Jefferson counties on Oregon Highway 97, nine miles northeast of Redmond. Acquired between 1925 and 1930. The Oregon Trunk Railway gave the original tracts to the state of Oregon. Lands were later acquired from the U. S. Government and the State Land Board.

The wayside protects a portion of the spectacular gorge of the Crooked River where it is crossed by both the Oregon Trunk Railway (now Burlington Northern) and The Dalles - California Highway (97). The vertical basaltic walled canyon of the Crooked River is 304 feet deep at the wayside and 400 feet wide. The park land above the canyon is generally level central Oregon volcanic ash desert with a cover of juniper and sage. The wayside is developed for day use and has a masonry retaining wall at the edge of the gorge.

At the suggestion of Robert W. Sawyer of Bend, a strong supporter of Oregon State Parks and former Highway commissioner, the wayside was named for Peter Skene Ogden (1794-1854) explorer, fur trapper, Hudson's Bay Company chief trader and factor. He was one of the first to describe and name geographic features in eastern Oregon and northern California. Ogden was the principal explorer of the Snake River country and was among the first to visit the great Salt Lake basin. The city of Ogden, Utah, is named for him.

Pilot Butte State Park - 100.74 acres, Deschutes County, located on Oregon Highway 20 within the city of Bend. The principal acreage (100 acres) was given to the state of Oregon in 1927 for park purposes in memory of Terrence Hardington Foley by his Bend business associates. Additional tracts were purchased in 1941.

The park is a lone cinder cone reaching an elevation of 4,136 feet above sea level. Its slopes support scattered ponderosa pine, juniper and sage brush. A road rises to the top of the butte from which there are spectacular views of the Cascade Mountains from the Three Sisters to Mt. Hood and Mt. St. Helens.

A prominent topographic feature, Pilot Butte was a landmark that guided wagon train immigrants who sought a safe crossing of the Deschutes River and a campground at what was then called Farewell Bend.

Pistol River State Park - 440.05 acres, Curry County, located along the Oregon Coast Highway at Pistol River, 11 miles south of

Gold Beach. Mostly acquired between 1962 and 1969 by purchase and litigation from various owners. One tract of 26 acres was given to the state of Oregon for park purposes in 1964 by Mayor H. and Vari McKinley of Los Angeles, California. In 1969 a small tract (3.2 acres) was transferred from Highway to Parks use.

The park consists of three parcels. The largest portion lies between the Coast Highway and the Pacific Ocean and extends from Pistol River south to Crook Point. It consists largely of rolling sand dunes next to a wide sand beach. On the dunes are scattered trees, beach grass and shrubs. The other two tracts are located between the highway and the ocean north of Pistol River. They essentially protect beach land in the public interest and there are rare plants in the vicinity.

According to tradition, James Mace lost a pistol in the area in 1853 and the river has been called Pistol River since that time.

Port Orford Cedar Forest Wayside - 32.60 acres, Curry County, located seven miles north of Port Orford on the Oregon Coast Highway at the junction of the Curry County airport road. The present wayside includes land given to the state of Oregon by the Moore Mill and Lumber Company of Bandon in 1931. In 1944 Curry County was given an easement (1.40 acres) for the road to the airport.

In 1931, the park included a fine stand of Port Orford cedar, which is indigenous to Coos and Curry counties, and Douglas fir as well. In 1936, much of the forest was burned in the Bandon Fire. The area is not developed for public use.

Port Orford Heads State Wayside - 96.54 acres, Curry County, located off the Oregon Coast Highway in Port Orford. Acquired between 1972 and 1985 by purchase and exchange from private owners and deeds of federal surplus property to the state of Oregon for park purposes.

The wayside encompasses the ocean bluff known as the Head plus the bayfront of Nellies Cove at Port Orford and includes a former

U. S. Coast Guard Lifeboat Station. The rocky shoreline offers superb ocean vistas. The property includes marine gardens and prehistoric archaeological features protected under law. The shoreline is mostly open with limited vegetation.

The name Port Orford is derived from Captain George Vancouver of the British Royal Navy, who in 1792 named what is now Cape Blanco for his friend, the Earl of Orford. Eventually, the name was transferred to the port some seven miles to the south.

Portland Women's Forum State Park - 7.26 acres, Multnomah County, on U. S. Highway 30 (Columbia River Scenic Route), 10 miles east of Troutdale. The original tract for the park was a gift of 3.71 acres in 1962 by the Portland Women's Forum to the state of Oregon. This had been the old Chanticleer Inn property with a magnificent view of the Columbia River Gorge. The additional tract (3.55 acres) was purchased after litigation in 1970.

The park is on the bluff overlooking the Columbia River. The steep basalt cliffs are forested in Douglas fir. The Portland Women's Forum was made up of representatives of the principal women's organizations of Portland. For many years under the leadership of Mrs. Gertrude Jensen, the Forum was very active in the preservation of natural beauty along the Columbia River Gorge. The group was responsible for appointment of the first Columbia Gorge Commission in the 1950s.

Prineville Reservoir State Park - 365 acres, Crook County, located off Oregon Highway 26, on Prineville Reservoir, 17 miles south of Prineville. Obtained in 1961 on a 50-year lease from the U. S. Bureau of Reclamation through Crook County Court. The park is rolling sagebrush land on the edge of the reservoir impoundment of the Crooked River. It has been planted with ponderosa pine, juniper and other vegetation and developed for camping and day use. Fishing, boating and hiking are opportunities for visitors to the area.

Prospect State Wayside - 11.21 acres, Jackson County, off Oregon Highway 62 at Prospect. Purchased from private owners

between 1931 and 1965 to preserve roadside trees including sugar and ponderosa pine, Douglas fir, white fir and madrone.

The wayside is rolling land on a bench above the Rogue River lying between the present Crater Lake Highway and the old alignment. It is at the edge of the community of Prospect and is developed for day use. Nearby are waterfalls on Mill and Bar creeks that plunge into the spectacular canyon of the Rogue River. Initial development, including a stone and native wood park entrance sign, was carried out by the Civilian Conservation Corps during the Depression.

Originally called Deskins, the nearby community was optimistically renamed Prospect in 1889.

Red Bridge State Park - 37.20 acres, Union County, located on Oregon Highway 224, 16 miles southwest of La Grande. The original land for the park was acquired in an exchange with Mt. Emily Lumber Company in 1951. Later, in 1961, the Boise Cascade Corporation gave the state the abandoned railroad right-of-way crossing the park.

The tract is forested with ponderosa pine, cottonwood and Douglas fir. It is generally flat ground bisected by the Grande Ronde River and the Starkey Highway. Though once developed for overnight use, the park now contains only day-use facilities. Reportedly, the old highway bridge over the Grande Ronde River was maintained in red paint by Union County, and thus, the park name.

Redmond-Bend Juniper Wayside - 635.16 acres, Deschutes County. Ten separate tracts of land located along Oregon Highway 97 between Bend and Redmond. The tracts were purchased from the State Land Board in 1945 after seven years of negotiation involving the Land Board, the U. S. Grazing Service and the Oregon Highway Commission. These tracts protect large old western juniper trees in their native habitat. Many of the trees are several hundred years old and provide a pleasing border along The Dalles-California Highway.

Roads End Beach State Wayside - 4.70 acres, Lincoln County, off the Oregon Coast Highway, one mile north of Lincoln City. Acquired between 1968 and 1971 by purchase and litigation for the purpose of providing public access to the Pacific shore in northern Lincoln County.

The wayside is a generally open flat area on a low bluff overlooking the ocean. A draw at the north end descends to the beach. The wayside is bordered by beach homes on three sides.

Robert Straub State Park - 483.67 acres, Tillamook County, located off the Oregon Coast Highway, south of Pacific City. Lands were acquired for this park by purchase from private owners, the U. S. Government and the State Land Board between 1961 and 1964. In 1966, an exchange of lands was made with the U. S. Forest Service resulting in the acquisition of 96.92 acres.

The park includes all of the sand spit at the mouth of the Nestucca River south of the platted limits of Pacific City and north of the river outlet to the ocean. It is a lowland coastal tract with sand flats up to one-half mile wide. The park protects the river entrance, sand spit and ocean shore for public use. At one time, the Highway Commission proposed to relocate the Oregon Coast Highway along the spit and across the mouth of the Nestucca River. In 1978, the spit was breached by the ocean about one-half mile north of the Nestucca River.

Originally called Nestucca Spit State Park, it was renamed in 1987 for former Oregon Governor Robert Straub, a strong supporter of the Oregon Beach Law, conservation of natural resources and opponent of the proposed use of the spit for a highway. The park is developed for boat and beach access.

Robert W. Sawyer State Park - 1.04 acres, Deschutes County, located on the old route of Oregon Highway 97 at the north edge of Bend. This park was acquired between 1931 and 1974 to a total of 41.04 acres and named in honor of Robert W. Sawyer of Bend, long-time editor of *The Bend Bulletin* and member of the Oregon Highway

Commission from 1927 to 1930. Along with Sam Boardman, Robert Sawyer (1880-1959) is considered a founding father of the Oregon State Parks system. In 1980, 40 acres of the park were transferred to the Bend Metropolitan Park and Recreation District with the stipulation that the area be maintained for park purposes in commemoration of Sawyer. The remaining 1.04 acres is an administrative site for Oregon State Parks.

Rockaway Beach State Wayside - 3.02 acres, Tillamook County, located on the Oregon Coast Highway at Rockaway. Acquired by purchase from private owners between 1967 and 1974 with an agreement and gift of 0.02 acres from the city of Rockaway in 1972. The area was obtained to provide public parking and beach access to the Oregon coast at Rockaway. The tract is situated on the beach front and offers picnic facilities in addition to beach access.

Rocky Butte State Park - 13.52 acres, Multnomah County, located off Interstate 84 in East Portland. The property was obtained in 1971 as the result of litigation during construction of Interstate Freeway 84 as excess land beyond the right-of-way. The undeveloped park is named for the nearby promontory known as Rocky Butte, a quarry site and former location of an early Multnomah County park and viewpoint.

Rocky Creek State Wayside - 58.43 acres, Lincoln County, located along the Oregon Coast Highway, two miles south of Depoe Bay. Lands were acquired by purchase from private owners and a gift from the U. S. Government between 1926 and 1954.

A most spectacular ocean-front park, it is a steep-walled, partly forested bluff above the ocean lying between Whale Cove and Rocky Creek. A road loop offers parking space from which visitors may walk to the cliff edge or along it. Offshore rocks provide spectacular wave action in storms and are nesting areas for birds and sea lions.

The original park developments were made by the Civilian Conservation Corps between 1934 and 1936, and now the area is improved for day use.

Rogue River State Wayside - 76.69 acres, Josephine County, consists of scattered tracts in the Rogue River corridor west of Grants Pass, between the Applegate River and Grave Creek. The lands were purchased from private owners between 1972 and 1977 for the purpose of protecting the free-flowing Rogue River, its natural features and other values in the public interest. The tracts were acquired under provisions of the 1970 Oregon Scenic Waterways Act and are not developed for recreation use.

Rooster Rock State Park - 872.91 acres, Multnomah County, located along Interstate Highway 84, 22 miles east of Portland. Lands for the park were acquired by purchase from private owners between 1937 and 1985 to provide public river access and protection of the Columbia River Gorge. However, development as a park was not possible until the new highway was built at water grade in the 1950s.

The park has over three miles of sandy Columbia River shoreline most popular with swimmers and wind surfers. Land away from the shore is predominantly flood plain with a high, tree-covered bluff separating the highway from the river. Youngs Creek and Latourelle Creek form a lake in the park between the highway and the Union Pacific Railroad. The setting is spectacular since the park is located at the base of the Columbia Gorge canyon wall, with Crown Point and the Vista House rising above it. The park is a Registered Natural Heritage site.

Rooster Rock, a tall basaltic spire rising several hundred feet above the Columbia River, is situated at the west end of the park. It is said to be the rock mentioned by Lewis and Clark as the camping place for members of their exploring expedition on November 2, 1805. In any event, it has been a much-noted and photographed Columbia River landmark from early days. The park is extensively developed for day use.

Rough and Ready State Wayside - 11 acres, Josephine County, located on the Redwood Highway (U. S. 199) about seven miles south of Kerby at the crossing of Rough and Ready Creek.

Originally, it was part of a larger, 70-acre tract leased for a period of 20 years from the U. S. Government in 1937. A patent for 30 acres was obtained in 1962 from the U. S. Bureau of Land Management. Of this amount, 11 acres constitutes the wayside, the balance is highway right-of-way.

The wayside is a flat, rocky streamside property partially forested in ponderosa pine, Douglas fir and incense cedar with scattered manzanita and sage. The area supports a profusion of native flowers and shrubs of interest to plant specialists as well as the public. It is a Registered Natural Heritage Site.

Rough and Ready Creek is said to have been named during gold excitement of the 1850s for General Zachary Taylor, Mexican War hero and United States president, who had been nicknamed "Old Rough and Ready" by his troops.

Saddle Mountain State Park - 2,911.22 acres, Clatsop County, located off Oregon Highway 26, eight miles northeast of Necanicum Junction. Initially, lands for the park were acquired in 1928 by gift from O. W. and Nellie Taylor. In 1935, the State Land Board gave an additional 1,401.96 acres to the park. In 1938, four tracts were purchased from private owners. Some lands were exchanged with Crown Zellerbach Corporation between 1977 and 1980. In 1985, 40 acres were purchased from the Oregon Board of Forestry and transferred to the Parks and Recreation Division by the Highway Division.

Saddle Mountain, a double peak rising 3,283 feet above sea level, is the principal feature and attraction of the park. Spectacular to view with its rugged broken slopes, it is the habitat of many unusual plants and is a Registered Natural Heritage Site. From the mountain, the visitor can see the Columbia River mouth as well as the Pacific Ocean shoreline. Much of the surrounding country has been logged or burned in the past, but there is now good growth of young Douglas fir, spruce, hemlock, and alder. After the Highway Commission obtained the access road right-of-way in the 1930s, the Civilian Conservation Corps constructed the 7.25-mile road

from the Sunset Highway (U. S. 26) to the base of the mountain. They also built the trail to the top of the mountain and did other betterment work. In the early 1950s, primitive camping facilities were added.

Saddle Mountain was named by Lt. Charles Wilkes, U. S. Navy, in 1841 because of the saddle between the peaks. According to tradition, the Indians called it "Swallalahoost" for a legendary chief who, upon being killed by his enemies, assumed the form of an eagle and created thunder and lightning on the peak. Lewis and Clark referred to the peak as an area for elk hunting in 1805 but did not name it. The park area lies generally at the boundary of territories claimed by Clatsop and Clatskanie tribal groups.

Samuel H. Boardman State Park - 1,471.01 acres, Curry County, located on the Oregon Coast Highway between Brookings and Pistol River. The land for this park was acquired mostly between 1949 and 1957 by purchase from private owners and the U. S. Bureau of Land Management. In 1950, Borax Consolidated, Ltd., of London, England, gave 304.10 acres for the park and 62.90 acres for right-of-way on the relocated Oregon Coast Highway. Many of the tracts contained reservations for the removal of timber and some for sheep grazing. The park is bisected by the relocated Oregon Coast Highway, completed in the early 1960s to replace the slow and tortuous old route via the high ridge to Carpenterville.

Boardman State Park is located in one of the most scenic sections of the Oregon coast. It is rugged shoreline backed by high forested bluffs and indented by steep-walled canyons opening on small sandy beaches. Thomas Creek Canyon, some 350 feet deep, is spanned by one of the highest highway bridges in Oregon. Added to this ocean front spectacle are offshore rocks of singular beauty. The park is a strip of coastline extending some 11 miles from just north of Harris Beach State Park to Burnt Hill Creek. There are several day use areas along the Coast Highway, some with beach access and sections of the Oregon Coast Trail.

Samuel H. Boardman (1874-1953), the first Oregon State Parks superintendent, served from 1929 to 1950. He conceived the idea

of a great coastal park in Curry County and worked tirelessly to acquire the present park lands. In the early 1940s, Boardman approached U. S. Department of the Interior Secretary Harold L. Ickes with a proposal for an extensive National Park area along the Curry County coastline. Though federal officials toured the region, the coastal National Park idea did not take hold. This state park, the nugget of Boardman's proposal, was named in tribute to the founding superintendent at the time of his retirement. A commemorative monument was dedicated at House Rock Viewpoint on August 7, 1970.

San Marine State Wayside - 7.20 acres, Lincoln County, located between the Oregon Coast Highway and the Pacific Ocean just north of Vingie Creek some three miles north of Yachats. It was purchased from two private owners in 1969. The wayside is generally flat with a small dune rising on the shoreline side. Vegetation includes shore pine, salal and dune grass with several low bogs. The site is surrounded by homes and other developments and has no public use facilities.

Sandy River Scenic Water Wayside - 68.71 acres, Clackamas County, located along the Sandy River off Bull Run Pipe Line Road near Bull Run. Acquired by purchase from two private owners in 1978, the tract is a forested river flood plain property purchased to protect the free-flowing Sandy River as a part of the Oregon Scenic Waterways system. It is not developed for public use.

Sarah Helmick State Park - 79.01 acres, Polk County, located on the old route of Oregon Highway 99W, six miles south of Monmouth. Acquired between 1922 and 1985, the park includes the first land given to the Oregon State Highway Commission for park purposes. Sarah Helmick and her son, James, gave 5.46 acres to the state in 1922. William and Mary Weist gave 1.70 acres in 1948. In 1984 and 1985 Peter and Maryle Larson gave 44.60 acres. In addition to these gifts, there were two land purchases including 23.65 acres which were formerly part of the artillery range for Camp Adair used during World War II.

Helmick Park lies along the flood plain of the Luckiamute River and is flat to gently sloping land forested in Douglas fir, grand fir, maple, ash, and cottonwood. It is developed for day use with picnic facilities and access to the river. In the winter season the developed area is sometimes flooded during periods of high water.

The park was named for the donor, Sarah Helmick, who, with her husband, Henry, settled a 640-acre Donation Land Claim on the Luckiamute River in 1846. They had come to Oregon in 1845 over the Oregon Trail from Burlington, Iowa.

Seal Rock State Wayside - 4.93 acres, Lincoln County, located on the Oregon Coast Highway, 10 miles south of Newport in the community of Seal Rock. Lincoln County gave the initial 0.24 acre for this state wayside in 1929. Two other purchases of private land were made in 1936 and 1942. Included in the wayside are large offshore basaltic rock formations which are the habitat of seals, sea lions, sea birds and other marine life. The large rocks called "Castle," "Tourist" and "Elephant" were obtained from the federal government in 1928. The wayside includes interesting marine gardens in the tidal pools as well as excellent ocean views and a fine sand beach. Developed for day use, the picnic area is in a pleasant stand of shore pine, spruce and salal.

Seneca Fouts Memorial State Park - 425.50 acres, Hood River County, located off Interstate 84 (eastbound access only), six miles west of Hood River. The original 150.5 acres for the park were given by Seneca Fouts in 1944. Later tracts were purchased from the Oregon Board of Forestry and private owners in 1959, 1961, and 1963. In 1978, an exchange was made with Hood River County that added lands to this park and Wygant State Park for surplus land in Wygant State Park.

The park is located on the steep south bank of the Columbia River within the gorge. It is rocky, forested land which is generally undeveloped except for trails to interesting vista points.

Seven Devils State Wayside - 54.37 acres, Coos County, located off the Oregon Coast Highway, 10 miles north of Bandon. Acquired

in 1966 and 1967 from private owners by purchase and litigation. The wayside is an open shore line tract at the mouth of Two Mile Creek on the Seven Devils Highway. Generally lowland with shrubs, grass and scattered trees, the wayside fronts on Merchants Beach, a fine sandy ocean front attractive to visitors. The area has been developed for day use.

Shelton State Wayside - 180 acres, Wheeler County, located along the John Day Highway (Oregon Highway 19), 10 miles south of Fossil. The first tract of 3.38 acres was a gift from the Kinzua Lumber Company in 1927 with a reservation that the area be a public park known as Shelton Park. The balance of the wayside was purchased from Kinzua in 1930.

The park lies along Service Creek in a gently sloping canyon forested with old ponderosa pine, Douglas fir and juniper. It is developed for camping and day use.

At the request of the Kinzua Lumber Company, a plaque was placed in the wayside to honor L. D. W. Shelton, an Oregon pioneer of 1847 who resided in the area. Shelton had been a soldier and surveyor.

Shepperd's Dell State Park - 518.79 acres, Multnomah County, located along the Columbia River Scenic Route (old U. S. 30), 28 miles east of Portland. It was acquired by gift, exchange and purchase between 1940 and 1984. The original tract of land, including the dell, was given first to the city of Portland in 1915 by George G. Shepperd as a memorial to his wife. Later the tract was given by the city to the state of Oregon.

The park lies on the south bank of the Columbia River Gorge in a rugged, rocky, section bordered on the north by the Union Pacific Railroad and bisected by the old Columbia River Scenic Highway. Shepperd's Dell is a rugged rock-bound nook through which Youngs Creek flows in a series of cascades and low water falls. The old highway crosses Youngs Creek on a concrete bridge against a backdrop of high basalt columns. The cliff overhanging the highway just east of the bridge is most spectacular. It was much photo-

graphed in the past and often appeared in old picture post cards of the Columbia River Highway. There is trail access to the dell. Parking, however, is limited.

Sheridan State Park - 11.50 acres, Hood River County, located along Interstate Highway 84, some 41 miles east of Portland, between Bonneville Dam and Cascade Locks. The land was purchased from the Oregon-Washington Railway and Navigation Company (now Union Pacific) in 1923. Though once developed for day use on the old highway, the park is now a sloping forested river bank tract. From this location on the Oregon shore in 1856, Lt. Philip H. Sheridan and a group of soldiers and civilians crossed to relieve settlers on nearby Bradford Island who were under Indian attack.

Sheridan, known particularly for his cavalry actions in the Shenandoah Valley in Virginia during the Civil War, rose to the rank of Lieutenant General of the U. S. Army. The park is presently undeveloped.

Shore Acres State Park - 745.07 acres, Coos County, located off the Oregon Coast Highway, 13 miles southwest of Coos Bay. The initial holding was purchased from Louis J. and Lela G. Simpson, his wife, in 1942 and included the Simpsons' ocean front estate with its formal garden. Later additions were acquired from other owners between 1956 and 1980. The park is well developed for day use. In the garden are innumerable varieties of native and exotic ornamental plants and flowers, including azaleas, rhododendrons, roses, irises, dahlias and others. In addition, there are many types of trees, all beautifully laid out in a formal plan. The garden fell into disarray in the period 1942-1970 but it has been restored to perhaps an even grander scale than that achieved by Louis Simpson. The history of Shore Acres is interpreted for the visitor in the garden and in the observation building.

"Shore Acres" was the name given by the Simpsons to their large estate on the spectacular Cape Arago sea coast. The house sat on a precipitous bluff overlooking the rocky ocean shore where now the observation building sits. From this point are seen unusual vistas

and, in the winter, some of the most spectacular wave action on the Oregon coast. Trails extend from the observation area along the spruce and pine-forested bluffs. These are much used by artists and photographers.

The Simpson family was important in the development of the Coos Bay area, beginning with Captain Asa M. Simpson, who founded the town of North Bend after his arrival on Coos Bay in 1855. Simpson and his sons were leaders in shipping and the lumber industry. They owned land from Cape Arago to North Bend.

In 1986, a Shore Acres State Park cooperative association was created under agreement with the Oregon State Parks and Recreation Division. This group provides information to park visitors and sponsors events such as the popular annual Christmas Lights program.

Silver Falls State Park - 8,706.23 acres, Marion County, located on Oregon Highway 214, 26 miles east of Salem. Lands for the original Silver Creek Falls State Park were acquired by purchase and gift between 1931 and 1945. The gifts were from Marion County. This land included portions of canyons of the north and south forks of Silver Creek with their waterfalls. In 1948 and 1949 the U. S. Government, through the National Park Service, deeded 5,989.58 acres adjoining the original holding to the state of Oregon with a reversionary clause requiring continued use of the land for park purposes.

The federal government had acquired its land in the area between 1934 and 1942 as a recreational demonstration area for public use with the purpose of eventual state ownership and administration. Silver Creek Recreation Demonstration Area was one of only two such massive acquisitions undertaken on the West Coast in an effort to reclaim agriculturally submarginal and logged-over forest lands. (The other, Mendocino Woodlands on Big River near Mendocino, California, is now a unit of the California State Park system operated as a non-profit camp concession.)

After 1949, additional lands were leased, purchased and traded to round out park holdings. Some of these tracts were acquired after the federal government permitted the sale of isolated property to obtain land purchase funds. Finally, in 1984, the late Leo Cieslak bequeathed 160 acres to bring the total acreage to 8,706.23.

The largest state park in Oregon, and considered by many to be the crowning jewel of the system, Silver Falls State Park encompasses a large portion of the watershed of the north and south forks of Silver Creek. Located in the western foothills of the Cascade Mountains, most of this land has been forested in Douglas fir, western hemlock and western red cedar with maples, alder and cottonwood along stream bottoms. Over the years, logging, fire and land clearing have altered the forest cover, but now the forest cover is general, ranging from young reproduction to over 500-year-old conifers.

However, the land forms and waterfalls are most attractive to the public. Elevations in the park vary from 200 feet in the northwest to 3,200 feet in the southeast. This portion of the Western Cascades is composed of thick lava flows, tufts and agglomerates of the Miocene period resting on older rocks. The rocks were deeply eroded and covered with a thick soil mantle. In later erosion of this basin, more resistant rock in the side canyons formed ledges causing nine major waterfalls in the main canyons ranging in height from 27 feet at Drake Falls to 177 feet at South Falls.

There are also five smaller falls on other tributaries. The minor falls are accessible by trail. Particularly popular is South Falls with its nearby lodge, parking areas and picnic facilities. Briefly, in 1926 and again in 1935, the area was reviewed for possible designation as a national park.

The name Silver Creek may have originated with James "Silver" Smith who came into the region with nearly a bushel of silver dollars in the 1840s. In the 1880s, the townsite of Silver Falls City was surveyed, and future President, Herbert Hoover, allegedly helped in the survey. The parking area of South Falls lies in the old townsite. There was a hotel in the town as well as a sawmill on the

stream. Many tracts of land were cleared for agriculture, and hunting lodges were scattered through the Silver Creek watershed. Logging was carried on in the upper basin by the Silverton Lumber Company and other operators.

In 1926, at the request of Senator Charles McNary and the Salem Chamber of Commerce, the National Park Service investigated the Silver Creek Falls area as a possible national park. C. G. Thomson, then superintendent of Crater Lake National Park, made the study and recommended against addition to the National Park system. He felt the area was too much altered by man but was suitable as a state park.

By 1929, Silver Falls City was populated by one family and South Falls was owned by D. E. Geiser, who charged 10 cents admission to see the falls, where he occasionally staged promotional stunts. These included putting a man over the falls in a canvas-covered canoe which was to be guided by a wire on the 177-foot drop. The wire failed and the canoeist was fished out of the base pool somewhat worse for wear. Later Geiser ran unoccupied old cars over the falls, charging 25 cents apiece to see the events. The Geiser property was acquired in 1931, and State Parks Superintendent Samuel Boardman continued to work on land acquisitions in the north and south fork canyons. Trails were built for viewing the falls, and the park was managed by a caretaker.

With the economic depression of the 1930s, the federal government bought up economically submarginal farm land to produce public recreation areas for later transfer to the state. The Silver Creek Recreation Demonstration Area (RDA) in Oregon was chosen to provide youth camps offering group camping experiences for urban children as well as public camping and other developed recreation opportunities. In 1934, the Highway Commission agreed to sponsor the Silver Falls project. In the next eight years the Silver Creek RDA was developed by the U. S. Department of the Interior, National Park Service, using Works Progress Administration (WPA) and Civilian Conservation Corps (CCC) labor. Youth camps were constructed on Silver Creek and on Smith Creek for use primarily

by YMCA and Girl Scout groups, respectively. The camps each included cabins, latrine-shower or wash houses, infirmary, dining hall, recreation lodge, crafts building, administration building and swimming pool. Other camps were planned, but the advent of World War II in 1941 prevented construction. The RDA was administered by a National Park Service project manager. The last to serve, Harry B. Buckley, later became superintendent of parks for the city of Portland.

The project, which was to encompass the entire upper watershed of Silver Creek, originally included 18,785 acres. Options were taken on 11,896 acres of private land which expired by 1940. Included in the 1940 National Park Service master plan for Silver Creek RDA was a public camping area. This was dropped in deference to State Parks policy of the day, which discouraged overnight camping in state park areas.

In 1948 and 1949, the U. S. Government transferred the RDA to the State of Oregon for park purposes. This, with the existing park at South Falls, formed the outline of the present park. In 1950, Parks policy was changed to include overnight camping, and construction of a campground was begun on former RDA land.

Many recreational developments have been added to Silver Falls State Park. During the 1930s, the CCC built a fine stone concession building with restaurant (now called the lodge), a log lodge, and kitchen shelter as well as trails, picnic facilities, parking access, water systems, and related improvements in the original Silver Creek Falls State Park. Later developments for group use were added as land was acquired, such as the Davidson Ranch facilities. A horse camp with equestrian trails was developed at Howard Creek. The old CCC enrollees' camp at North Falls became a group camp, and the trail system was expanded throughout the park.

In 1975, a conference center for group use was proposed for Silver Falls which would take advantage of close proximity to public agency offices in Portland, Salem and Eugene. Use of Smith Creek Camp was in decline and thus seemed a logical location for the

development. Following approval by the Oregon Legislative Assembly, construction was started in 1977 and completed in 1980. Much of the center is new construction, but some buildings of the old group camp were adapted also.

In 1983, a nine-acre area encompassing the historic Silver Falls Lodge ensemble and South Falls view-point was listed by the National Register of Historic Places.

In 1986, a Silver Falls State Park cooperative association was created under agreement with the Oregon State Parks and Recreation Division. This group has been helpful in promoting activities and providing information to park visitors.

Sisters State Park - 27.78 acres, Deschutes County, located at the east edge of Sisters at the junction of Oregon Highways 20 and 126. A tract of 41.38 acres was purchased from Louis W. Hill of St. Paul, Minnesota, in 1939 to be used as a state park or for other public purpose. The tract is flat, pine-forested land lying along Squaw Creek and is bisected by the two highways and their junction. In 1983, the developed area of 13.60 acres adjacent to Sisters was given to the city for a park. The balance is held in state ownership. Sisters is named for the Three Sisters peaks in the Cascade Range nearby to the southwest.

Smelt Sands State Wayside - 3.86 acres, Lincoln County, located at the north end of Yachats off the Oregon Coast Highway (U. S. 101). Obtained by purchase from private owners in 1971 and 1972, the wayside is a long, narrow sloping beach access tract bordering the Pacific Ocean. It is bordered north and south by private home and motel developments. The wayside offers public access to the ocean particularly for smelt fishing. Here, in 1990, after 15 years of effort on the part of public-spirited citizens, an adjoining former county road right-of-way known as the Yachats 804 Trail was dedicated for public recreational use as a hiking trail.

Smith Rock State Park - 623.80 acres, Deschutes County, located off The Dalles-California Highway (U. S. 97), nine miles northeast

of Redmond. The park was obtained between 1960 and 1975 by purchase and by gifts of land from the city of Redmond and Harry and Diane Kem.

The park is located in the steep, rocky canyon of the Crooked River, east of the community of Terrebonne. On the bluff above the south bank of the river, day use facilities are located on a gently sloping to flat area with pine and juniper trees. The real attraction of the park, however, is the steep ridge on the north bank of the Crooked River. The north ridge is widely known for its challenges to rock climbers. Smith Rock is the name generally applied to the formation that rises several hundred feet above the river and is vividly colored by geologic striations.

Smith Rock is thought to have been named for John Smith, who "discovered" the feature during a trip over the Cascades into the Crooked River country in 1867. A pioneer of 1852, Smith had been sheriff of Linn County and a member of the Oregon Legislature. At the time of his trip through the Crooked River country, he was agent at Warm Springs Indian Agency.

South Beach State Park - 434.21 acres, Lincoln County, located off the Oregon Coast Highway (U. S. 101), across Yaquina Bay from Newport. The park combines two areas once separately maintained, South Beach Wayside and South Newport State Park. The land was acquired by gift, exchange and purchase between 1933 and 1970. Gifts were received from Edith M. Bowman, Robert and Cherie Kiewel, Lincoln County and W. J. and Janet Wineberg.

The park begins just south of the Yaquina Bay Bridge in South Newport and extends south several miles along the coast. It includes much shoreland of sandy beach with adjacent shore pine and spruce forest. It is flat to gently rolling with a rising ridge near the bridge and includes part of the south jetty entrance to Yaquina Bay. The lands were obtained to protect the south bridge area from encroachment and also to provide public access to the beach. South Beach State Park is fully developed for day and overnight use and is intensively used in the summer season.

Squaw Creek State Wayside - 6.95 acres, Lane County, located on the Oregon Coast Highway (U. S. 101), some seven miles south of Yachats. The tracts in two separated parcels were purchased from private owners between 1971 and 1975. Squaw Creek Wayside is located north of Squaw Creek, between the Coast Highway and the ocean. It is sloping land partly open and undeveloped. It was acquired to protect the ocean shoreline and provide beach access.

Stage Coach Forest Wayside - 231.00 acres, Douglas and Josephine counties, located on Interstate Highway 5 at the Douglas-Josephine County line about 18 miles south of Canyonville. The first land for this wayside was given by Douglas County in October, 1945. In the same month, the balance of the wayside was purchased from private owners.

The wayside consists of steep forested ground in the Klamath Mountain region cut up by several draws in Stage Coach Pass, at the divide between Cow Creek and Wolf Creek. The land was purchased partly to protect the roadside forest for public view. The forest here is Douglas fir with ponderosa pine, incense cedar and madrone. A major goal in the acquisition was land for the relocation of the Pacific Highway (now Interstate 5) and its later expansion to freeway standards. The area is not developed.

The area is located along the old stage road from Grants Pass to Roseburg and includes a major summit and pass on that route.

Starvation Creek State Park - 152.62 acres, Hood River County, located along Interstate Highway 84, 10 miles west of Hood River and accessible only to east bound traffic. It was acquired by purchase from private owners between 1930 and 1960. The original lands encompass the spectacular waterfall on Starvation Creek as it plunges toward the Columbia River in the gorge. At this point, the basalt gorge walls are very steep, but there is a small forested flat near the freeway that is developed for public day use. The Union Pacific Railroad and I-84 separate the park from the Columbia River.

There are two theories on the origin of the name Starvation Creek. It is said that a party of overland pioneers nearly starved here for lack of provisions. The place also was called Starveout after two Union Pacific Railroad trains were stalled in the area by heavy snows in the winter of 1884-1885. For some days, the passengers were kept from starvation by men who packed supplies from Hood River on skis.

Stonefield Beach State Wayside - 19.30 acres, Lane County, located on the Oregon Coast Highway (U. S. 101), six miles south of Yachats. The property was acquired by purchase and litigation from private owners between 1967 and 1969. The wayside is located along Ten Mile Creek between the Coast Highway and the Pacific Ocean. It is primarily an open, grassy flat extending into a fine ocean beach at the mouth of Ten Mile Creek. The area is developed for public beach access.

Succor Creek State Recreation Area - 1,910.00 acres, Malheur County, located off Oregon Highway 201, 30 miles south of Nyssa. The land was obtained between 1966 and 1969 by patent from the U. S. Government (Bureau of Land Management), and by purchase and litigation with private owners.

The recreation area lies in the spectacular, steep rocky canyon of Succor Creek and extends some five miles along the creek and highway. Though the vegetation in much of the canyon is limited, there are occasional alders and willows along the stream bank. The area has long been of interest to geologists. Succor Creek Wayside is developed for day use and primitive camping.

The name Succor Creek is said to refer to early travelers in the Snake River Basin who, having been saved by the creek's fresh water, applied the name as a corruption of the Spanish word *socorro*, meaning help or aid.

Sunset Bay State Park - 395.49 acres, Coos County, located off the Oregon Coast Highway (U. S. 101), 12 miles southwest of Coos Bay on the Cape Arago Highway. The land for the park was

obtained between 1948 and 1984. The original tract, including the bay front, was given to the state for park purposes by Coos County in 1948. Ralph Barker gave a water supply location in 1954. Later tracts were acquired by patent from the U. S. Government (Bureau of Land Management), and by purchase, litigation and exchange with private owners.

One of the most scenic parks on the Oregon coast, Sunset Bay includes the steep-walled bay front with its wind-carved headlands backed by spruce-hemlock forested points as well as the low bottom land on Big Creek. Big Creek empties into Sunset Bay from the south and along its banks is the camping area. Day-use and beach facilities are provided along the bay front.

The park has long been a favorite of surf bathers, fishermen, photographers and artists. Because of the effects of color and light, vistas from the bay at sunrise and sunset can be spectacular.

Sunset Highway Forest Wayside - 1,084.30 acres, Clatsop, Columbia, Tillamook and Washington counties. Located variously along the Sunset Highway (U. S. 26) from about two miles west of Buxton some 36 miles to the entrance road to Saddle Mountain State Park. Land for this wayside was acquired between 1937 and 1980. Originally, these forest lands were obtained for scenic roadside enhancement. However, management of substantial acreage over many miles of highway and the large Tillamook fires of the 1930s and 1940s presented serious concerns. As a result, in 1951 much of the land was exchanged with Oregon State Board of Forestry for other park properties at Oswald West State Park. In addition, an isolated tract was sold to the Sunset Logging Company in 1941.

The forest wayside is on both sides of the road following the climbing and descending path of the Sunset Highway as it crosses the Coast Range and descends to the Nehalem and Necanicum rivers. Though much of the route was burned by past forest fires, it has been largely reforested naturally and with trees planted by school children as well as by park and highway crews. Included within the

wayside are occasional stands of old growth Douglas fir and alder missed by the fires, and at the west end are tracts of Sitka spruce with western hemlock and alder.

Originally called the Wolf Creek Highway Forest Wayside, the holding became confused with other Wolf Creek place names in Oregon. In 1946, the name of the highway and wayside was changed to Sunset Highway and Forest Wayside. The name honors the 41st, or Sunset Division of the U. S. Army which played a conspicuous role in both First and Second World Wars and included many soldiers from the Pacific Northwest.

Susan Creek State Park - 27.91 acres, Douglas County, located some 29 miles east of Roseburg, along the North Umpqua River and Oregon Highway 138. This property was initially a gift to the state of 27.91 acres from Douglas County. In 1956 and 1962, additional lands were leased from Douglas County and the U. S. Bureau of Land Management. Over the years, the park was developed with camping and day use facilities. Due to budgetary problems, the leased lands were returned in 1981. The Bureau of Land Management now operates the area for park purposes. In 1983, the 27.91-acre Douglas County gift was proposed for return to the county. To date, the land remains in state ownership.

The park is an attractive riverside area forested in Douglas fir, sugar pine, cedar, yew, maple, lowland white fir and hemlock. The North Umpqua River region is very popular as a summer recreation area.

Sweet Myrtle Preserve - 16.00 acres, Coos County, located along Oregon Highway 425, eight miles east of Bandon near Lampa Creek. The tract is held under agreement made with the land owner in 1946, the purpose of which was to preserve the Oregon myrtle trees along the highway. There is no development of the wayside. At the time of the agreement, the road was the main Oregon Coast Highway.

The Cove Palisades State Park - 4,129.80 acres, Jefferson County, located off U. S. Highway 97, 15 miles southwest of Madras. The original park land in the Crooked River Canyon was

acquired by lease agreement with the U. S. Department of Agriculture in 1940. Additional land was obtained by purchase from the State Land Board, Jefferson County and private owners between 1941 and 1961. The acquired lands included a gift of eight acres from the U. S. Department of Agriculture in 1946. When Portland General Electric Company's Round Butte Dam was constructed near the confluence of the Crooked, Deschutes and Metolius rivers between 1961 and 1964, land exchanges were made with Portland General Electric, and the surplus released to the U. S. Department of Agriculture and Jefferson County. Additional lands were acquired in 1966 and 1977.

The Cove Palisades includes a great expanse of central Oregon semi-arid plateau dissected by the deep cutting river channels of the Crooked, Deschutes and Metolius rivers as they meet to form the larger Deschutes River. In the steep canyon walls is revealed the geologic history of the region, starting some 10 to 12 million years ago in the Pliocene Epoch. At this time, volcanism was building the Cascade Range, and westward streams sought northerly courses to the sea. In later episodes, layers of volcanic ash were deposited and the area was uplifted. Basaltic lava flows occurred in the last 50,000 years, which filled canyons in the park. Again, the rivers began to erode these canyons to their present configuration, and large landslides occurred in the steep-walled canyons. The "Cove" refers to a bench half way down the Crooked River Canyon wall which was visible before the dam pool was formed.

In the 1950s, the visitor drove into the Crooked River and Deschutes River canyons to see the geologic formations. The area was modestly developed for camping and day use. Now these canyons are flooded to a depth of 800-900 feet by Lake Billy Chinook behind Round Butte Dam. The park consequently serves many more people with larger campgrounds, day-use picnic areas, boating facilities, as well as concession areas. Swimming, fishing and boating are popular activities at the park.

Tolovana Beach State Wayside - 3.31 acres, Clatsop County, located on the Oregon Coast Highway (U. S. 101), one mile south

of Cannon Beach in the subdivision of Tolovana Park. Lands for the wayside were obtained by purchase from private owners between 1967 and 1969. A street vacation in 1970 completed the present holding.

The wayside is essentially a developed beach access area in the midst of the community of Tolovana Park. It is surrounded on three sides by houses, motels and other improvements, but provides access to a popular sandy beach distinguished by a well-known landmark, Haystack Rock. North of the wayside, at a location overlooking Haystack Rock, Governor Oswald West built his family's vacation retreat, a massive log bungalow. In action now widely recognized as a signal event in the state's conservation movement, Governor West encouraged the legislative designation of Oregon beaches as public highways in 1913, thus ensuring the public's right of access to them long into the future.

The subdivision known as Tolovana Park was the historic setting of a rustic oceanside hostelry of the early days known as the Warren Hotel.

Tou Velle State Park - 54.16 acres, Jackson County, located off Oregon Highway 62, some nine miles north of Medford. The park was obtained in two phases. In 1946, Frank L. Tou Velle gave the state of Oregon 35.29 acres for park purposes, and, in 1964, an additional 15.87 acres was purchased from the Tou Velle estate.

The park is a relatively flat tract of land on both sides of the Rogue River at Bybee Bridge. It is partly tree-covered in oak and poplar and is developed for day use.

Tryon Creek State Park - 630.16 acres, Clackamas and Multnomah counties, located off Interstate Highway 5 on Terwilliger Boulevard, some 6 miles southwest of downtown Portland. Land for the park was acquired between 1971 and 1988 by gifts from Multnomah County, Friends of Tryon Creek, Annette T. Kraft and John and Julie Des Camp, as well as by purchase from private owners.

The park was obtained to provide a natural area typical of the moist Willamette Valley ecosystem within the Portland metropolitan area that would be available for public study and education. It is a shallow, steep-walled canyon bordered on the east by Terwilliger Boulevard and on the west by Boones Ferry Road.

Tryon Creek flows into the Willamette River beyond the south end of the park. The area was mostly logged in the past, but now supports a Douglas fir forest with alder and maple as well as shrub areas, grassy meadows and marsh. Tryon Creek State Park is developed for day use and has an extensive trail system for hikers, horseback riders and bicyclists. The Nature House provides park interpretation. Much interested in the assets of the park, Friends of Tryon Creek has a cooperative agreement with State Parks to support and promote the area. Formally established in 1969, Friends of Tryon Creek was instrumental in creating the park, and the group continues its volunteer work on a regular basis.

Tryon Creek is named for Dr. Socrates Hotchkiss Tryon, an Oregon pioneer of 1850, who settled a claim near Oswego on which the park land is located.

Tub Springs State Wayside - 40 acres, Jackson County, located on Oregon Highway 68, 18 miles east of Ashland in the Cascade Mountains. It was purchased in 1939. The wayside is a forested tract lying in a shallow mountain depression bisected by the Greensprings Highway. Trees found in the wayside include Douglas fir, ponderosa pine, sugar pine, white fir with an under-story of manzanita and ceanothus. The main attraction of the area is the spring of clear, cold water available to the public in three rock tubs beside the highway for which the wayside is named. It is developed for day-use picnicking.

This location was the scene of a major timber trespass in the early 1950s. The wayside contained large examples of old growth pine and Douglas fir, whereas the surrounding property had been logged. A crafty timber thief moved in, using an erroneous harvesting permit. Trees were cut, and logs were sent to both

Klamath Falls and Medford. The high quality of logs and demands for payment of woods workers prompted the receiving saw mills to make inquiries to State Parks. Investigation of the area, stumps and other details led to a charge of criminal trespass. The case was settled out of court after several pre-trial appearances of the confessed malefactor. Following this experience, a careful survey of state wayside boundaries was made at Tub Springs in June, 1954, and iron pins were set at the boundary corners.

Tumalo State Park - 329.99 acres, Deschutes County, located off U. S. Highway 20, five miles northwest of Bend. The original land for this park was a gift of 115 acres from Deschutes County in 1954. Other tracts were acquired by purchase and exchange up to 1984. In 1972, Deschutes County gave an additional 190.86 acres to the state.

Tumalo State Park lies in the canyon of the Deschutes River above the crossing of the McKenzie - Bend Highway, U. S. Route 20, near the town of Tumalo. The park was obtained to preserve a scenic portion of the Deschutes River Canyon where basalt bluffs extend down to the stream. In the canyon is a good stand of juniper and occasional ponderosa pine with willow and poplar near the water. The park is developed for camping and day use. It is a popular summer picnic location. Congestion was reduced by the relocation of U. S. Highway 20. It is thought that the name Tumalo comes from the Klamath Indian word "temolo," meaning wild plum.

Twin Rocks State Wayside - 22 acres, Tillamook County, located west of the Oregon Coast Highway (U. S. 101) and the Southern Pacific Railroad, about two miles south of Rockaway. The wayside is essentially beach and tidal land between the ordinary high tide line and the line of vegetation as established by Section 8 Chapter 601, Oregon Laws of 1969. The shoreline at this location is distinguished by a pair of offshore outcrops called Twin Rocks. The wayside is undeveloped and was purchased in 1971 to protect public beach access.

Tygh Valley State Wayside - 298.53 acres, Wasco County, located on Oregon Highway 216, 39 miles south of The Dalles. The

area was acquired between 1969 and 1978 from private owners. In 1969, Pacific Power and Light Company gave the state of Oregon 255.13 acres. In 1970, the state received a patent on 40 acres formerly held by the U. S. Bureau of Land Management, and in 1978, after litigation, an exchange was made with a private owner to complete the wayside.

The wayside lies on both sides of the White River at the falls and includes a portion of the spectacular river canyon slightly more than a mile above its juncture with the Deschutes River. Pacific Power and Light Company acquired the falls area for hydroelectric generation in 1910 and produced electricity here to 1963. The park is also at the lower (eastern) end of Tygh Valley, an agricultural region. The wayside was established to protect scenic values at the falls and the river canyon. Here, also, is a traditional Indian encampment area. The wayside is developed for day use.

Ukiah-Dale Forest Wayside - 2,986.80 acres, Umatilla County, located on U. S. Highway 395, beginning three miles south of Ukiah and extending for some 14 miles to Dale. Land for this wayside was acquired between 1944 and 1947 by purchase from private owners and Umatilla County. In 1956, eight acres were sold to the Pilot Rock Lumber Company. This land was previously under lease for a headquarters logging camp, located near the south end of the wayside, between the highway and the North Fork of the John Day River. A number of the tracts were purchased with grazing reservations. The U. S. Government has reserved the mineral rights in portions of Section 29 and 32 T.5S., R.31E. Willamette Meridian.

Situated in the steep and forested canyon of Camas Creek, and extending south beyond its junction with the North Fork of the John Day River, Ukiah-Dale Forest Wayside is a scenic roadside protection area. Included in the wayside are good examples of ponderosa pine, western larch and Douglas fir. The area was acquired to protect the forest stand along the highway, which over the years has been widened for safety purposes. The rock cliffs of the stream canyons add to the beauty of the wayside.

There is a small primitive overnight camp development at the north end of the wayside, near Ukiah Junction.

Umpqua Lighthouse State Park - 450.02 acres, Douglas County, located along the Oregon Coast Highway (U. S. 101) about one mile south of Winchester Bay. Lands for this park were acquired between 1930 and 1951. Much of the original park was given to the state of Oregon for park purposes by Douglas County. Additional lands were purchased from the U. S. Government (Treasury Department and General Land Office) and private owners. In 1951, Menasha Wooden Ware Company donated 111.81 acres. In 1968, a surplus of 31.86 acres was returned to Douglas County. With the creation of the Oregon Dunes National Recreation Area (NRA) on the surrounding Siuslaw National Forest in 1972, an exchange of land was made with the U. S. Forest Service. The state of Oregon deeded 2,265 acres to the NRA in exchange for 1,006.48 acres of potential park land in Deschutes, Klamath and Lane counties. This exchange was completed in 1981.

In its original conception, Umpqua Lighthouse Park was acquired to preserve the forested basin of Lake Marie plus a large ocean frontage with adjoining sand dunes. The park extended to the Oregon Coast Highway and bordered Clear Lake, the Reedsport water source, on its westerly side. Trees in the park included large Sitka spruce, western hemlock and shore pine as well as large specimens of rhododendron. From vista points on the highway, the visitor obtained views of the mouth of the Umpqua River. The present Umpqua River Light was built in 1894 to signal the entrance to the Umpqua River. It replaced an earlier aid to navigation and remains a feature of the adjoining U. S. Coast Guard lighthouse reservation. Development of facilities in the state park began with trails and a picnic area at Lake Marie constructed by the Civilian Conservation Corps in the 1930s. In the late 1950s, an overnight camping area was added.

Umpqua Myrtle Preserve - 4.85 acres, Douglas County, located along Oregon Highway 38 some eight miles west of Elkton near Paradise Creek. The preserve consists of undeveloped tracts of

myrtle trees lying between the highway and the Umpqua River. In order to preserve the myrtle trees for public view, agreements were made in 1947 between the Oregon State Highway Commission and the land owners for the protection of these trees. The owners preserve the trees from removal, the state keeps them clear of undergrowth.

Umpqua State Wayside - 110.82 acres, Douglas County, located along Oregon Highway 38 in five separate tracts beginning seven miles east of Reedsport and extending to 6.6 miles west of Elkton. These lands were acquired between 1946 and 1982 by purchase and by gifts from Douglas County and Ian McLeod. Save the Myrtle Woods, Inc. contributed to the purchase of several tracts. Mostly located between the highway and the Umpqua River, they were acquired to preserve the fine stands of myrtle trees, maples and other native species which make the highway along the lower Umpqua one of the most scenic in the state.

There are picnic facilities and a boat ramp at the tract seven miles east of Reedsport.

Unity Forest Wayside - 85.27 acres, Baker County. The wayside consists of two separate tracts. The first is situated on U. S. Highway 26 about seven miles southeast of Unity; the second is located on Oregon Highway 245 about 15 miles south of Baker. The lands were acquired between 1928 and 1931 by purchase from a private owner and the State Land Board. The first area, in the canyon of Camp Creek, was acquired to protect a scattered roadside stand of ponderosa pine with associated juniper, aspen and willow for public view. The second area also was acquired to protect roadside trees near Dooley Mountain Summit and to supply material for road work. Neither site is developed for public use and they are separated by some 40 miles. The wayside is named for the proximity of the southerly tract to the town of Unity.

Unity Lake State Park - 39 acres, Baker County, located on Oregon Highway 245, 53 miles east of John Day. Thirty acres of the park are managed under a 1959 lease agreement with the U. S.

Bureau of Reclamation. The additional nine acres were purchased from a private owner. Unity Lake was formed after the damming of Burnt River by the Bureau of Reclamation to provide agricultural irrigation water. The park was created to provide public access to the lake. It lies on generally flat open ground with mountains rising to the north. It has been well developed for camping and day use and is popular with anglers, boaters and vacationers. Trees have been planted to enhance the developed area.

Valley of the Rogue State Park - 277.53 acres, Jackson County, located on Interstate Highway 5, 12 miles east of Grants Pass. Acquired by purchase from private owners between 1959 and 1969. The park lies on a flat-to-sloping bench above the Rogue River and between the highway and the river. It is partly wooded with oak, some pine and planted trees. Development is extensive with a campground, boat and fishing access as well as day-use picnicking. Important as an area for public river access, the park also serves as a highway rest area for Interstate 5.

Viento State Park - 247.91 acres, Hood River County, located along Interstate Highway 84 in the Columbia River Gorge, eight miles west of Hood River. It was acquired between 1925 and 1967 by purchase from private owners. The purchase of the first tract was financed by Pacific Telephone and Telegraph Company to compensate for damage to trees when the company cleared its line rights-of-way in Oregon park areas.

The park was established to provide a shaded picnic and rest area for travelers on the old Columbia River Highway. It is a gradual to steep-sloping forested tract lying along Viento Creek extending to the Columbia River and bisected by both the Union Pacific Railroad and Interstate Highway 84. Initial development was carried out by the Civilian Conservation Corps in the 1930s. Overnight camping facilities were added in the 1950s.

Although *viento* is the Spanish word for wind, and trees in the area show the shaping effects of strong winds in the Columbia Gorge, the park name was taken from a nearby station on the railroad -- the title

of which supposedly was composed of the first letters of surnames of the railroad builder Henry Villard, capitalist William Endicott, and a contractor named Tolman. These men were active in railroad building along the Columbia River in the 1870s and 1880s. Viento was a station on the Oregon-Washington Railway and Navigation Company line (now Union Pacific).

Vinzenz Lausmann Memorial State Park - 126 acres, Hood River County, located off Interstate Highway 84 (eastbound access only), six miles west of Hood River. The area was a gift from the Lausmann family to the Columbia River Gorge Commission in 1954. In 1964, the Gorge Commission gave the tract to the state of Oregon for park purposes stipulating that it be named in memory of Vinzenz Lausmann.

The park is Douglas fir forested land located south of Interstate 84 rising steeply on the north facing slope. It was acquired to protect the scenic features of the Columbia Gorge. Lausmann park adjoins Seneca Fouts and Wygant state parks and is developed with a trail system.

Wallowa Lake Highway Forest Wayside - 313.66 acres, Wallowa County. The first tract for this, one of the earliest highway forest waysides, was 47 acres purchased in 1925. Later acquisitions were made through 1958. The wayside is located on both sides of Oregon Highway 82, starting two miles east of Minam and extending for five miles along the banks of the Wallowa River. It is forested with ponderosa pine and some Douglas fir native to the steep-sloping river canyon. There is a small picnic area in the wayside.

Wallowa Lake State Park - 165.80 acres, Wallowa County, located at the south end of Wallowa Lake, some six miles south of Joseph and 80 miles from LaGrande via Oregon Highway 82. The park is in two units. One, on the Wallowa Lake shore, was acquired by purchase and litigation between 1941 and 1954. The other, one mile south on the east fork of the Wallowa River, is an 18-acre tract leased from Pacific Power and Light Company from 1954 onward.

The park was created to provide public access to Wallowa Lake and the pleasant forested area at the inlet of the Wallowa River. Trees present are cottonwood, ponderosa pine, Douglas fir, with some western larch and grand fir. It is extensively developed for both day use and overnight camping. The park is popular with anglers, hikers, swimmers and boaters.

Wallowa Lake is a glacial lake at the base of the heavily glaciated Wallowa Mountains. This range is in the Wallowa-Whitman National Forest and includes the renowned Eagle Cap Wilderness. Wallowa Lake State Park is a base from which visitors can explore the mountain country and the approaches to the Hell's Canyon National Recreation Area on the Snake River.

"Wallowa" is believed to be a Nez Perce word describing part of a stick-framed fish trap of the kind used by the Nez Perce Indians on the Wallowa River.

Washburne State Wayside - 37.3 acres, Benton and Lane counties, located on Oregon Highway 99W at the Benton-Lane County line, four miles northwest of Junction City. The property was purchased from William C. and Mae E. Washburne in 1926. It is a nearly flat Willamette Valley farm woodlot, which contains a fine second growth Douglas fir forest. Over the years a small part of it has been developed as a roadside picnic area.

W. B. Nelson State Park - 2 acres, Lincoln County, located on Oregon Highway 34, one mile east of Waldport. It was given to the state by W. B. Nelson in 1959. The park is a small spruce forested area on the west bank of Eckman Slough extending to the highway, where there is a picnic area and boat dock.

Willamette Mission State Park - 1,686.17 acres, Marion and Yamhill counties. Located off the Wheatland Ferry Road, 12 miles north of Salem on both sides of the Willamette River. The Wheatland Ferry landings are situated near the center of the holding. The park was acquired between 1971 and 1982 by purchase and litigation and by gifts of land from Marion and Yamhill counties as well as the State Land Board.

The area is one of five river-oriented greenway parks authorized by the 1973 Oregon State Legislature to serve public recreational needs along the Willamette River. It is an attractive river bottom location offering many day use opportunities for boaters, anglers, and general river recreation users.

The park occupies land on which the nucleus of Oregon's first mission to Indians was founded in 1834 by the Reverend Jason Lee and his band of Methodist missionaries. Members of the Methodist Mission were later active in the formation of Oregon government. In 1841, the mission headquarters was moved to Salem and eventually the land at the Willamette station was sold to settlers such as Daniel Matheny, who started a ferry across the Willamette at this place in the early 1850s. As successor to Matheny's Ferry, the present day Wheatland Ferry represents the longest continuing service of its kind on the Willamette.

Willamette River Greenway - 4,021.12 acres, Benton, Clackamas, Columbia, Lane, Linn, Marion, Multnomah, Polk and Yamhill counties. Located along the Willamette River and its middle and coast forks extending over 255 miles from St. Helens to Cottage Grove. Lands were acquired by exchange, gift, purchase and lease between 1972 and 1985. Former Oregon Governors Tom McCall and Bob Straub, in particular, supported a plan for preservation, public access, and long-term recreational use of the Willamette River. The Willamette River Greenway program was endorsed by the Oregon Legislature in 1967 and 1973. Since that time, the program coordinated by the State Parks and Recreation agency in close cooperation with other governmental entities has involved designation of over 50,000 acres as potential greenway. The Parks agency has developed 43 small public river use sites within the greenway which are improved for boat access, fishing, hiking, primitive camping and related activities. In addition, there are numerous local parks and five major state parks that occur in the greenway corridor.

Willamette Stone State Park - 1.60 acres, Multnomah and Washington counties, located on Skyline Boulevard, four miles

west of downtown Portland. The property was acquired in 1945 to preserve the origin point of the land survey system for Oregon and Washington. The park is a small forest tract surrounding the site of a stake in a concrete apron marking the point of intersection of the Willamette Meridian and Willamette Baseline as established June 4, 1851, by John B. Preston, first surveyor general of Oregon. It was from this fixed point that all lands in the public domain in Oregon and Washington were sectioned. There is a parking area and trail to the current monument, re-dedicated in 1988.

William M. Tugman State Park - 560.30 acres, Coos and Douglas counties, located off the Oregon Coast Highway (U. S. 101), eight miles south of Reedsport at the Douglas-Coos County line. The park was acquired between 1962 and 1976 through gifts from the Oregon State Game Commission and purchase from private owners. The park protects the public access to and use of Eel Lake, which over many years had become partly filled with logging debris. The lake was cleaned out by the Game Commission prior to its transfer for park purposes. The area has been extensively developed for camping and day use, including boating and swimming. The name commemorates William M. Tugman (1894-1961), prominent newspaperman of Eugene and Reedsport. Tugman headed Governor Paul Patterson's State Park Advisory Committee, which made the important citizens' report and recommendations on State Parks in 1956. He became the first chairman of the State Parks and Recreation Advisory Committee, which was formed in 1957.

Wilson River Highway Forest Wayside - 790.99 acres, Tillamook and Washington counties, located along the Wilson River Highway (Oregon Highway 6) for 21 miles between Glenwood and Tillamook. The tracts were acquired by purchase and gift from 1931 to 1973. Originally, 3,166 acres were obtained to protect forest alongside the highway and the Wilson River. Most of the area was burned in the Tillamook fires between 1933 and 1951. In 1951, 2,426 burned acres were transferred to the Oregon Board of Forestry in exchange for land at Oswald West State Park and along the Wilson River. Between 1950 and 1953, Tillamook school children planted trees to aid in reforestation of the wayside. The wayside is undeveloped.

Winchuck State Wayside - 6.80 acres, Curry County, located between the Oregon Coast Highway and the Pacific Ocean on the north bank of the Winchuck River, near the California-Oregon State line. The holding was purchased from a private owner in 1964 as a possible beach access site. Because highway access is difficult, the area is undeveloped.

Wolf Creek Tavern State Wayside - 3 acres, Josephine County, located off Interstate Highway 5 at Wolf Creek. The tract was purchased in 1975 from a private owner to protect an historic tavern, or hostelry located on the former stage road from California to Portland, the general course of which later was developed as the old Pacific Highway. The holding includes the tavern and its immediate setting on the north bank of Wolf Creek at the community center. The exact construction date is undocumented, but the large wood frame building with its colonnaded two-story front porch is believed to have been built between 1873 and 1880. Considered a fine example of the dozens of similar way stations once associated with the network of early roads and trails in western Oregon, it was restored under state and federal auspices and is operated as an inn under state concession. It was dedicated as a state wayside on February 15, 1979.

Wygant State Park - 666.73 acres, Hood River County, located on the south side of Interstate 84, some seven miles west of Hood River (east bound access only). Land for the park was acquired between 1933 and 1978 by purchase and gift. The original 251.50 acres were given by Simeon Reed Winch and his wife, Olivia, and mother, Nellie, in 1933 in honor of Winch's grandparents, Theodore and Margaret Wygant. Theodore Wygant was an Oregon Trail pioneer of 1850. The Highway Commission agreed to commemorate the Wygants in the name of the park. Hood River County also gave land to the park.

The park is forested, steep-walled Columbia River Gorge land. In the 1930s, day use developments, including trails, were made by the Civilian Conservation Corps. With reconstruction of the Columbia River Highway to freeway standards in the 1960s, public access to the park was restricted to trails.

Yachats Ocean Road State Wayside - 79 acres, Lincoln County, located off the Oregon Coast Highway (U. S. 101) on the south side of the Yachats River in the town of Yachats. The property was given to the state over the period 1931 to 1962 by Equitable Trust Company, George P. Stonefield and Lincoln County. The wayside protects access to the Yachats River at the river's meeting with the Pacific Ocean. It is a spruce-forested tract backed by ocean front homes. There are minimal day use facilities.

Yachats State Park - 93.6 acres, Lincoln County, located off the Oregon Coast Highway (U. S. 101), at the west edge of Yachats, and bordering the Yachats River at its entrance to the ocean. The park was acquired by purchase from private owners and gifts from Lincoln County and L. P. Gill in the period 1928-1986. Yachats Park protects a public fishing location and also preserves the fish spawning sand along the beach. The rocky ocean-front park is popular with anglers and day-use ocean viewers.

Yachats is an Indian word which is thought to mean "at the foot of the mountain." The steep face of Cape Perpetua rises just south of Yachats.

Yaquina Bay State Park - 32 acres, Lincoln County, located along the Oregon Coast Highway (U. S. 101) in Newport at the north end of the Yaquina Bay Bridge. It overlooks the mouth of Yaquina Bay and its entrance into the Pacific Ocean. The property was given to the state by the U. S. Lighthouse Service in 1934 and 1971. It is a spruce and pine forested bluff containing an historic lighthouse later used as a lifeboat station. The lighthouse has been restored and is open to the public. The park originally was developed for day use in 1930s by the Civilian Conservation Corps.

The old lighthouse at the harbor entrance was erected in 1871 but was discontinued in 1874 in favor of the Yaquina Head Lighthouse several miles to the north. The Yaquina River is named for the Indian tribe that traditionally occupied the drainage territory. The adjoining city of Newport is a busy fishing and commercial port very popular with summer travelers.

In 1988, a Yaquina Bay State Park cooperative association was created by agreement with the Oregon State Parks and Recreation Division. The group provides information for visitors and tours of the lighthouse.

Yoakam Point State Wayside - 25.52 acres, Coos County, located two miles west of Charleston, adjoining the Cape Arago Highway. It was purchased from private owners in 1968 and 1969 after negotiation and litigation. The wayside is a rocky point forested with spruce and pine and jutting out to sea near the mouth of Coos Bay. Spectacular ocean views are available from the point. It is undeveloped at present.

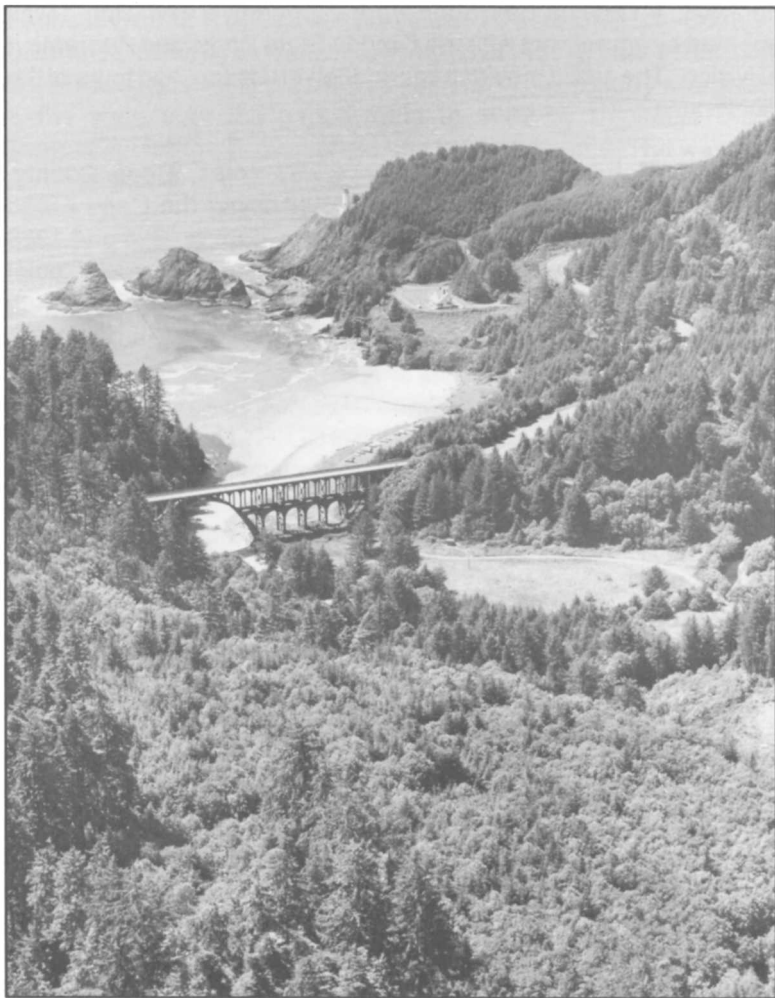


Fig. 50. South central Oregon coast, State Parks Region III. Aerial perspective view of Heceta Head, overlooking Devil's Elbow State Park at the outfall of Cape Creek. The ocean cove park is adjoined on the north by the historic Heceta Head Lighthouse and lighthouse keepers' quarters. In the foreground is Cape Creek Bridge, a distinctive concrete deck arch structure on the Oregon Coast Highway. **1981.**

Oregon Department of Transportation Photo #A790-262.

OREGON STATE PARKS SUPERINTENDENTS



Samuel H. Boardman
1929-1950



Chester H. Armstrong
1950-1960



Mark H. Astrup
1961-1962



Harold Schick
1962-1964



David G. Talbot
1964-1992

STATE PARKS REGION SUPERVISORS

REGION 1

(Metropolitan and Willamette Valley)

Date of Appointment

Richard C. Dunlap..... 1949
Arthur M. Burt..... 1954
Harry W. Luckett..... 1967
Frank D. Stiles..... 1968
Kenneth L. Lucas..... 1986
Jack B. Wiles..... 1990

REGION IV

(Central Oregon)

Date of Appointment

Wilbur E. Wieprecht..... 1949
Warren H. Gaskill..... 1958
Alva E. Zimmerman..... 1960
George F. Guthrie..... 1975
Gerald E. Lucas..... 1976

REGION II

(North Coast)

Date of Appointment

Russel A. Forrest..... 1949
Paul E. Davies..... 1958
Clifford H. Lenz..... 1960
Darald L. Walker..... 1975
Craig L. Tutor..... 1990

REGION V

(Eastern Oregon)

Date of Appointment

Paul E. Davies..... 1949
Walter N. Greene..... 1958
Paul H. Kennedy..... 1961
Frank D. Stiles..... 1963
Darald L. Walker..... 1968
Valteen M. Jones..... 1975
Owen G. Lucas..... 1976

REGION III

(South Coast)

Date of Appointment

Otis V. Jensen..... 1949
Harry W. Luckett..... 1968
Valteen M. Jones..... 1976
Kenneth L. Lucas..... 1983
Ronald A. Hjort..... 1986

REGION VI

(Southern Oregon)

Date of Appointment

Harry W. Luckett..... 1966
Gerald R. Leavitt..... 1967
* see note below

* The Region VI Office at Roseburg was active only briefly, from 1966 to 1969, to cover the area from Eugene to the California border between the Coast Range and summit of the Cascades. The five-region system established in 1949 was resumed in 1970.

OREGON STATE PARKS (AND RELATED) ADVISORY COMMITTEES AND COMMISSIONS 1924-1989

Advisory Committee on [Roadside] Tree Planting (State Park and Recreation Advisory Committee) 1924-1929

C. J. Buck	G. R. Hyslop
T. Ray Conway	L. A. McArthur
Jesse A. Currey	A. L. Peck
C. N. Granger	A. R. Sweetser

State Park Commission Appointed by Governor I. L. Patterson, 1929

H. B. Van Duzer, Chairman	C. E. Gates
R. A. Booth	Robert W. Sawyer
William Duby	Roy A. Klein, Secretary

William Hanley	Charles K. Spaulding
----------------	----------------------

State Parks Advisory Commission Appointed by Governor Julius L. Meier, 1933

A. R. Watzek, Chairman	Rodrick L. Macleay
Ralph A. Fenton	Phila Jane Rockey
Rodney Glisan	John B. Yeon, Jr.

Oregon State Board of Higher Education Advisory Committee on State Parks, 1942

I. L. Allison	E. L. Packard
John Buwalda	George Ruhle
Ralph Chaney	W. D. Smith
Luther Cressman	Chester Stock
R. W. Leighton	Howell Williams
J. C. Merriam	

**Columbia River Gorge Commission
1953-1977
(Three-Member Commission)**

Gertrude Jensen, Chairman 1953-1969	Kate McCarthy
Nani Warren, Chairman 1969-1977	Lloyd R. Olson
Percy Bucklin	Dan L. Pierson
Thomas H. Burgess	George D. Ruby
James R. Foster	Roy Webster
Gary E. Lockwood	

**Columbia River Gorge Commission
1977-1987
(Five-Member Commission)**

Nani Warren, Chairman 1977-1983, 1985-1987	W. J. Hawksley
Earl Warzynski, Chairman 1983-1985	Rustin Kimsey
Masami Asai	Joan H. Smith
Vera Dafoe	Al Wynn
A. P. DiBenedetto	

**Oregon Columbia River Gorge Commission
1987-1989
(Bi-State Commission)**

Stafford Hansell, Chairman	Ray Matthew
Barbara Bailey	Joyce Reinig
Don Clark	Kristine Olson Rogers

**State Park Study and Advisory Committee
Appointed by Governor Paul Patterson, 1955**

William M. Tugman, Chairman	Fred E. Kiddle
Ralph R. Cronise	Frank H. Loggan
J. W. Forrester, Jr.	Robert C. Notson
Herb Grey	Arden X. Pangborn
George M. Henderson	Arch B. Sanders
Frank Jenkins	Charles V. Stanton

State Parks and Recreation Advisory Committee 1957-1989

	Original Appointment
William M. Tugman, Chairman, 1957-1961.....	1957
George M. Henderson, Acting Chairman, 1961.....	1957
Alfred D. Collier.....	1957
Glenn L. Jackson.....	1957
Robert B. Frazier.....	1957
V. W. McCormack.....	1957
Sidney Bazett.....	1959
Charles Reynolds.....	1960
Loran L. Stewart, Chairman, 1961-1984.....	1960
Donald G. McGregor.....	1961
Lestle J. Sparks.....	1961
Ernest R. Fatland.....	1962
George D. Ruby.....	1964
Eric W. Allen, Jr.	1965
P. M. Stephenson.....	1965
Warren A. McMinimee.....	1967
Roger Loennig.....	1969
J. W. Forrester, Jr.	1970
Garnett E. Cannon.....	1972
A. W. Sweet.....	1973
Lucille Beck.....	1976
Frank R. Gilchrist.....	1976
Norm Howard.....	1977
Orcilia Forbes.....	1978
Lynn W. Newbry, Chairman, 1984-1989.....	1979
Thomas F. Young.....	1979
Marion Brogoitti.....	1983
John Emrick.....	1987
Robert A. Ellsberg.....	1987
Babette Horenstein.....	1987
Nellie Ripper.....	1987
Sandra Lazinka.....	1987

Oregon Lewis and Clark Trail Committee
(Lewis and Clark Trail Heritage Foundation Committee)
1964-1989

Glenn L. Jackson, Chairman 1964-1969

E. G. Chuinard, Chairman 1970-1987

Jean H. Hallaux, Chairman 1987-1989

Gail Achterman	Richard W. Evans	Virginia E. Moore
Karolyn Adamson	Robert L. Friedenwald	Lewis A. Nichols
Lauren J. Aimonetto	Dwight Garrison	Frederick M. Nunn
Dan P. Allen	Clarence Gilkey	Harry Paget
Mary Ann Amacker	James H. Goggin	James W. Pirie
Pat Amedeo	Elvin C. Goodman	Martin Plamondon
Irving Anderson	Paul Haertel	Max Pope
H. Lou Arnold	Lurel Dean Hall	David Powers
Roy Beadle	Paul Hartwig	Paul Rosa
Lucille Beck	E. W. Harvey	Richard D. Rust
Stephen Dow Beckham	Virginia Haseltine	Harold Schick
Becky Berrison	Pauline Hill	Curtis J. Schneider
Evelyn Black	Don Holm	Newt Schneider
Florence Bookhultz	Lucille Houston	P. W. Schneider
Michael Bordeaux	Charlotte M. Johnson	Robert W. Schoning
Doris S. Bounds	Kelly B. Janes	Robert Scott
Charles Brinkley	Dorothy A. Kennedy	William P. Sherman
Jack R. Brown	Debbie C. Krier	Donald Shores
Malcolm S. Buffum	Robert E. Lange	David G. Talbot
Nancy J. Buley	Ray Lerback	Shirley Tanzer
James Cameron	Gary R. Lord	Nicky Tom
Kessler Cannon	Josephine Love	Will Townes
Charles M. Cartwright	Donna M. Lundell	Paul Triem
Dennis Clarke	John Lundell	Thomas Vaughan
Warren R. Clements	Roger Mackaness	Franklin C. Walker
Alice Diane Collier	Millard McClung	Nelson Wallulatum
Terrance J. Connell	James McCreight	Elisabeth Walton
Marshall N. Dana	Sam McKinney	Richard B. Weisbaum
Gordon Dodds	Janet McLennan	Rodney Williams
Laurance V. Espey	Kathleen A. McMillan	
Donald V. Eppenbach	John R. Miele	

**Willamette River Park System Committee and
Willamette River Greenway Committee
1967-1979**

C. Howard Lane, Chairman 1967-1974

Art Johnson, Chairman 1975-1979

Borden Beck

James Britton

Adrianne Brockman

Earlene Burgess

Dan Callaghan

George F. Carlisle

Frances M. Diemoz

James C. Goode

Bruce Hall

Elvern Hall

Glenn H. Hardman

Glenn L. Jackson

Mel Jackson

Maurie Jacobs

Wilfred E. Jossy

Peter McDonald

Morris Majors

Alan W. Miller

Vern Miller

James Mount

Wade Newbegin

Stan Pintarich

Ronald K. Ragen

Clarence Richen

Lynn S. Rodney

Lloyd Shaw

Vera Springer

George Van Leeuwen

**State Advisory Committee on Historic Preservation
1970-1989**

Thomas Vaughan, Chairman 1971-1973

Lewis L. McArthur, Chairman 1973-1977

George A. McMath, Chairman 1977-1979

Robertson E. Collins, Chairman 1979-1985

David R. Brauner, Chairman 1985-1989

Ann Brewster Clarke, Chairman 1989

C. Melvin Aikens

John H. Atherton

Stephen Dow Beckham

Edwin Bingham

Thomas E. Bunn

Charles Coate

David L. Cole

Linda S. Dodds

Philip H. Dole

Virginia Guest Ferriday

Kathryn M. Harrison

William J. Hawkins

Lowell Hocking

Kenneth L. Holmes

Bertha Hultman

Wallace K. Huntington

Charles E. Jackson

Dorothy O. Johansen

William S. Naito

Thomas Newman

Ruth McBride Powers

Sharlene J. Prohaska

Marion Dean Ross

Jeffrey Shute

Esther M. Stutzman

H. Ward Tonsfeldt

Leslie E. Wildesen

**Recreation Trails Advisory Council
1971-1989**

Henry R. Rancourt, Chairman 1972-1980	John Jennings
Ernest Drapela, Chairman 1980-1984	Wallace Johnson
James R. Ramsey, Chairman 1984-1988	Valerie Lantz
Camilla Pratt, Chairman 1988-1989	John Lund
David Barrows, Chairman 1989	Raymond M. Luthy
Thomas G. Bender	Russell J. Pengelly
Jeff D. Blackwood	Robert Perkins
Gwen Coffin	Max Schafer
Lauren J. Costelloe	Vivian Staender
Mollie Currie	George M. Stanley
J. Earl Flick	Bob Westerberg
Michael F. Hanley	Carwin Woolley
Louise Helleck	

**Scenic Waterways System Advisory Committee
1975-1989**

Jack Sim, Chairman 1975-1978	David M. Green
Thomas Stimmel, Chairman 1979-1984	Dave Helfrich
Al McCready, Chairman 1985-1989	Tom McGill
Gertrude Anderson	Mike McLucas
Jack R. Brownell	John E. Misener
David C. Burwell	Wade Newbegin, Jr.
Warren R. Clements	Pansy Nofziger
John Collins	Margaret Oberteuffer
Laurance V. Espey	Erros Osterloh
Delbert Frank	Bob Pierce

**Deschutes River Scenic Waterway Management Committee
1987-1989**

Michael Sallee, Chairman 1987-1989	Pansy Nofziger
Mike Ahern	Eugene Owens
Warren R. Clements	Louie Pitt, Jr.
Virgil Langtry	Mark Scott
Ron McDermid	Larry Sowa
Ray Naff	

**Oregon Trail Advisory Council
1984-1989**

Steven H. Corey, Chairman	John W. Hakanson	David Powers
Catherine M. Galbraith	Joyce E. Hales	John W. Sheldrake
Claire S. Belsher	R. E. Rennells	Thomas Vaughan
Gladys B. Seufert	Jerry Grisham	Fred Warner
Jack W. Evans	L. E. George	Jim Weeks

**Historic Columbia River Highway Citizen Advisory Committee
1987-1989**

Lewis L. McArthur, Chairman	Dave Jensen	Lorna Stickel
Donald R. Adams	Ken Jernstedt	Jack Wiles
Julie Curtis	John Lundell	Carolyn Wood

**State Parks 2010 Citizen Advisory Committee
1987-1988**

Lynn W. Newbry, Chairman	Don Kerr	Robert W. Straub
Jane Cease	Sandra Lazinka	Barbara Walker
Cynthia Ford	John Schoon	John Whitty
Babette Horenstein		

**Oregon State Parks and Recreation Commission
Appointed 1989**

Brian Booth, Chairman	Roger Hamilton	Eleanor St. Laurent
Gertrude Boyle	Lynn W. Newbry	Loran L. Stewart
Gay Greger		

**Oregon Outdoor Recreation Council
Appointed 1989**

David G. Talbot, Chairman	Casey Dale	Mike Misner
Michael Beyerle	Paul Donheffner	Susan Saul
Bernie Bishop	Chris Edginton	Tommy Thompson
Perry Brown	Jim Gladson	Doug White
Dick Buscher	Bob Keefer	Pamela Wiley
Bill Chapman	Tom Kline	Rich Winters
Julie Curtis		



***Fig. 51.** Central Oregon plateau, State Parks Region IV. Aerial perspective view of The Cove Palisades State Park on Lake Billy Chinook, a pool created by Round Butte Dam at the confluence of the Crooked, Deschutes and Metolius rivers. Directed west toward the high lava plain and Cascade Range, the view includes park boating facilities on the lakeshore in the foreground. Mt. Jefferson rises in the distance. 1981.*

Oregon Department of Transportation Photo #A773-69.

SOME KEY DATES IN THE HISTORY OF OREGON STATE PARKS

- 1913** The **Oregon State Highway Commission** was created. Initially, it was composed of the governor, secretary of state and state treasurer. From 1917 onward, the commission was entirely a citizen body appointed by the governor.

Governor Oswald West and the State Legislature stopped the sale of state-owned tidelands by declaring **Oregon beaches public highways**, thus establishing precedent in law for public access to the ocean shore.

- 1921** Governor Ben Olcott successfully promoted the first legislation authorizing the State Highway Commission to acquire **right-of-way**, including forested strips, **for scenic conservation and roadside tree-planting purposes**.

The **National Conference on State Parks** was organized at the initiative of National Park Service Director Stephen T. Mather to **encourage development of parks at the state level** that would meet the demand for picnic grounds, bathing and boating areas and other kinds of outdoor recreation facilities intensively used by the public.

- 1922** The **first lands donated to the State Highway Commission for park purposes were received** in this year. The initial parcels making up Sarah Helmick State Park were deeded February 15, 1922, followed closely by Clatsop County's agreement to convey the tract that became Bradley State Wayside. Older existing parks, such as Sodaville Springs in Linn County and Provisional Government Park (Champoeg State Park), did not enter the State Parks system until they were deeded by the State Board of Control in the 1940s.

- 1924** Acting in accord with a broad-based movement for highway beautification, the State Highway Commission established an **advisory committee on tree planting**. Over the next five

years, the committee expanded its concerns from roadside beautification to promoting a system of highway “parks,” and the title “Park and Recreation Advisory Committee” was adopted informally. This advisory group was the **forerunner of all subsequent Parks advisory bodies**. It was active to 1929.

- 1925 The Highway Commission was authorized by the State Legislature to acquire right-of-way specifically for park purposes.** The Park and Recreation Advisory Committee was aided in promoting this broader authority by J. M. Devers, Highway Commission chief counsel, who drafted the bill. The Highway Commission now could acquire land in close proximity to state highways for **waysides and natural features of interest**.

The state highway system was **supported by a dedicated fund accumulated from gasoline tax revenues**. Because the associated parks helped to promote motor travel, they could be regarded a legitimate concern of the Highway Commission.

- 1929 Governor I. L. Patterson formed a State Park Commission** composed of the current three-member State Highway Commission and two former highway commissioners. The Park Commission was active only a short time, but before his departure from Highway and Parks panels in 1930, Robert W. Sawyer gained the support of his fellow commissioners to **expand the rudimentary system of parks and install a superintendent**.

Samuel H. Boardman, who had joined the Highway Department maintenance section in 1919 and was active in the Department’s tree-planting program, was designated “state parks engineer.” Over the next 21 years, the **first superintendent of parks operations built up the land base that is the framework of the present system**.

1933 The **first significant development of facilities** in Oregon State Parks commenced as emergency work relief under the Roosevelt administration's "New Deal" agenda during the Depression era. Improvements in as many as 45 parks were carried out by enrollees of the Civilian Conservation Corps under supervision of the regional office of the National Park Service in San Francisco. The CCC was terminated shortly after United States forces entered the Second World War in 1942.

Governor Julius Meier appointed a **State Parks Advisory Commission** to meet with the Highway Commission. The advisory group was not long in effect, but its formation **reflected continuing public concern for preservation of natural, timbered areas along the state's main tourist roads**, such as the Crater Lake Highway.

1934 The National Park Service established the **Silver Creek Recreation Demonstration Area** on a large tract of submarginal, logged-over land adjacent to state park holdings in Silver Creek Canyon on the west slope of the Cascades. It was one of only two such "New Deal" recreational demonstration projects undertaken on the West Coast. When the project's two youth camps and miles of developed trails were deeded to the State Highway Commission in the late 1940s, Silver Falls State Park became the largest and most comprehensively developed park in the state system.

1936 The **Park, Parkway and Recreational Area Study Act** directed the National Park Service to undertake a **comprehensive survey of park use in America** at all levels. In 1938, Oregon contributed a report on present development within the state entitled *A Study of Parks, Parkways and Recreational Areas of Oregon*. Overall recommendations for filling the need for facilities were published in 1941 as *A Study of the Park and Recreation Problem in the United States*. The study laid the groundwork for subsequent outdoor recreation planning.

1942 An **Advisory Committee on State Parks** was formed by the **Oregon State Board of Higher Education** at the inspiration of paleontologist and Carnegie Institution President Emeritus Dr. John C. Merriam, whose aim was to have the **scientific values of the John Day region** and other areas protected and appreciated. The committee was short-lived, but its theoretical objective ultimately was realized when Painted Hills and John Day Fossil Beds units were added to the state park system in 1947 and, still later, when the park holdings were transferred to the National Park Service in 1975.

1947 The **State Parks Division** was established within the **Highway Department** under authority of state law.

1949 The **modern field organization** was established with the **designation of regional supervisors of park operations**. Regional offices were opened in the Willamette Valley, north coast, south coast, central and eastern Oregon. For a brief period in the 1960s, a sixth regional office was established in southern Oregon with headquarters at Roseburg.

1953 The **Columbia River Gorge Commission** was created by the State Legislature for the purpose of promoting and protecting recreational, scenic and historic areas of the Columbia River Gorge. In such matters, the commission acted as a coordinating body for state and local agencies. It was superseded by a bi-state commission after the gorge was declared a National Scenic Area in 1986. While the State Parks organization never had an administrative connection with the commission, its goals with regard to park development in the gorge were interrelated historically.

1955 Governor Paul Patterson named a **State Park Study and Advisory Committee** to ascertain needs and recommend goals and policies for Oregon park development. The study committee was composed of the Highway Commission's Advisory Committee on Travel Information headed by

William M. Tugman. The State Park Study Committee presented its findings the following year. Commonly known as the "Tugman Report," the study **recommended formation of a permanent State Parks advisory committee.**

1957 Based on the "Tugman Report," the **six-member State Parks Advisory Committee was created** as the official advisory body to the State Highway Commission and staff on matters relating to parks and recreation. This, the first enduring parks advisory body, guided and directed policy a little over 31 years. It was superseded by the Parks and Recreation Commission in 1989, when the Parks agency prepared to become a separate department of state government.

1959 The State Legislature **broadened the scope of Parks Division responsibilities** to include state support for development of local recreation programs and facilities. **The position of recreation director was established, and the administrative unit was renamed "State Parks and Recreation Division."**

1962 The Parks and Recreation Division completed a comprehensive, two-year survey of recreation needs at all levels. *Oregon Outdoor Recreation: A Study of Non-Urban Areas* was the **state's first long-range master plan for outdoor recreation** and was the watershed for subsequent statewide planning efforts.

1963 The **Highway Commission was authorized** under Oregon law **to acquire and develop scenic and historic places.** The Legislature thereby provided a basis for policy to preserve for public enjoyment areas and features significant in state history, archaeology and natural science.

1964 The **Land and Water Conservation Fund Act was enacted** by Congress to provide a program of federal matching grants-in-aid for acquisition and development of outdoor recreation

lands and facilities. In the following year, **the Parks and Recreation Division was assigned responsibility for administering the federally-sponsored outdoor recreation program in Oregon.**

The **Lewis and Clark Trail Committee** was organized by Governor Mark Hatfield in 1964 to promote a Congressional initiative establishing a national Lewis and Clark Trail Commission. Thereafter, the Oregon committee was authorized under successive governor's executive orders to serve as an advisory body for statewide activities aimed at increasing public awareness of the historic exploring expedition, protecting historic sites and developing recreational resources along the explorers' route. Prior to the committee's most recent reauthorization in 1989, administrative support was provided at various times by State Parks.

1965 The State Legislature codified Oregon outdoor recreation policy. **Oregon tidelands**, state-owned areas of the ocean shore extending from the ordinary high tide line to extreme low tide, were redesignated under state law as **state recreation areas**, rather than public highways.

1967 The **Oregon Beach Law**, promoted by the Parks and Recreation Advisory Committee, **was enacted** by the State Legislature to provide for the protection of the public's right and access to free and uninterrupted use of ocean beaches. The law, initially controversial, became the basis of an ocean shores management program administered by the Parks organization.

The concept of a **Willamette River park system** was **authorized** by the State Legislature.

State legislation gave state and local park agencies **authority to accept conservation or scenic easements** for the maintenance and protection of open spaces.

1969 A State Department of Transportation was created by Oregon Legislature. The Highway Department became a division of the larger agency, which also coordinated activities of Motor Vehicles, Aeronautics, Ports and Mass Transit divisions. State Parks remained a branch of the Highway Division.

The State Legislature authorized **registration of recreation vehicles with provision to assess fees for deposit to the State Highway Fund** expressly to support acquisition, development, maintenance and care of state parks.

The State Parks and Recreation Division was assigned responsibility for administering provisions of the **National Historic Preservation Act of 1966** by Governor Tom McCall. Within the division, **the State Historic Preservation Office was established** to manage the federally-aided program for preservation of historic sites and buildings in Oregon. The **State Advisory Committee on Historic Preservation** was organized the following year in accordance with federal rules.

1970 A Scenic Waterways program was established in Oregon law by initiative vote of the public to provide for protection and enhancement of state-designated free-flowing rivers. It mirrored the purposes of the National Wild and Scenic Rivers Act of 1968. Under authority of a governor's executive order, the **Scenic Waterways System Advisory Committee** was organized in 1975 to help set policy.

1971 The Oregon Recreation Trails System was recognized in state law when the **Recreation Trails Advisory Council** was created to promote development of a statewide system of interconnected trails for hiking, bicycling and horseback riding.

1972 The Oregon Parks Foundation was created to encourage growth of parks and recreation facilities statewide and to

accept donations of property, money or securities toward that end.

Congress created the 32,000-acre Oregon Dunes National Recreation Area to be administered by the U. S. Forest Service as a part of the Siuslaw National Forest. Located along the coast where it extends nearly 50 miles between the mouth of the Siuslaw River and Coos Bay, the federally designated area adjoins Jessie M. Honeyman, Umpqua Lighthouse and William M. Tugman state parks to make a consolidated recreational corridor of unusual scope on the Pacific coastline.

1973 The Willamette River Greenway program was redefined in state legislation as a cooperative effort of state and local government to protect, preserve and restore natural qualities and historic sites along the Willamette River. **The Willamette River Greenway Committee replaced the former Willamette River Park System Committee as advisers.**

The Land Conservation and Development Commission was created by the Oregon Legislature. Statewide comprehensive planning regulations created by LCDRC included goals relating to the conservation of open spaces, scenic and historic areas and natural resources; recreational needs, the Willamette River Greenway, coastal shorelands, and beaches and dunes.

1977 State legislation was enacted to require a surcharge to nonresident overnight users of state park campgrounds. The moderate extra \$2-per-night fee for out-of-state campers was intended to equalize the fee structure for doubly-assessed Oregon recreation vehicle users. It was nonetheless controversial and was repealed by the Legislature in 1987.

1979 The **Parks and Recreation organization** was advanced by action of the State Legislature to **full-division status**, or administrative rank equal to the State Highway Division and other divisions of the Oregon Department of Transportation. No longer a branch of the Highway Division, the Parks and Recreation Division was accountable directly to the Transportation Commission.

The valuable **Park Host program** was inaugurated in state park campgrounds. The concept of volunteers providing information and assistance to park visitors in exchange for a campsite was immediately popular and freed park employees for regular duties, particularly during the peak season.

1980 A comprehensive reevaluation of the recreation delivery system was prepared for the Parks Division that recommended a special commission to coordinate planning for recreational facilities development throughout the state. *Oregon's Outdoor Recreation Delivery System*, better known as the **Montgomery Report** for the consulting firm that produced it, was not generally accepted at the time, but elements of its recommendations would be reflected in later statewide planning efforts.

1982 The **State Parks employee awards program** was established as a means of recognizing outstanding service to the agency and the public. The annual presentations were inaugurated with an award of merit for the field organization in 1982. The Art Burt Award was followed by the Sam Boardman Award for central office employees in 1983. The Management Excellence Award, for field management personnel, and Administrative Support Excellence Award, for headquarters and field administrative support staff, were first presented in 1988.

1984 The **Oregon Trail Advisory Council** was established by governor's executive order to promote public awareness of the historical significance of the Oregon Trail and encourage

development and protection of historic sites and recreational resources along the emigrant route, portions of which are paralleled by modern highways in Oregon. State Parks provided administrative support until the council became independently staffed in 1989. The legislation was enacted in anticipation of Oregon Trail sesquicentennial observances in 1993.

1985 From 1969 onward, the State Parks program had been financed, in part, by Oregon recreation vehicle license fees and camping fees, but basic support came from the Highway Fund. In 1980, at a time of world-wide oil shortages, Oregon voters approved a constitutional amendment that restricted use of the gasoline tax-supported Highway Fund for highway construction and maintenance. Consequently, the Parks Division was shifted from its traditional funding base to the state's income tax-supported General Fund. The transition coincided with the onset of economic recession, and the decline in resources was felt in all General Fund agency budgets. Expansion and enhancement of the State Parks system came to a halt. These events prompted the 1983 cost responsibility study and the constructive initiatives that followed in 1985.

The **Oregon Legislature approved a cooperating association measure** that provided the legal framework for formation of citizen support groups for particular state parks. Funds raised by the nonprofit, tax-exempt associations were to be invested in the parks expressly for educational and interpretive purposes. The cooperating associations quickly came to be known as "Friends" groups based on the precedent of the Friends of Tryon Creek State Park, Friends of Old Fort Stevens and others.

The **Governor's Conference on Oregon State Parks** was convened by Victor Atiyeh for the purpose of evaluating public comments gathered from a Parks Division "town hall" tour of the state earlier in the year. National, state and local

experts joined in making recommendations on the key issues of fees and charges, long-range financing, volunteers and constituency, tourism and planning for the future.

1986 Federal legislation established a 290,000-acre **Columbia River Gorge National Scenic Area** in Oregon and Washington. A **bi-state Columbia River Gorge Commission** was created by the states to work in partnership with the U. S. Forest Service for the purpose of studying the designated area and developing a regional management plan. The bi-state commission replaced the former Columbia River Gorge Commission.

1987 Legislation was enacted to create the **Deschutes River Scenic Waterway Recreation Area** and establish the **Deschutes River Management Committee**. The committee's purpose is to develop a comprehensive, segment-by-segment recreation plan for the lower Deschutes River. The plan is prepared in cooperation with all managing agencies along the lower Deschutes, including federal, state, local and tribal agencies.

The State Legislature directed the Department of Transportation to develop and manage a historic road program for the original, scenic route of the Columbia River Highway. The legislation provided for the **Historic Columbia River Highway Advisory Committee** to advise the Department and State Parks organization on policy matters pertaining to preservation, restoration and maintenance of the highway.

The **State Parks 2010 Citizen Advisory Committee** was named by the Transportation Commission to **direct a strategic long-range planning process that would guide the Oregon State Parks program to the year 2010**. A two-year planning effort ensued that involved the Parks organization at all levels, as well as the public, and drew upon findings of the Governor's Conference of 1985. The ambitious "blueprint for the future" which was presented by the committee at the

opening of 1989 led directly to Governor Neil Goldschmidt's proposal for a new Department of Parks and Recreation.

1989 The **Oregon Legislature created the Parks and Recreation Department**, a wholly independent unit of state government, effective January 1, 1990. A seven-member **Parks and Recreation Commission was appointed** to replace the former Parks and Recreation Advisory Committee and assume responsibility for directing policy for the new department. Although administratively independent, the Parks organization retained its highly successful operational relationship with the Department of Transportation. A variety of support services, including accounting and personnel services, fuel and equipment procurement, directional signing, road paving and snow removal, for example, continued to be performed on a contractual basis by ODOT.

The **Oregon Outdoor Recreation Council was established** by governor's executive order to periodically review priorities for recreational development in Oregon and recommend methods of meeting the needs through coordination at all levels of government. The council represents federal, local and state agencies, including the state institutions of higher education where degree programs in the recreation field are offered.

TRENDS IN OREGON STATE PARK USE

Based on Estimates for Representative Years
from 1937 (earliest accessible records) to 1989

Year	No. of Park Units	Acres	Day-Use	Organized Camp Use	Tent, Trailer Camp Use	Total Use
1937	124	(18,970)	708,060	?	-	708,060 ¹
1939	105	(22,060)	1,715,357	?	-	1,715,357
1944	156	(38,087)	394,739	-	²	394,739 ³
1946	165	(59,212)	1,314,947	?	-	1,314,947
1949	161	(60,000)	2,840,750	16,199	-	2,856,949
1952	151	(57,012)	5,391,421	17,225	44,112	5,452,758
1959	174	(59,490)	10,292,351	26,253	517,061	10,835,665
1961	180	(60,890)	11,487,126	37,989	708,210	12,233,325
1965	195	(68,000)	14,784,146	1,127,928 ⁴		15,912,074
1971	229	(87,410)	22,300,000	1,600,000		23,900,000 ⁵
1975	234	(89,792)	27,200,000	1,600,000		28,800,000
1980	231	(93,330)	32,900,000	1,400,000		34,300,000
1985	223 ⁶	(89,267)	34,400,000	1,600,000		36,000,000
1989	223	(89,934)	36,900,000	2,100,000		39,000,000

1. S. H. Boardman files; *Oregon Blue Book* 1941-1942, p. 176-7. (Estimated counts based on 39 park units.)

2. World War II gasoline rationing and use restrictions.

3. USDI NPS State Park Statistics 1944; *Oregon Blue Book* 1967-1968, p. 158.

4. All camping combined after 1961.

5. State park statistics and reports 1971-1989.

6. Reduction in the number of units and acreage reflects the transfer of land to other governmental agencies for park purposes.

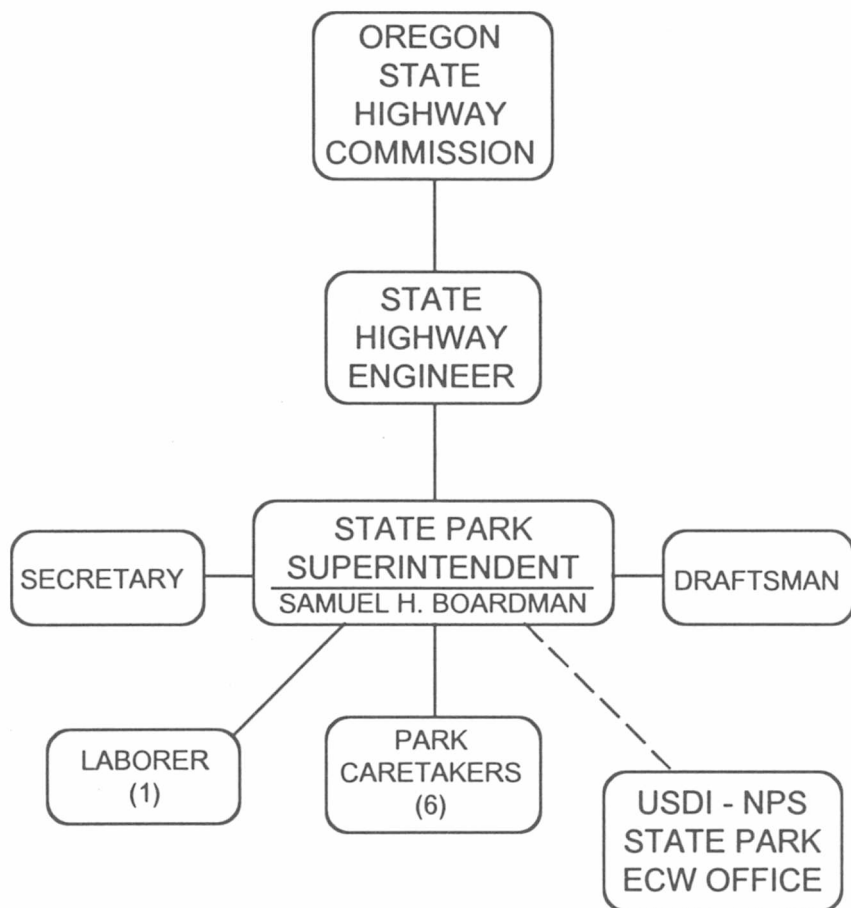
CURRENT OREGON STATE PARK MASTER PLANS

State Parks and Waysides.....Document and Date of Adoption

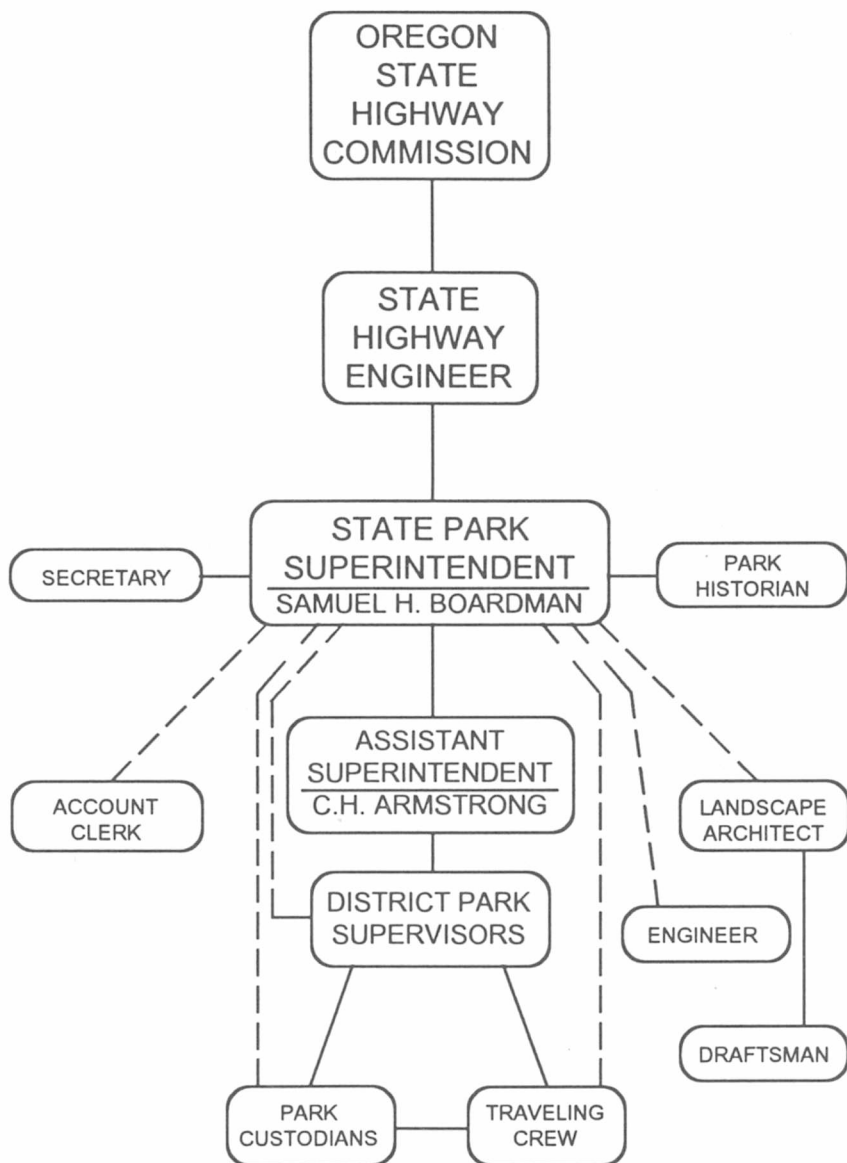
Agate Beach SW.....	Beverly Beach, 1988
Ainsworth SP.....	West Columbia Gorge, 1981
Albert H. Powers Memorial SP.....	Bullards Beach, 1987
Bandon Ocean Wayside.....	Bullards Beach, 1987
Bandon SP.....	Bullards Beach, 1987
Benson SP.....	West Columbia Gorge, 1981
Beverly Beach SP.....	Beverly Beach, 1988
Boiler Bay SW.....	Beverly Beach, 1988
Bolon Island Tideways SW.....	Sunset Bay, 1987
Bowers Rocks SP.....	Bowers Rocks, 1973
Bridal Veil Falls SP.....	West Columbia Gorge, 1981
Buena Vista Ocean SW.....	North Curry County, 1982
Bullards Beach SP.....	Bullards Beach, 1987
Cape Arago SP.....	Sunset Bay, 1987
Cape Blanco SP.....	North Curry County, 1982
Cape Kiwanda SP.....	Cape Kiwanda, 1974
Cape Lookout SP.....	Cape Lookout, 1981
Cape Meares SP.....	Tillamook County, 1987
Cape Sebastian SP.....	North Curry County, 1982
Cascadia SP.....	Cascadia, 1974
Champoeg SP.....	Champoeg, 1974
Cline Falls SP.....	Deschutes County, 1986
Conde B. McCullough Bridgehead SW.....	Sunset Bay, 1987
Coquille Myrtle Grove SP.....	Bullards Beach, 1987
(old name: Garden Clubs Coquille Myrtle SW)	
Crown Point SP.....	West Columbia Gorge, 1981
Dabney SP.....	West Columbia Gorge, 1981
Devil's Punch Bowl SP.....	Beverly Beach, 1988
Ecola SP.....	Ecola, 1975
Elijah Bristow SP.....	Dexter, 1978
(old name: Dexter SP)	
Ellmaker SP.....	Beverly Beach, 1988
Floras Lake SP.....	North Curry County, 1982
(old name: Newburg SP)	
Fort Stevens SP.....	Fort Stevens, 1976
Geisel Monument SW.....	North Curry County, 1982
George W. Joseph SP.....	West Columbia Gorge, 1981
Guy W. Talbot SP.....	West Columbia Gorge, 1981
Hat Rock SP.....	Hat Rock, 1983

Hoffman Memorial SW.....	Bullards Beach, 1987
Humbug Mountain SP.....	North Curry County, 1982
Jessie M. Honeyman SP.....	Honeyman, 1981
John B. Yeon SP.....	West Columbia Gorge, 1981
LaPine State Recreation Area.....	Deschutes County, 1986
Lewis and Clark SP.....	West Columbia Gorge, 1981
(old name: Troutdale-Sandy River Park Area)	
Manhattan Beach SW.....	Tillamook County, 1987
Maria C. Jackson SP.....	Bullards Beach, 1987
McLoughlin SP.....	West Columbia Gorge, 1981
Molalla River SP.....	Molalla, 1978
Neahkahnle-Manzanita SW.....	Tillamook County, 1987
(old name: Nehalem Sand Spit SP)	
Neskowin Beach SW.....	Tillamook County, 1987
Oceanside Beach SW.....	Tillamook County, 1987
Oswald West SP.....	Tillamook County, 1987
(old name: Short Sand Beach)	
Otter Crest SW.....	Beverly Beach, 1988
Otter Point SW.....	North Curry County, 1982
Paradise Point SW.....	North Curry County, 1982
(old name: Garrison Beach SW)	
Pilot Butte SP.....	Deschutes County, 1986
Port Orford Cedar Forest Wayside.....	North Curry County, 1982
Port Orford Heads SW.....	North Curry County, 1982
Portland Women's Forum SP.....	West Columbia Gorge, 1981
Robert Straub SP.....	Nestucca, 1974
(old name: Nestucca Spit SP)	
Rockaway Beach SW.....	Tillamook County, 1987
Rocky Creek SW.....	Beverly Beach, 1988
Rooster Rock SP.....	West Columbia Gorge, 1981
Seven Devils SW.....	Bullards Beach, 1987
Shepperd's Dell SP.....	West Columbia Gorge, 1981
Shore Acres SP.....	Sunset Bay, 1982
Silver Falls SP.....	Silver Falls, 1982
Sunset Bay SP.....	Sunset Bay, 1987
The Cove Palisades SP.....	Cove Palisades, 1982
Tumalo SP.....	Deschutes County, 1986
Twin Rocks SW.....	Tillamook County, 1987
Umpqua Lighthouse SP.....	Sunset Bay, 1987
Umpqua SW.....	Sunset Bay, 1987
Willamette Mission SP.....	Willamette Mission, 1979
William M. Tugman SP.....	Sunset Bay, 1987
Yoakam Point SW.....	Sunset Bay, 1987

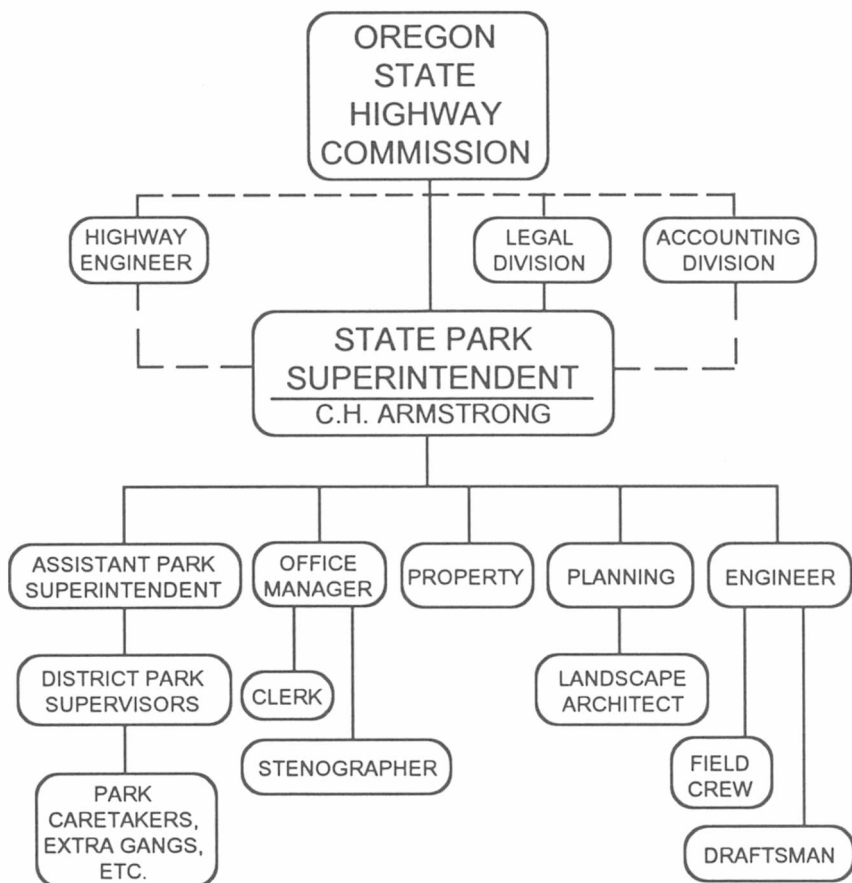
OREGON STATE PARKS
ORGANIZATION CHART 1936



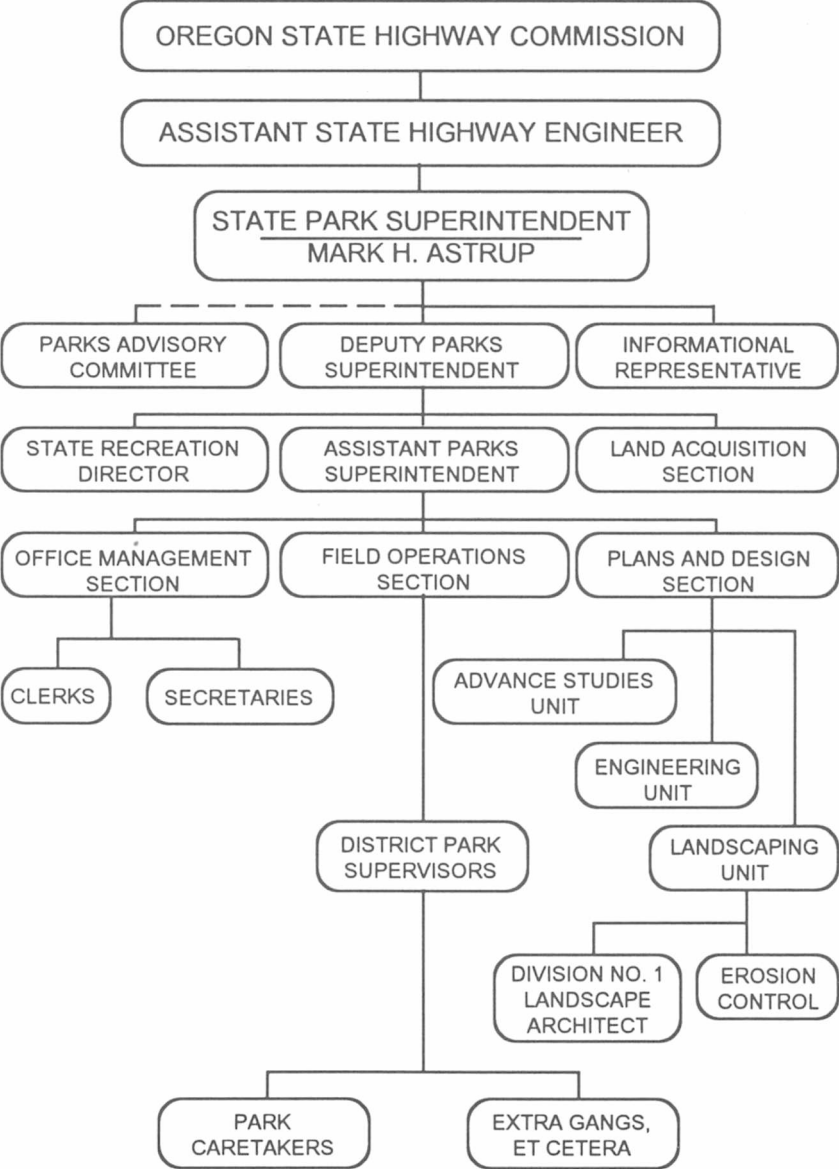
OREGON STATE PARKS
ORGANIZATION CHART 1949



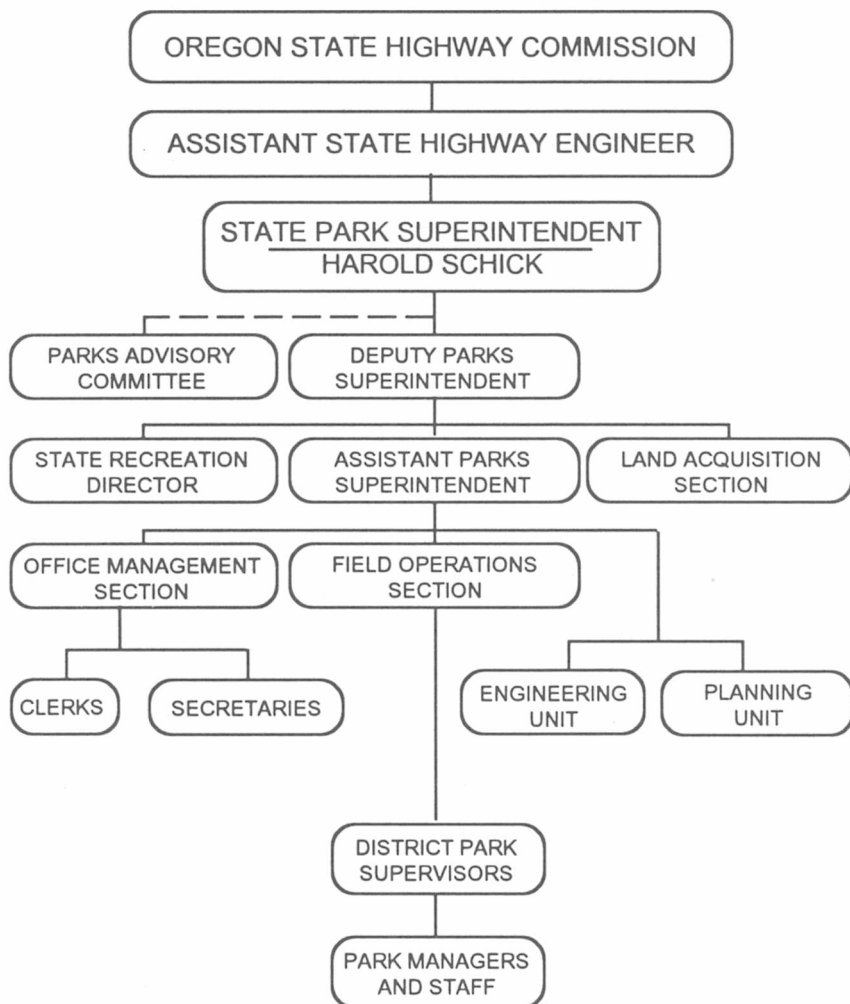
OREGON STATE PARKS
ORGANIZATION CHART 1954



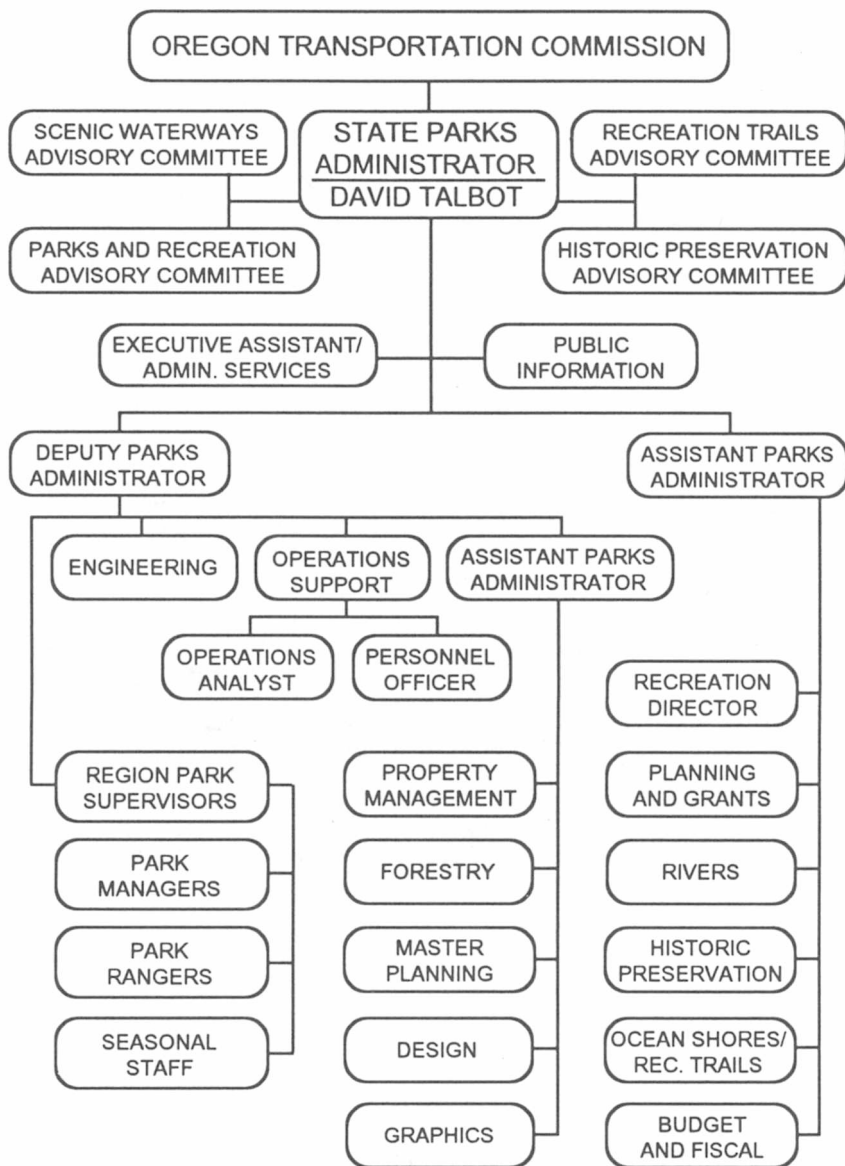
OREGON STATE PARKS & RECREATION
ORGANIZATION CHART 1961



**OREGON STATE PARKS & RECREATION
ORGANIZATION CHART 1963**



OREGON STATE PARKS & RECREATION ORGANIZATION CHART 1989



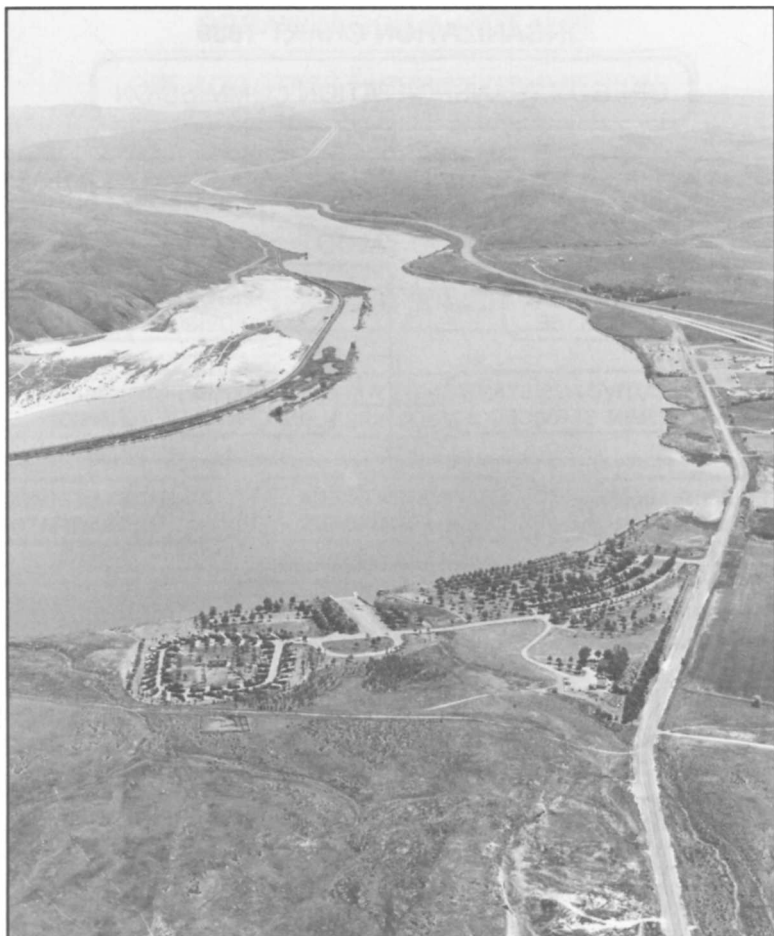


Fig. 52. Central Snake River basin, State Parks Region V. Aerial perspective view of the Snake River, facing south, overlooking Farewell Bend State Park. The Snake, north-flowing in this section, is tributary to the Columbia and forms much of the Oregon-Idaho border. Overnight camping and boat-launching facilities are in the foreground. Interstate Highway 84 curves along the west shore in the distance. In this vicinity, Oregon Trail immigrants had their last view of the river that defined their westward course across Idaho. **1981.**

Oregon Department of Transportation Photo #A788-139.

REFERENCES

Source materials on Oregon State Parks are to be found chiefly in agency records. The most comprehensive use of the primary records was made by Chester Armstrong in his *History of the Oregon State Parks*, which was published by the Oregon State Highway Department in 1965. Mr. Armstrong set forth much valuable information. As superintendent of the agency from 1950 to 1960, he had participated in the events of a pivotal period and had access to materials long since discarded from the files. Although not all the details in *History of the Oregon State Parks* can be traced to their origin today, the information is reliable, and the book is widely used within the organization as an authoritative source on the acquisition and development of individual park areas up to and including 1963.

Samuel Boardman, too, had been moved to leave an account of the development of the state park system. The founding superintendent wrote voluminously in correspondence and essays on the nature of parks and the park lands he acquired. Some of the most interesting of Mr. Boardman's essays were gathered after his retirement for publication in a 1954 volume of the *Oregon Historical Quarterly* under the title "Oregon State Park System: A Brief History." His correspondence is well represented in a special section of the agency files.

State Parks files are maintained under the general care of separate units of the agency and contain an extensive documentary record of agency growth and development since 1965. An important resource is represented in the master plans for individual and clustered park areas. Typically, the master plan contains a summary history of the park and information on physiographic features, flora and fauna, development potential and priorities. Forerunners of the master plans were the summary histories and descriptive statements prepared by early Parks historian W. A. Langille in the 1940s. All told, over 40 articles were produced by Mr. Langille. They, together with Mr. Boardman's papers and the park area archive files, make up the nucleus of an archival collection. It is

hoped that, as a by-product of this project, a comprehensive records analysis can be undertaken with the object of establishing a program for appropriate care of historically significant manuscript and printed materials.

The Department of Transportation administrative services section, through its general files, library and commission services units, holds well-organized records pertaining to State Parks through 1989. Minutes of the Oregon State Highway Commission and Transportation Commission provide a record of official action on parks and recreation matters. Various editions of the *Biennial Report of the Oregon State Highway Commission* contain information on park development in summary form.

One of the richest resources relating to state park development is the visual record compiled over many years by Oregon State Highway Department photographers. Beginning in the 1940s, photographs of park facilities were taken on a regular basis, many of them under auspices of the Department's travel information section as a means of advertising Oregon's scenic and recreational assets and promoting tourism. Large numbers of travel information photographs are held by the Oregon Historical Society in Portland. The nearly complete collection of negatives is held by the Oregon State Archives.

Primary information pertaining to projects executed by the Civilian Conservation Corps may be located in records of the National Park Service western regional office in San Francisco and the Seattle branch of the National Archives and Records Administration. Some reports pertaining to CCC betterment work of the Depression era in Oregon's state parks are to be found in Parks files.

A valuable record of later program developments and activities of Parks personnel is to be found in *VIA*, the Department of Transportation employee publication inaugurated in 1976, and in *Oregon State Parks Quarterly*, an ODOT division news report published from November 1978 to the summer of 1985.

Outside the sphere of recreation and natural resource agencies, records pertaining to State Parks may be found in collections of the Oregon State Library, Oregon State Archives, Oregon Historical Society, the Horner Museum, Oregon State University Kerr Library, and the University of Oregon Knight Library.

The most generally accessible reference concerning development of the State Parks organization is the *Oregon Blue Book*, the official biennial manual of facts and figures on government in Oregon, which has been published continuously under that title by the Secretary of State since 1911. Narrative reports on Highway and Parks agency activities were published in editions of the *Blue Book* from 1935 through 1968. Before and after that period, the scope was limited to identifying the relevant citizen commissions and advisory bodies, their makeup and duties.

Essential sources in tracing statutory authority for the programs and functions of Oregon State Parks are various editions of the session laws of the Oregon State Legislature and *Journals and Calendar of the Senate and House*, all published under authority of the Legislative Assembly. Since 1953, the session laws, entitled Oregon Laws, have been codified as *Oregon Revised Statutes*. A supplementary source is offered by various editions of *Oregon Highway Laws: Constitutional and Statutory Provisions Relating to Roads, Highways, Bridges, Ferries and Parks*, compiled by the Oregon State Highway Commission. In his *History of the Oregon State Parks*, Chester Armstrong reproduced the laws governing State Parks operations and programs as of 1963.

Oregon Beaches: A Birthright Preserved, Kathryn Straton's detailed study of the Oregon Beach Law, was published at the urging of the State Parks Advisory Committee in 1977. As the first intra-agency history produced since 1965, it filled in the record of an important phase of program expansion. Students and researchers will find valuable also Webb S. Bauer's 1980 Oregon State University doctoral thesis on the Willamette River Greenway and the several works by Professor Thomas R. Cox on the place of Oregon's state park system in the national conservation movement.

MANUSCRIPT MATERIALS

*Correspondence, public addresses, reminiscences,
unpublished reports and theses*

Astrup, Mark H., transcript of interview recorded May 9, 1981 by Elisabeth Walton Potter, Salem, Oregon. 25 pages.

Bauer, Webb Sterling, "A Case Analysis of Oregon's Willamette River Greenway Program." A thesis submitted to Oregon State University in partial fulfillment of the requirements for the degree of Doctor of Philosophy, April 18, 1980.

Boardman, S. H., "Facts and Figures Why the State Park Commission Should be Divorced from the State Highway Commission." Manuscript in State Parks and Recreation Department files, Salem, Oregon, 1944.

Boardman, Samuel H., Correspondence 1933-1949, State Parks and Recreation Department files, Salem, Oregon.

Espey, Laurance V., transcript of interview recorded January 21 and February 10, 1988 by Elisabeth Walton Potter, Salem, Oregon. 65 pages.

Jensen, Gertrude G., "A List of Major Accomplishments in the Preservation of the Columbia River Gorge during the Past Four Years." Report in State Parks and Recreation Department files, Salem, Oregon, 1955.

Oregon State Parks Division, "A 20 Year Program for Oregon State Parks." Report in State Parks and Recreation Department files, Salem, Oregon, 1956.

Oregon State Parks and Recreation Department, archive files for State Park areas.

Oregon State Parks and Recreation Advisory Committee, minutes, 1957-1989, Salem, Oregon.

Oregon State Parks and Recreation Division, "Economic Benefits of the State Parks and Recreation Division's Relationship with the Highway Department." Report in State Parks and Recreation Department files, Salem, Oregon, 1959.

Pacific Northwest Regional Planning Commission, Columbia Gorge Committee, "Columbia Gorge Conservation." Mimeographed report, 1937. 71 pages.

Peck, Arthur L., "What Oregon is doing in State Park Development." Address to the National Conference on State Parks, June 28, 1928. Manuscript copy courtesy of John S. Blair, U.S. Department of the Interior, State Parks and Recreation Department files, Salem, Oregon.

Smith, Deilla A., "Emergence of the Oregon State Parks: A Trailer on the Highway System." A thesis submitted to Oregon State University in partial fulfillment of the requirements of the Degree of Master of Arts, April 30, 1987.

Sumner, E. Lowell, "Special Report on Cape Lookout State Park and Netarts Bay, Oregon." Manuscript in State Parks and Recreation Department files, Salem, Oregon, undated. 41 pages.

Talbot, David G., transcript of interview recorded April 10, May 16, June 6, June 13, 1990 by Elisabeth Walton Potter and Lawrence C. Merriam, Salem, Oregon. 159 pages.

PRINTED MATERIALS

*Books, pamphlets, reports, periodical
and newspaper articles*

Armstrong, C. H., "Report of State Parks Division," *Twentieth Biennial Report of the Oregon State Highway Commission, 1951-1952*. Salem, Oregon: State Printing Department for Oregon State Highway Commission, 1952.

Armstrong, Chester H., *History of the Oregon State Parks: 1917-1963*. Salem, Oregon: Oregon State Highway Department, 1965.

Armstrong, Chester H., "Oregon State Parks," *Oregon Blue Book*. Salem, Oregon: State Printing Department, 1951.

Boardman, Samuel H., "Oregon State Parks," *Oregon Blue Book*. Salem, Oregon: State Printing Department, various editions, 1935-1950.

Boardman, Samuel H., "Oregon State Park System: A Brief History," *Oregon Historical Quarterly*, Vol. 55: 179-234, September, 1954.

Cox, Thomas R., "Conservation by Subterfuge: Robert M. Sawyer and the Birth of Oregon State Parks," *Pacific Northwest Quarterly*, Vol. 64: 21-29, January, 1973.

Cox, Thomas R., "The Crusade to Save Oregon's Scenery," *Pacific Historical Review*, Vol. 31: 179-199, May, 1968.

Cox, Thomas R., *The Park Builders: A History of State Parks in the Pacific Northwest*. Seattle, Washington: University of Washington Press, 1988.

Cutler, Phoebe, *The Public Landscape of the New Deal*. New Haven and London: Yale University Press, 1985. Chapter 5, "Resorting to the Woods: State Parks and Recreation Demonstration Areas."

Governor's State Park Advisory Committee, *Report and Recommendations on Oregon State Parks*. Salem, Oregon, 1956. [Because this report to the Governor, the Legislative Highway Interim Committee and Oregon State Highway Commission was transmitted by William M. Tugman, chairman of the committee, it came to be known as the "Tugman Report."]

Hussey, John A., *Champoeg: Place of Transition*. Portland, Oregon: Oregon Historical Society, 1967.

McArthur, Lewis A., *Oregon Geographic Names*. Portland, Oregon: Oregon Historical Society, 1974. Fourth edition revised and enlarged by Lewis L. McArthur.

Merriam, John C., *Parks National and State*. Washington, D.C.: W. R. Roberts Co., 1932.

Montgomery, James M., Consulting Engineers, *Oregon's Outdoor Recreation Delivery System*. Portland, Oregon, 1980.

National Park Service, U. S. Department of the Interior, *State Parks Statistics: Compiled from Annual Records on State Parks Land and Related Areas*. Washington, D.C., various editions, 1943-1962.

Newton, Norman T., *Design on the Land: The Development of Landscape Architecture*. Cambridge, Massachusetts: The Belknap Press of Harvard University Press, 1971. Chapter 37, "The State Park Movement: 1864-1933."

Oregon Blue Book, Secretary of State, compiler. State Printing Department, Salem, Oregon. Various editions from 1924.

Oregon State Parks and Recreation Division, *Governor's Conference on the Future of the Oregon State Parks*. Salem, Oregon, 1985.

Oregon State Parks and Recreation Division, *Oregon Outdoor Recreation: A Study of Non-Urban Areas*. Salem, Oregon, 1962.

Oregon State Parks and Recreation Division, *Oregon Statewide Comprehensive Outdoor Recreation Plan*. Salem, Oregon. various editions, 1964 onward.

Oregon State Parks and Recreation Division, *Oregon State Parks 2010 Plan*. Salem, Oregon, 1988.

Oregon State Parks and Recreation Division, *Progress Report*. Salem, Oregon. Various editions, 1954-1966.

Oregon State Parks and Recreation Division, *The State Park Visitor in Oregon*. Salem, Oregon, 1964.

State Parks Commission and the Oregon State Planning Board, *A Study of Parks, Parkways and Recreational Areas of Oregon: Volume 1, Present Development*. Portland, Oregon: Prepared with the cooperation of United States Department of the Interior National Park Service under auspices of the Works Progress Administration, December 1938. [This document was an outgrowth of the Park, Parkway and Recreational Area Study Act of 1936 which directed the National Park Service to undertake a comprehensive survey of park use in America at all levels.]

Straton, Kathryn A., *Oregon's Beaches: A Birthright Preserved*. Salem, Oregon: Oregon State Parks and Recreation Branch, 1977.

Tilden, Freeman, *The State Parks, Their Meaning in American Life*. New York, N.Y.: Alfred A. Knopf, 1962.

U.S. Forest Service, *Guide Map to Columbia Gorge Park Division of Oregon National Forest*. Washington, D.C.: U. S. Geological Survey, c. 1916.

INDEX

	Page
Adams, Bill	108
Advisory Committee on Roadside Tree Planting (1924-1929)	20,
	253, 261
Advisory Committee on Travel Information	
State Highway Commission	42, 264
Agate Beach State Wayside	149
Ainsworth, John C. (Highway commissioner)	149
Ainsworth State Park	149
Albert H. Powers Memorial State Park	149
Allen, Dan	72, 96-97
Allen, John	131
Alderwood State Wayside	149
Amedeo, Pat	110
American Institute of Park Executives	117
Americans Outdoors, President's Commission on	87
Anderson, Clayton	120
Arcadia Beach State Wayside	150
Arch Cape	101
Arlington State Wayside	150
Armitage State Park	40, 150
Armstrong, Chester H.	10, 24, 34, 45, 47, 48, 69, 71,
	162, 176, 251, 283
Appointed State Parks superintendent	39
Assistant State Parks superintendent	39
Development of parks	39-48
History of the Oregon State Parks	283
Astrup, Mark H.	14, 23, 45, 49, 71, 83-84, 251
Appointed State Parks superintendent	49
Deputy State Parks superintendent	45
Oregon Non-Urban Park	
and Recreation Study	49, 51, 83-84
Atiyeh, Governor Victor	65, 110, 116, 140-141, 270
Conference on State Parks	65, 78, 270
Azalea State Park	150

Bald Peak State Park	151
Baldock, R. H.	28, 30, 38
Baldwin, George	76
Bandon Ocean State Wayside	151
Bandon State Park	152
Banks-Vernonia State Park	62, 134 , 145, 152
Battle Mountain Forest Wayside	153
Battle Mountain State Park	153
Bauer, Webb S.	285
Bazett, Sid	113
Beach Access	52, 96-102
Beach Safety Campaign	114
Beachside State Park	153
Beacon Rock (Washington state park)	26-27
Beck, Lucille	115 , 136-137
Beckert, Bill	73, 118
Beistel, Paul	87-88, 92
Ben and Kay Dorris State Park	153
Ben Hur Lampman State Wayside	154
Benson, Simon (Highway commissioner)	18, 154-155
Benson State Park	18, 28, 154
Beverly Beach State Park	48 , 155
Big Creek State Park (former name of Beachside SP)	153
Blachly Mountain Forest Wayside	155
Blue Mountain Forest Wayside	155
Boardman, Samuel H.	4 , 23, 37 , 38 , 49, 53, 69, 109, 143, 151, 162, 176, 187, 210, 220-221, 227, 251 , 262, 283
Acquisition of lands	25-34
Appointed Parks engineer and superintendent	23, 262
Beacon Rock State Park, Washington	26
Directive to caretakers	33
Oregon Procurement Officer (ECW)	28
Oregon State Park System (history)	283
Overnight camping	28, 33
Park development	28
Separation of Parks from the Highway Commission	42
Boardman, Tom and Sue (Oregon Coast Trail volunteers)	134

Boes, Louis (CCC enrollee, Company 572)	35
Boiler Bay State Wayside	156
Bolon Island Tideways State Wayside	156
Bond, Pete	108, 114
Bonneville State Park	157
Bonnie Lure State Park	157
Booth, Brian	136, 158
Booth, R. A. (Highway commissioner)	21, 157-158
Booth State Wayside	157
Borax Consolidated, Ltd.	31
Bowers Rocks State Park	89, 158
Bradley State Wayside	158, 261
Bridal Veil Falls State Park	158
Buckley, Harry B.	228
Buena Vista Ocean State Wayside	159
Bullards Beach State Park	159
Bureau of Land Management, U. S.	41, 86, 119, 122, 143
Bureau of Outdoor Recreation, U. S.	84-85, 136
Bureau of Reclamation, U. S.	196
Burp Holler (Alderwood State Wayside)	150
Burt, Arthur M.	59
California State Park System	20
Canyon Creek Forest Wayside	160
Cape Arago State Park	31, 160
Cape Blanco State Park	64, 96, 133, 160
Cape Creek Bridge	250
Cape Kiwanda State Park	161
Cape Lookout State Park	25, 29, 31, 35 , 40, 47 , 162
Cape Meares State Park	94, 163
Cape Sebastian State Park	4 , 20, 163
Carl G. Washburne Memorial State Park	164
Carpenterville-Brookings Forest Wayside	165
Cascadia State Park	40, 165
Casey State Park	166
Catherine Creek State Park	166
Cease, Jane	9
Chamberlin, Gertrude M.	26, 48

Champoeg State Park	18, 40, 64, 68 , 93, 96, 130 , 147, 166
Chandler State Wayside	167
Churchill, George	54, 89
Civilian Conservation Corps	28-29, 35 , 49, 71, 131, 148, 193, 228, 263
Clackamas River Scenic Waterway	167
Clark, Captain William	176, 187, 198
Clarno (former state park)	54
Clawson, Marion	118
Cline Falls State Park	168
Clyde Holliday State Park	168
Cole, George	100
Collier, Alfred D. "Cap"	168
Collier Memorial State Park	64, 168
Collins, Charles	88
Collins Creek State Wayside	169
Collins, E. S., Family	31
Collins, Robertson	95
Columbia Gorge Park	18, 64
Columbia River Gorge Commission	32, 41, 59, 64, 110, 254, 264, 271
Columbia River Gorge National Scenic Area	64, 109-112, 116, 264, 271
Columbia River Highway (Scenic)	16, 18, 42, 111, 223, 271
Conde B. McCullough Bridgehead State Wayside	169
Condon, Thomas	30
Cooper, Forrest	74-75
Coquille Myrtle Grove State Park	169
Corps of Engineers, U. S. Army	165, 182
Detroit Lake	173
Hat Rock	187
County Parks Association	120
Cox, Thomas R.	285
Crafts, Ed	85
Crater Lake Highway	215, 263
Crater Lake National Park	32
Cressman, Luther	14

Crooked Creek State Wayside	170
Crown Point State Park	16, 18, 38, 64, 170
"D" River State Wayside	171
Dabney State Park	42, 171
Darlingtonia State Wayside	171
Davis, Joe	129
Day, L. B.	90
Del Rey Beach State Wayside	172
Deschutes River Scenic Waterway	172, 258, 271
Management Committee	55, 258, 271
Deschutes River State Recreation Area	116, 139-140, 172, 271
Detroit Lake State Park	40, 74, 173
Devers, Joe	24, 97, 262
Devil's Elbow State Park	25, 173, 250
Devil's Lake State Park	174
Devil's Punchbowl State Park	36, 174
Dicken, Samuel	107
Drake, Sir Francis	160
Driftwood Beach State Wayside	175
Duby, William C. (Highway commissioner)	21, 23
Dunlap, Richard C.	43, 49, 83
Dyer State Wayside	175
Ecola State Park	25, 29, 31, 134, 175
Eixenberger, Don	119
Elijah Bristow State Park	89, 177
Elk Creek Tunnel Forest Wayside	177
Elliott R. Corbett II Memorial State Park	178
Ellmaker State Park	178
Elmer Feldenheimer Forest Preserve	178
Emigrant Springs State Park	40, 179
Erratic Rock State Park	179
Espey, Larry	14, 88, 126
Etter, Orval	88
Farewell Bend State Park	136, 180, 282
Filippoini, Merv	88
Fish and Wildlife Service, U. S.	142, 163
Flanders, Caroline and Louise	31, 176

Floras Lake State Park	180
Fogarty Creek State Park	181
Forest Service, U. S.	41, 86, 105, 107, 110, 119, 122, 136, 139, 271
Forestry, State Park	44, 188, 194, 233, 238
Fort Rock State Park	182
Fort Stevens State Park	50, 64, 96, 132, 138, 182
Fort Yamhill Historical Wayside	96, 145, 183
Friends of Tryon Creek State Park	63-64, 115, 137, 270
Frenchglen Hotel State Wayside	142, 183
Fulton, John	76
Fultz, Lester (Hay and Fultz cases)	98-99, 114
Gardner, Governor Booth (state of Washington)	110
Gaskill, Warren	60, 96
Gateway State Wayside	183
Gearhart Ocean State Wayside	184
Geisel Monument State Wayside	184
George W. Joseph State Park	184
Gilchrist, Frank	140
Glass, Gordon	138
Gleneden Beach State Wayside	184
Glisan, Rodney	31, 176
Golden and Silver Falls State Park	27, 69, 184
Goldschmidt, Governor Neil	8-9, 66, 70, 78-79, 129, 272
Goodwin, Alfred T.	98, 100, 113
Goose Lake State Recreation Area	185
Gormsen, Bob	98
Governor Patterson Memorial State Park	185
Governor's Conference on State Parks	65, 78, 270
Guy W. Talbot State Park	186
H. B. Van Duzer Forest Corridor Wayside	187
Hammond, Helen Boardman	14
Hansell, Stafford	102, 112
Harris Beach State Park	40, 102, 186
Hat Rock State Park	187
Hatfield, Governor Mark O.	72, 96, 113
United States Senator	106, 110, 116, 266

Hay, William (Hay and Fultz Cases)	98-100
Haylock, Susan Q.	13
Haystack Hill State Wayside	187
Hell's Canyon National Recreation Area	244
Henderson, George	14, 135
Hendricks Bridge State Wayside	188
Herring, Ion	79
Hewitt, Mike	133
High Desert Trail	107
Hilgard Junction State Park	40, 189
Hill, Louis W., Family Foundation	31, 40, 162
Historic Columbia River Highway	
Citizen Advisory Committee	111, 259, 271
Hjort, Ron	126
Hoffman Memorial State Wayside	189
Holman State Wayside	189
Honeyman, Jessie Millar	31, 37 , 192
Hoover, Herbert	226
Howard J. Morton Memorial State Park	190
Howard, Norm	113
Hug Point State Park	190
Hughes, Patrick, House (Cape Blanco State Park)	161
Humbug Mountain State Park	20, 25, 35 , 40, 190
Hussey, John	93
Hutchinson State Wayside	37, 191
Illinois River State Park	191
Interpretation in State Parks	9, 50, 66, 94, 96, 124, 145
J. S. Burres State Park	195
Jackson F. Kimball State Park	192
Jackson, Glenn	73, 75-77, 80 , 87-91, 97, 99, 105, 115 , 135, 137-139, 142
Jacobson, Larry	89, 125, 144
Jennie B. Harris State Wayside	192
Jensen, Gertrude G.	41, 59 , 111, 214
Jessie M. Honeyman Memorial State Park	25, 29, 36 , 37 , 40, 53, 71, 129, 192
Joaquin Miller Forest Wayside	44, 193

John B. Yeon State Park	194
John Day Fossil Beds (former state park)	30, 54, 138, 264
John Day Fossil Beds National Monument	53, 54, 138, 264
John Day River Scenic Waterway (park)	195
Johnson, Lee	103
Joseph P. Stewart State Park	195
Judd, Wally	131
Kam Wah Chung Historical Wayside	96, 195
Klamath Falls-Lakeview Forest Wayside	196
Klein, Roy A.	23
Koberg Beach State Wayside	109, 196
Kohler, Kev	13
Kom, Tony	88
Koons, Lynn	60, 73, 101
Kuhn, Jim	97
Lake Billy Chinook	236, 260
Lake Owyhee State Park	196
Lampman, Ben Hur	154
Lancaster, Samuel C.	157
Land and Water Conservation Fund	51, 83-87, 119, 120, 265
Land Conservation and Development Commission	55, 61, 79, 91, 107, 268
Lane, C. Howard	54, 89
Lang State Park	197
Langille, W. A.	283
LaPine State Recreation Area	197
Lazinka, Sandra	129
Lee, Rev. Jason	245
League of Oregon Cities	117
LeCompte, Roland "Frenchie"	134
Legislative Interim Committee on Highways	42
Lewis and Clark State Park	197
Explorers Meriwether Lewis and William Clark	112, 176, 187, 198, 218, 220
Lickel, Connie	118
Lighthouses	
Cape Blanco	161

Lighthouses (continued)

Cape Meares	94, 163
Coquille River	159
Heceta Head	173, 250
Umpqua River	240
Yaquina Bay, old	93, 130, 138, 248
Lindsey Creek State Park	198
Loeb State Park	198
Lost Creek State Park	199
Mackin Gulch Forest Wayside	199
MacPherson, Gordon	100
Malheur National Wildlife Refuge	82, 142
Manhattan Beach State Wayside	200
Maria C. Jackson State Park	200
Mary S. Young State Park	201
Mather, Stephen T.	18, 20, 261
Maud Williamson State Park	40, 201
Mayer State Park	109, 202
McCall, Governor Tom Lawson	52, 54, 88-89, 92-93, 113, 139, 141, 202, 245, 267
McCallum, Walt	94
McCosh, Richard I.	14, 49, 83
McCullough, Conde B.	169
McKinney, Frank	14, 97, 98
McLennan, Janet	142
McLoughlin, Dr. John	203
McLoughlin State Park	202
McNary, Senator Charles	32, 227
McVay Rock State Wayside	101-102, 203
Meier, Governor Julius	31, 263
Memaloose State Park	203
Mendocino Woodlands, California	225
Merriam, John C.	30, 37, 53
Merriam, Lawrence C., Jr.	12-13
Menasha Woodenware Company	31, 240
Metropolitan Parks Foundation	57
Miller, Cincinnatus Hiner "Joaquin"	194

Milo McIver State Park	62, 204
Minam State Recreation Area	204
Minott, Florence	31, 176
Molalla River State Park	89, 205
Mt. Pisgah (Buford Recreation Area)	89, 92
Munger, Thornton T.	42, 200
Muriel O. Ponsler Memorial State Wayside	205
National Association of State Outdoor Recreation Liaison Officers (NASORLO)	119
National Association of State Park Directors	118-119
National Conference on State Parks	20, 21, 71-72, 117, 120, 261
National Historic Preservation Act	56, 94, 267
National Park Service	28, 32, 36, 71, 86, 111, 118, 120, 131, 136, 138, 221, 225, 261, 263
Civilian Conservation Corps (CCC)	28-29, 35, 49, 71, 131, 193, 228, 263
Emergency Conservation Work (ECW)	28, 227
Mission '66 program	118
National Recreation Association (NRA)	117
National Recreation and Park Association (NRPA)	117
National Recreation Area (Curry County)	32, 220
National Register of Historic Places	94
National Trails System Act	106
National Wild and Scenic Rivers Act	102, 106, 267
National Wilderness Act	102
Nature Conservancy	86, 202
Neahkahnie-Manzanita State Wayside	205
Nehalem Bay State Park	206
Neptune State Park	206
Neskowin Beach State Wayside	114, 207
Nestucca Spit State Park (former name of Bob Straub SP)	216
Newburgh State Park (former name of Floras Lake SP)	180
Newbry, Lynn	66, 129, 146
North Santiam State Park	207
Oceanside Beach State Wayside	207
Ochoco Lake State Park	208
Ochoco State Wayside	208

Odegaard, Charles	110, 118
Olcott, Governor Ben	19, 261
Ona Beach State Park	208
Ontario State Park	209
Onthank, Karl W.	54
Oregon Beach Law	52, 98-99, 113, 266
Oregon Coast Highway	19, 25, 30, 50, 250
Oregon Coast Trail	56, 107
Oregon Dunes National Recreation Area	53, 111, 139, 268
Oregon Environmental Quality Department	93
Oregon Fish and Wildlife Department	114, 116
Oregon Historical Society	94
Oregon Land Use Act	61, 268
Oregon Lewis and Clark Trail Committee	256, 266
Oregon Non-Urban Park and Recreation Study (1962) ...	49, 51, 52 83-84, 265
Oregon Omnibus Wild and Scenic Rivers Act	55-56, 106
Oregon Outdoor Recreation Council	120, 122, 124, 259, 272
Oregon Park and Recreation Society (OPRS)	117, 127-128
Oregon Parks Foundation	57, 126, 267
Oregon Recreation and Park Association (see OPRS)	
Oregon Recreation Trails System Act	56, 267
Oregon Roadside Council	31
Oregon Scenic Waterways Act	55, 267
Oregon State Board of Higher Education	
Advisory Committee on State Parks (1942)	31, 53, 253, 264
Oregon State Highway Commission	17, 18, 20, 25, 30, 31, 38 , 42, 50, 51, 54, 69, 71-76, 78, 99, 261-265, 284
State Park System	17, 21, 25, 30, 31, 39, 42
Oregon State Highway Department (Division)	23, 39, 41, 43, 44, 49-50, 54, 57, 70-71, 73, 264, 267
Oregon State Highway Fund	61, 63, 65, 74, 76-78, 129, 262
Oregon State University	123-124
Oregon Tidelands	17, 24, 52, 99, 261, 266
Oregon Trail Advisory Council	259, 269
Oregon Transportation Commission	55, 57, 76, 78, 269, 284
Oregon Transportation Department	57, 61, 66, 70, 76, 78, 267, 271-272

Oregon Wildlife Heritage Foundation	116, 140
Oregon's Outdoor Recreation Delivery System (Montgomery Report)	84, 120, 269
Oswald West State Park	25, 29, 30-31, 40, 209
Otter Crest State Wayside	210
Otter Point State Wayside	211
Ouderkirk, Stan	97
Outdoor Recreation Resources Review Commission (ORRRC)	45, 51, 83
Pacific Crest Trail	56, 108
Pacific Highway	19
Pacific Northwest Regional Planning Commission	32, 64
Pacific Northwest Regional Recreation Committee	119
Painted Hills (former state park)	30, 54, 138, 264
Paiva, Joe	141
Paradise Point State Wayside	211
Park Cooperative Associations	63, 137, 270
Cape Blanco	64, 161
Champoeg	64, 167
Collier	64, 169
Fort Stevens	64, 183, 270
Shore Acres	64, 225
Silver Falls	64, 229
Tryon Creek	63-64, 115, 137, 237, 270
Vista House (Crown Point State Park)	64, 171
Yaquina Bay	64, 249
Park Cost Responsibility Study	65, 78, 270
Park Employee Awards	59, 269
Park Funding	42, 61, 63, 121, 262, 267-268, 270
Federal funds	45, 51, 85-87, 270
Oregon Highway Fund	42, 61, 76-78, 262, 270
Recreation vehicle registration	121, 267, 270
State General Fund	61, 65, 76-78
User fees, generally	65, 268, 270
Park Host Volunteer Program	63, 269
Park, Parkway and Recreation Area Study Act	263
Patterson, Governor I. L.	21, 262

Patterson, Governor Paul	42, 264
Peck, A. L.	23
Pengelly, Russ	107
Peter Skene Ogden Scenic State Wayside	211
Pierce, Governor Walter	23
Pilot Butte State Park	212
Pistol River State Park	212
Port Orford Cedar Forest Wayside	213
Port Orford Heads State Wayside	213
Portland Chamber of Commerce	42
Recreational and Natural Resources Committee	31
Portland Women's Forum Save the Gorge Committee	41
Portland Women's Forum State Park	214
Potter, Elisabeth Walton	13
Potter, Bob	103, 104
Powers, David	142
Prineville Reservoir State Park	214
Prospect State Wayside	214
Provisional Government Park (Champoeg State Park). 18, 167, 261	
Recreation Trails Program	106-109, 267
Advisory Council	56, 107, 258, 267
Red Bridge State Park	215
Redmond-Bend Juniper Wayside	215
Remington, Jack	106
Resources for the Future	118
Roads End Beach State Wayside	108, 216
Robert "Bob" Straub State Park	216
Robert W. Sawyer State Park	216
Roberts, Secretary of State Barbara	9, 219
Robertson, Dale	139
Rockaway Beach State Wayside	217
Rockefeller, Laurence	45, 83
Rocky Butte State Park	217
Rocky Creek State Wayside	217
Rodriguez, Lupe	13
Rogue River State Wayside	218
Rohde, George	97

Rooster Rock State Park	16, 62, 109, 218
Rough and Ready State Wayside	218
Round Butte Dam	235
Royal, Osman	18
Ruby, George	114
Saddle Mountain State Park	27, 69, 148, 219
Samuel H. Boardman State Park	25, 31, 32, 220
San Marine State Wayside	221
Sandy River Scenic Water Wayside	221
Sarah Helmick State Park	19, 221, 261
Sauers, Charles G.	21
Save-the-Myrtlewoods, Inc.	31, 200, 241
Sawyer, Robert W. (Hwy. commissioner) ..	18, 21, 53, 216-217, 262
Scenic Waterways System	55, 102-106, 267
Advisory Committee	55, 258, 267
Schallert, Deb	114
Schick, Harold	14, 49, 59, 60, 71, 73, 93, 117, 135, 251
Appointed State Parks superintendent	49
State park visitor survey	50
Schoon, John	129
Sea Lion Caves	53
Seal Rock State Wayside	222
Seneca Fouts Memorial State Park	222
Seven Devils State Wayside	222
Shaw, Lloyd	74-76, 81, 97, 100, 114
Shelton State Wayside	223
Shepperd, George	18
Shepperd's Dell State Park	18, 223
Sheridan, Lt. Philip H.	224
Sheridan State Park	224
Shore Acres State Park	64, 141, 224
Short Sand Beach State Park	
(former name of Oswald West SP)	25, 29, 209
Sidall, Jean	115, 137
Silver Falls City	226-227
Silver Falls Group Camp	228
Silver Falls Lodge	29, 131

Silver Falls State Park	29, 39, 40, 64, 71, 108, 131 , 144, 225-229, 263
Silver Creek Falls State Park (old name)	29
Silver Falls Conference Center	228
Silver Falls Recreation Demonstration Area (RDA)	29, 225, 227, 263
Simpson, Louis J., Family	31, 141, 224
Sisters State Park	229
Siuslaw National Forest	53, 268
Smelt Sands State Wayside	229
Smith, Governor Elmo	42, 43
Smith, Jedediah	156
Smith, Paul and Lois (Cape Blanco State Park volunteers)	133
Smith Rock State Park	133 , 229
Sodaville Mineral Springs (former state park)	18, 261
South Beach State Park	114, 230
Squaw Creek State Wayside	231
Stage Coach Forest Wayside	231
Starvation Creek State Park	231
State Advisory Committee on Historic Preservation	57, 94-95, 257, 267
State Board of Control	18, 261
State Historic Preservation Office	57, 94-96, 267
State Park and Recreation Advisory Committee (1928-1929) ...	20, 253, 261-262
(see also Advisory Committee on Roadside Tree Planting)	
State Park Commission (1929)	21, 253, 262
State Park Visitor Survey	50, 122-123
State Parks 2010 Citizen Advisory Committee	66, 129 , 144-145, 259, 271
2010 Plan	66, 78, 129, 145, 271
State Parks Advisory Commission (1933)	31, 253, 263
State Parks Division (1947)	264
State Parks and Recreation Advisory Committee (1957-1989) ...	43, 52, 53, 62-63, 71, 76, 82 , 114 , 116 , 126, 135, 255, 265-266, 272
State Parks and Recreation Commission (1989)	66, 70, 78, 127, 129, 136, 144, 259, 265, 272

State Parks and Recreation Department (1989)	66-67, 129, 272
State Parks and Recreation Division (1959, 1979)	44, 51, 57
	265, 267, 269
State Parks	
Acreage	34, 45, 67, 144, 145
Master Plans	274-275
Number of	34, 45, 67
Organization Charts	276-281
Shield	1
Visitation to	30, 43, 44, 51, 67, 122-123, 273
State Parks Region Supervisors	33, 60, 252, 264
State Park Study and Advisory Committee (1955) ..	42, 44, 254, 264
State Recreation Director	44, 71, 72, 83, 127, 265
Statewide Comprehensive Outdoor Recreation Plan	
(SCORP)	66, 83-84, 122
Steed, Jeanette Gue	132
Stephenson, P. M.	60, 73-75
Stewart, L. L. "Stub"	76, 81, 92, 114, 123, 126-127, 135, 140
Stonefield Beach State Wayside	232
Story, Mel	134
Straton, Kathryn (Kathryn Straton Spero)	84, 285
Straub, Governor Robert W.	87-91, 99, 113, 115,
	136, 138-139, 141-142, 216, 245
Strenke, Larry	132
Succor Creek State Recreation Area	136, 232
Summers, Thomas	18
Sumner, Lowell	29
Sunset Bay State Park	232
Sunset Highway Forest Wayside	233
Susan Creek State Park	40, 234
Sweet Myrtle Preserve	234
Talbot, David G.	12, 50, 65-67, 114, 69-146, 251
Appointed State Parks superintendent	50, 69
Became State Parks administrator	57
Became State Parks director	66, 70
Historic Preservation program	56, 93-96, 267
Ocean Shores Access program	51, 96-102, 137, 266

David G. Talbot (continued)	
Recreation Trails program	52, 106-109, 267
Scenic Waterways program	56, 102-106, 267
State recreation director	50, 71, 83, 120, 135
Statewide Outdoor Recreation program	51, 83-87
	120, 122, 266
Willamette River Greenway program ...	54, 87-93, 266, 268
The Cove Palisades State Park	27, 40, 69, 234, 260
Thomson, C. G.	227
Tillamook Head Trail	177
Tolovana Beach State Wayside	235
Tou Velle State Park	236
Trust for Public Lands	86, 140
Tryon Creek State Park	64, 115 , 136-139, 236
Tub Springs State Wayside	237
Tugman, William M.	44, 135, 246, 265
State Park Study and Advisory Committee Report	44
	264-265
Tumalo State Park	40, 238, 246
Turner, Monte	13
Twin Rocks State Wayside	238
Tygh Valley State Wayside	141, 238
Udall, Stewart, Secretary of the Interior	90
Ukiah-Dale Forest Wayside	239
Ullman, Congressman Al	54, 138
Umpqua Lighthouse State Park	25, 31, 40, 53, 139, 240
Umpqua Myrtle Preserve	240
Umpqua State Wayside	241
Uniforms, employee	44
Unity Forest Wayside	241
Unity Lake State Park	241
University of Oregon	123
Valley of the Rogue State Park	242
Van Duzer, H. B. (Highway commissioner)	21, 26, 176, 188
Vaughan, Tom	93, 142
Viento State Park	40, 242
Vinzenz Lausmann Memorial State Park	243

Vista House at Crown Point	16, 38, 170
Vortex I	62
W. B. Nelson State Park	244
Waldo Lake	105
Walker, Barbara	129
Wallowa Lake Highway Forest Wayside	243
Wallowa Lake State Park	39, 133, 243
Washburne, Carl G. (Highway Commissioner)	164
Washburne State Wayside	244
Washington Columbia Gorge Commission	110
Washington State Parks System	27
West, Governor Oswald	17, 24, 52, 99, 210, 236, 261
Westerdahl, Ed	88
Whitty, Jim	9
Whitty, John	129
Widdows, W. O.	1
Wilder, Bob	90, 114
Wiley, Dennis	147
Willamette Mission State Park	89, 92, 244
Willamette River Greenway	54, 73-74, 85, 87-93, 137
	245, 266, 268
Churchill, George W.	54, 89
Greenway committee	54, 257, 268
Greenway plan	55
Lane, C. Howard	54, 89
Legislation	54
Park System committee	54, 257, 268
Task Force	88
Willamette Stone State Park	245
William M. Tugman State Park	246
Willner, Don	102, 106
Wilson, Ray	98, 101, 139-140
Wilson River Highway Forest Wayside	246
Winchuck State Wayside	102, 247
Wirth, Conrad L.	118
Wolf Creek Highway Forest Wayside	
(former name of Sunset Highway Forest Wayside)	234

Wolf Creek Tavern State Wayside	96, 130 , 138, 141-142, 247
Works Progress Administration (WPA)	29, 227
Wygant State Park	41, 247
Yachats 804 Trail	108
Yachats Ocean Road State Wayside	248
Yachats State Park	108, 248
Yaquina Bay State Park	64, 93, 96, 130 , 138, 248
Yeon, John B., Jr.	97
Yeon, John B. (Highway commissioner)	194
Yoakam Point State Wayside	249
Young, Tom	100

MAPS OF OREGON STATE PARKS

The three fold-out maps which follow give a graphic impression of the historical connection between State Parks and highway development in Oregon. From 1921 to 1989, the Parks Division was administered by the State Highway Commission and, ultimately, the Oregon Transportation Commission. During most of that period, acquisition and development was supported by the State Highway Fund, a dedicated fund of gasoline tax revenues.

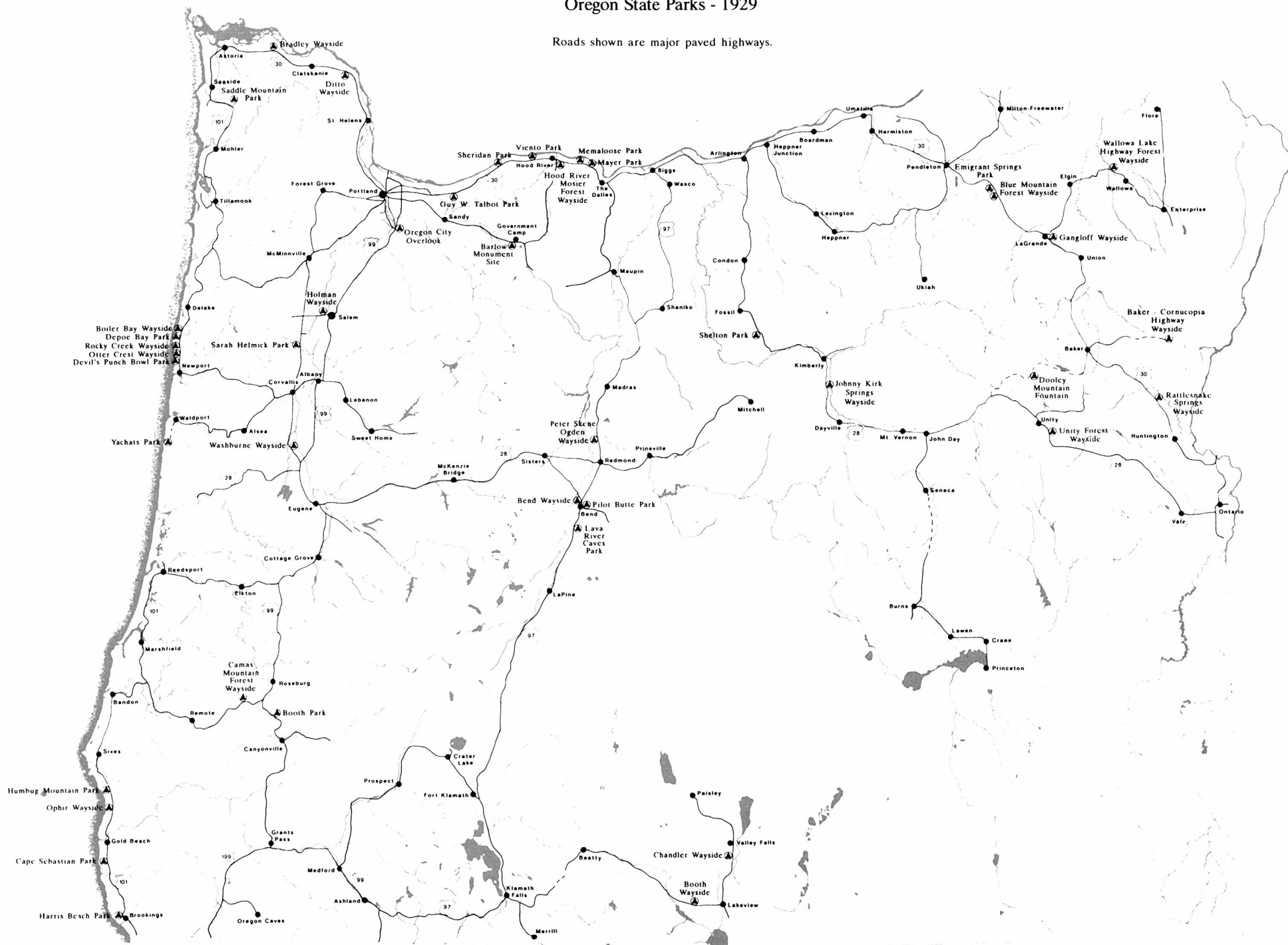
In 1929, the Parks organization was established by appointment of a State Parks "engineer," and by that time only the bare framework of roadside parks on primary and secondary routes of the State Highway system had been laid. Over the years, park system management was assisted greatly by coordination of such services as road maintenance, directional signing and travel information for motorists within various branches of the Highway Department.

In 1950, the year the founding superintendent retired, the system of state parks showed the result of 21 years' concentrated effort in acquiring scenic and recreational areas, particularly along the coast and the Columbia River Gorge. The map for that year illustrates parallel improvement of the state road system as well, including completion of the Oregon Coast Highway in its central section.

In 1989, the administrative connection between Parks and the Transportation Commission ended with creation of a separate department governed by a State Parks and Recreation Commission. The map for that year reflects the broadening of statutory authority during the 1960s and '70s in the addition of several historical waysides and numerous parcels for beach, trail, Willamette River Greenway and scenic waterway access. The last map also shows some reduction of park holdings through exchange and transfer. For example, by 1989, the Painted Hills and John Day Fossil Beds units in Region V had been deeded to the National Park Service for management as a National Monument, and Depoe Bay Ocean Wayside was transferred at no cost to the city of Depoe Bay for continued public recreation purposes.

Oregon State Parks - 1929

Roads shown are major paved highways.



Roads shown are major paved highways.

