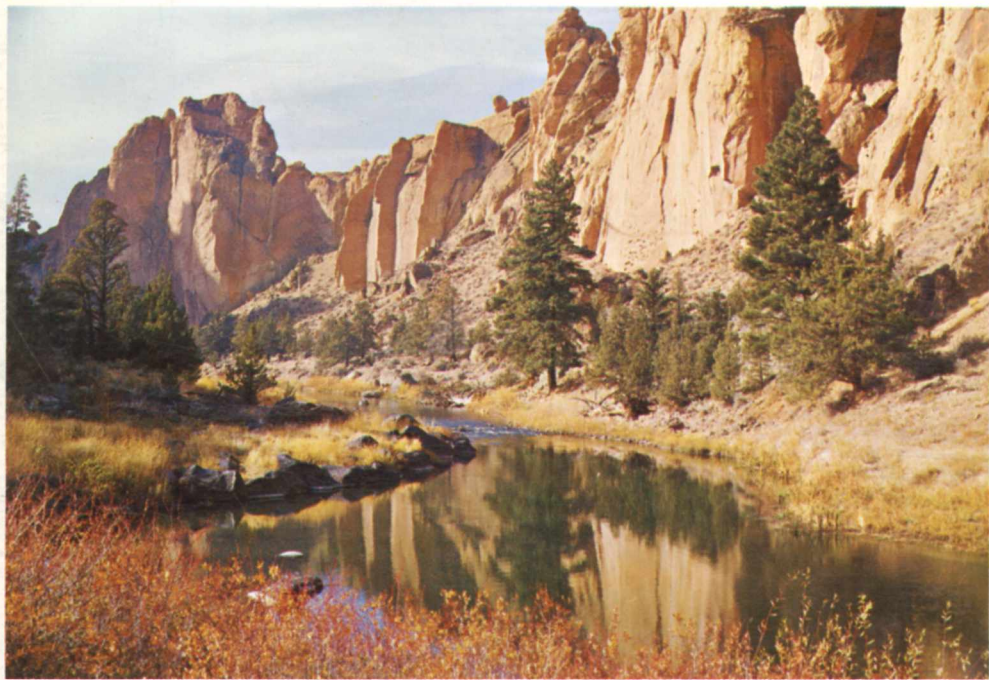




HISTORY OF THE... OREGON STATE PARKS



OREGON STATE PARKS

HISTORY

1917-1963



COMPILED

by

CHESTER H. ARMSTRONG

JULY 1, 1965

Preface

The actual date of the founding of the Oregon State Parks System is less than thirty years ago but the fundamental principles are much older, supported by a few of the leading park people of that time. They were an innovation as so little had been done by any state in the Union. The Oregon parks system owes its beginning to the thought of highway beautification advocated by many leaders of the state, including the Governors, the early State Highway Commissioners and Highway Engineers. The records reveal that the engineers of the "twenties" sought out areas, made favorable recommendations for park acquisitions and were generous with their time and ideas. In this I should mention Roy A. Klein, State Highway Engineer from April 1, 1923, to February 29, 1932, as a leader who pointed the way.

The state parks system in Oregon is the result of broadening the thought of highway beautification, coupled with the travel habits of many highway users who had an innermost desire to camp out and users who could not well afford the luxury of hotel accommodations.

In the park story we find a history of the thinking and writings of the many influential people of the state. Therefore, to make the story complete, it is necessary to quote generously from sources illustrating a thought or trend in the ideas relating to parks. It is necessary to include the thought of highway beautification in the early period so the reader may see and follow the transition from service parks or waysides to the present state parks system.

In the preparation of this story thousands of items and records have been examined. It was necessary to omit the detailed information relating to property acquisitions, requirements, exceptions and conditions in deeds and agreements, as these items can easily be found in the files and records of the Parks Division and the Highway Commission.

Excellent information has been given and assistance rendered by the State Parks and Recreation Division, the Road Division, the Highway Public Relations Office, Assistant Engineer, Parks Superintendent and many others.

Chester H. Armstrong

HISTORY of OREGON STATE PARKS

SECTION I FORMATION OF A PARK SYSTEM—(1913 to 1929)

	Page
Origin of Park Ideas	1
Advisory Committee on Tree Planting	6

SECTION II EARLY DEVELOPMENT

Acquisition	14
Parks Engineer Appointed	19

SECTION III PARKS PARTICIPATION BY OTHER AGENCIES

FEDERAL AGENCIES

Civilian Conservation Corps (CCC)	23
Emergency Relief Administration (ERA)	25
State Emergency Relief Administration (SERA)	26
Pacific Northwest Regional Planning Commission	26
Works Progress Administration (WPA)	27
U. S. General Land Office and Bureau of Land Management (BLM)	28
U. S. Bureau of Reclamation	28
U. S. Corps of Engineers	29
U. S. Department of Agriculture	
U. S. Forest Service	30
U. S. Grazing Service	31
U. S. Bureau of Biological Survey	31
U. S. Lighthouse Service	31
U. S. Coast Guard	31
U. S. Department of Veterans Affairs	31
National Park Service	32

STATE COMMITTEES, BOARDS AND COMMISSIONS

Tree Planting Committee	33
The Governor I. L. Patterson Committee	33
The Governor Julius L. Meier Commission	34
Oregon State Board of Higher Education	
Advisory Committee on State Parks	34
State Parks Study Committee and Advisory Committee	36
Columbia River Gorge Commission	38
State Board of Forestry	40
State Game Commission	41
State Fish Commission	41
State Land Board	41

OTHERS

Borax Consolidated, Limited of London	42
Idaho Power Company	42
Louis W. Hill Family	42
Portland General Electric Company	43

SECTION IV MISCELLANEOUS

	Page
STUDIES	
Economic Study	45
Oregon Outdoor Non-Urban Parks and Recreation Study	47
Snake River Study	48
SEA LION CAVES	48
GENERAL USE	
Ocean Shore Use	48
Airplane Use	53
Sand Removal	56
Vehicles and Horses	56
Flight Strips	57
Boating	57
U. S. Military Forces	58
PUBLIC USE	
Park Use	58
Overnight Use	59
Day Use	59
Youth Camps	59
Group Camps	60
LEASES	
Concession Leases	60
Land Leases	62
Grazing Leases	63
ORGANIZATION	
Oregon State Parks and Recreation Division and Organization	63
State Parks Organization and Duties	65
State Parks Policy	68
Uniforms	75
Parks Superintendents and Tenure	75
PARK LAWS	76

SECTION V STATE PARKS AND WAYSIDES

AREA BRIEFS	
Ainsworth State Park	83
Alderwood Wayside	84
Alsea Bay-North Bridgehead Wayside	84
Armitage State Park	85
Azalea State Park	86
Bald Peak State Park	86
Bandon Ocean Wayside	87
Bandon State Park	87
Barview Wayside	88
Battle Mountain State Park	88
Battle Mountain Forest Wayside	88
Battle Rock Wayside	89
Beachside State Park	90
Ben and Kay Dorris State Park	90
Ben Hur Lampman Wayside	91
Benson State Park	91
Beverly Beach State Park	92
Blachly Mountain Forest Wayside	93
Blue Mountain Forest Wayside	94
Boiler Bay Wayside	95

SECTION V STATE PARKS AND WAYSIDES—Continued

	Page
Bolon Island Tideways Wayside	95
Bonneville State Park	95
Booth Wayside	96
Bradley Wayside	97
Buena Vista Ocean Wayside	97
Bullards Beach State Park	98
Camas Mountain Wayside	98
Canyon Creek Forest Wayside	99
Cape Arago State Park	99
Cape Lookout State Park	100
Cape Meares State Park	102
Cape Sebastian State Park	103
Carl G. Washburne Memorial Park	104
Carpenterville-Brookings Forest Wayside	104
Cascadia State Park	105
Casey State Park	107
Catherine Creek State Park	107
Champoeg State Park	108
Chandler Wayside	110
Cline Falls State Park	111
Collier Memorial State Park	111
Conde B. McCullough Bridgehead and Way- side	112
Coquille Myrtle Grove State Park	113
Crown Point State Park	113
Dabney State Park	114
Darlingtonia Wayside	115
Depoe Bay State Park	115
Deschutes State Park	116
Detroit Lake State Park	117
Devil's Elbow State Park	118
Devil's Lake State Park	118
Devil's Punch Bowl State Park	120
Dyer Wayside	120
Ecola State Park	121
Elk Creek Tunnel Wayside	123
Elliott R. Corbett II Memorial Park	123
Ellmaker State Park	123
Emigrant Hill Overlook Wayside	124
Emigrant Springs State Park	124
Erratic Rock Wayside	125
Evergreen Ranch Wayside	126
Farewell Bend State Park	126
Fern Ridge State Park	127
Floras Lake State Park	128
Fogarty Creek State Park	129
Fort Rock State Monument	130
Fort Stevens State Park	130
Gangloff Wayside	131
Gearhart Ocean Wayside	132
Geisel Monument Wayside	132
George W. Joseph State Park	133
Golden and Silver Falls State Park	133
Governor Patterson Memorial State Park	134
Guy W. Talbot State Park	135
H. B. Van Duzer Forest Corridor Wayside	136
Harris Beach State Park	137

SECTION V STATE PARKS AND WAYSIDES—Continued

	Page
Hat Rock State Park	137
Hendricks Bridge Wayside	138
Hilgard Junction State Park	139
Hoffman Memorial Wayside	139
Holman Wayside	139
Howard J. Morton Memorial State Park	140
Hug Point State Park	141
Humbug Mountain State Park	141
Hutchinson Wayside	142
Illinois River State Park	143
Jackson F. Kimball State Park	143
Jennie B. Harris Wayside	144
Jessie M. Honeyman Memorial State Park	144
Joaquin Miller Forest Wayside	146
John B. Yeon State Park	146
John Day River State Park	147
Juniper Waysides	148
Klamath Falls-Lakeview Forest Wayside	148
Koberg Beach Wayside	148
Lake Owyhee State Park	149
Lane County Wood Tract State Park	150
Lang State Park	151
Laurelhurst State Park	151
Lava River Caves State Park	152
Lewis and Clark State Park	153
Lincoln County Ocean Wayside	154
Lincoln County Wood Tract	154
Lindsey Creek State Park	154
Loeb State Park	155
Lost Creek State Park	156
Mackin Gulch Forest Wayside	157
Maria C. Jackson State Park	157
Maud Williamson State Park	158
Mayer State Park	158
McLeod Wayside	159
McLoughlin State Park	159
Millicoma Myrtle Grove State Park	160
Muriel O. Ponsler Memorial Wayside	160
Myrtle Preserves	161
Nehalem Bay State Park	162
Neptune State Park	163
Nestucca Sand Spit State Park	164
North Santiam State Park	164
Norway Myrtle Preserve (See Myrtle Pre- serves)	161
Ochoco Lake State Park	165
Ochoco Wayside	166
Ona Beach State Park	166
Oswald West State Park	167
Otter Crest Wayside	170
Painted Hills State Park	170
Pass Creek Wayside	172
Peter Skene Ogden Scenic Wayside	172
Pilot Butte State Park	173
Pistol River State Park	174
Port Orford Cedar Forest Wayside	174

SECTION V STATE PARKS AND WAYSIDES—Continued

	Page
Portland Women's Forum State Park	175
Prineville Reservoir State Park	175
Prospect Wayside	176
Red Bridge State Park	176
Redmond-Bend Juniper Wayside	177
Robert W. Sawyer State Park	177
Rocky Creek Wayside	178
Rogue River Forest Wayside	179
Rogue River Overlook Wayside	179
Rooster Rock State Park	179
Roseburg State Park	181
Rough and Ready Wayside	182
Saddle Mountain State Park	182
Samuel H. Boardman State Park	184
Sarah Helmick State Park	185
Seal Rock Wayside	186
Seneca Fouts Memorial State Park	186
Shelton Wayside	187
Shepperd's Dell State Park	188
Sheridan State Park	188
Shore Acres State Park	189
Silver Falls State Park	191
Simpson Wayside	194
Sisters State Park	195
Smith Rock State Park	195
Sodaville Springs State Park	196
South Beach Wayside	197
South Newport State Park	198
Stage Coach Forest Wayside	199
Starvation Creek State Park	199
Sunset Bay State Park	200
Sunset Highway Forest Wayside	201
Susan Creek State Park	202
Sweet Myrtle Preserve (See Myrtle Pre- serves)	161
The Cove Palisades State Park	203
Thomas Condon-John Day Fossil Beds State Park	205
TouVelle State Park	207
Tub Springs Wayside	208
Tumalo State Park	208
Ukiah-Dale Forest Wayside	209
Umpqua Lighthouse State Park	210
Umpqua Myrtle Preserve (See Myrtle Pre- serves)	161
Umpqua Wayside	212
Unity Forest Wayside	213
Unity Lake State Park	213
Valley of the Rogue State Park	214
Viento State Park	215
Vinzenz Lausmann Memorial State Park	216
Wallowa Lake Highway Forest Wayside	216
Wallowa Lake State Park	217
Washburne Wayside	218
W. B. Nelson State Park	218
Willamette Stone State Park	219
William M. Tugman State Park	219

SECTION V STATE PARKS AND WAYSIDES—Continued

	Page
William P. Keady Wayside	220
Wilson River Highway Forest Wayside	220
Wygant State Park	221
Yachats Ocean Road Wayside	222
Yachats State Park	222
Yaquina Bay State Park	223
Ziba Dimmick State Park	224

SECTION VI MAPS, CHARTS, AND DATA

Gifts	225
Park Acreages	234
Historic Markers	238
Park Attendance	262
Expenditures	265
Overnight Camp Data	266
Maps	268

Section 1

FORMATION OF A PARK SYSTEM

Origin of Park Idea

The history of State Parks of Oregon could well start with the administration of the late Governor Oswald West. In his message to the 1913 Legislature he said, "The ocean beach from the Columbia River on the North to the California State line on the South should be declared a Public Highway." Then at the next regular legislative assembly in 1915 he said, "The ocean beach has been reserved to the public for a highway." However, through the years the use of the beach as a highway has been almost nil and instead the area became a playground for the people of the State.

Further early thought relating to what later became one of our finest parks was expressed by former Governor James Withycombe in his message to the 1917 Legislature: "At Champoege on May 2, 1843, was held a gathering of unique significance in the western history of the United States, marking the official birth of Oregon. The anniversary of this occasion is celebrated each year. It seems eminently fitting that the State should recognize the significance of these annual meetings and the event they commemorate by giving financial aid to the erection of a modest building at Champoege."

In the study of the origin of parks in Oregon, it is clear the ideas put forth in the beginning were not the same as those ultimately determined. The thought of most people was to retain the natural environment along the highways as nearly as possible and at the same time provide stopping places for the traveler. Then, to create some natural beauty where none or very little existed, it was decided to plant the highway rights of way with trees or shrubs suitable, or indigenous, to the region.

Even before the advent of the Oregon Parks System there were a few people who held advance thinking, such as that expressed in a speech by Charles Eliot, an eminent landscape designer, to the Massachusetts Legislature in 1891: "It has been pointed out that the location of large public reserves should be determined chiefly with reference to the inclusion therein of the finest scenery of each region." By far the majority of the early sponsors thought in terms of beautifying the highways by preservation and planting.

In the period 1919-1920 the Highway Commission, because of lack of legal authority, found it was in a peculiar situation as relates to land acquisitions to meet the needs and demands for property other than rights of way. With this in mind, State Highway Attorney, J. M. Devers, wrote in the Biennial Report as follows:

"The experiences of the Highway Commission have developed the fact that some additional legislation is needed to take care of situations which could not have been foreseen when existing legislation was enacted, and we take the liberty at this time to suggest some matters for the consideration of the members of the Legislature and for legislative expression thereon. . . .

"It often develops that state highways could be made more convenient and more beautiful and their scenic features improved if the State Highway Commission or some other department of state government had the authority to acquire by purchase, agreement or by the exercise of the power of eminent domain, additional land for parking privileges and purposes. This matter, it appears to us, is a matter worthy of consideration by the Legislature.

"Closely related to the subject just mentioned is the matter of preserving the trees along the highways for a certain distance back from the right of way. There should be some legislation which would make this possible; such legislation would, of course, necessitate the appropriation of private property for the purpose of beautifying or otherwise adding to public highways, and therefore, some means or measures would be necessary to compensate the owners of the property."

In the period 1921-1922, as the result of action of the 1921 Legislature, the Biennial Report says: ". . . progress has been made in the matter of acquisition of parks and camping sites as well as the saving of trees along the roadside and the planting of young trees and shrubs. The response of many civic organizations to the latter feature is encouraging and it is expected and hoped that this local assistance will continue as the results accomplished become more noticeable.

"It has been the thought of the Commission that in very many instances public-spirited citizens would be glad to donate park sites and thus conserve the state funds for improvements, and this expectation has been realized to a limited extent, several such gifts having been received which are gratefully acknowledged and which have been accepted for the state."

The desirability and requests for the acquisition of lands along the highways was noted in Jackson and Douglas Counties, with particular mention of camping places at Tub Springs on the Ashland-Klamath Falls Highway and at Rocky Point School near Gold Hill where "there was an abundance of water, shade and fuel." Another was requested near the end of the bridge opposite the town of Rogue River, another a

few miles north of Grants Pass and still another on the Umpqua River north of Myrtle Creek. There were many and urgent requests for right of way beautification, and camping was indicated. The result was that the Engineer was instructed to "investigate the matter of park possibilities along the highways."

The Secretary of the Old Oregon Trail Association, organized to promote the interests of travel, was concerned with the acquisition of timber strips along the highways, particularly those between La Grande and Pendleton. In support of the subject and the right of way bill before the Legislature, a letter of February 10, 1925, states in part: "The plan would stop further butchery of these trees which, by the way, constitutes the only pine forest on the whole Oregon Trail."

The late "teens" and prior to 1922 was a period when little was provided for public camping. Many visitors of the state traveled in open cars with tents and other camping paraphernalia piled high on the Model T's, stopping wherever a spot with water could be found.

This is the impetus that started the ball rolling. It was strongly in the mind of every car owner, creating the basis on which demands for camping facilities were made on the public officials and others interested in travel. Places in which to stay were few, making other than a short trip a problem. Camping was the popular pastime for which there were very few suitable commercial places available. Therefore, a traveler took with him food, cooking utensils, bedding, tents, etc.

There were reasons for such a situation, mainly economic. A Model T Ford could be purchased for \$500. Henry Ford, in designing the Model T, declared he was building a car for every family—a poor man's car. The speed in those days was about 30 miles per hour. The car owner therefore had to plan a very economical trip if his family was to have an outing, camping wherever possible and particularly along the highways in the timbered or sheltered places where water could be found either on or off the right of way.

With the above thinking in mind, it was natural that the proponents of camping should look to the State Highway Commission to provide facilities as an interest to promote travel and highway use.

To illustrate the support given to parks and camping plans in Oregon, the April 1920 issue of Oregon Motorist, remarking about the large number of visitors at the forthcoming Shrine Convention in Portland said: "There are not enough storage facilities in town even to handle the ordinary touring autos let alone such a gathering as will be here during that week, and if there ever will be a time when an auto campsite will be an absolute necessity the week of the Shrine Convention will be that time." In remarking about the growth of motor car camping, the increasing establishment of municipal campsites, and the mutual advantages thereof, the June 1920 issue says: "The city of Walla Walla, Washington, entertained 2,791 motor car parties in the free camping grounds set aside by the municipality. At Springerville, Arizona, 6,068 cars registered during the past season. As for the coming season all signs point to a tremendous movement of automobile tourists over the nation's highways and byways. This is as it should be. There is no greater antidote for ignorance than the modern automobile and because this antidote is 'easy to take' it will be generally partaken of in liberal doses, thus promoting health and pleasure at the same time that it furnishes a broad and general education. . . . Smaller cities throughout Oregon began providing such accommodations for auto tourists several years

ago. Some of these places have been made so attractive as to influence tourists to consider . . . them a sort of summer home. They are a valuable asset to any community."

With the thought of improving the situation, many letters were received by the Commission and the Governor. In Governor Olcott's message to the Legislature on January 10, 1921, he made the following remarks:

"We are expending thousands of dollars in urging the tourist to come here. It is necessary that we care for him when he comes. He must be given a genuine welcome; he must be given proper accommodations; our state must be open to him from all of its four corners and the state should make provision for such a welcome. The welcoming of and the handling of tourists coming to Oregon should be developed along soundly organized lines and I ask your consideration of proper measures to this end.

"As we have been developing our highways and inviting tourists to share in the glories of our state, the feeling has been growing constantly that steps should be taken to protect the natural beauties along such highways, particularly those sylvan beauties which in many instances have been destroyed in the denuding of the forest. This is a subject of such vast importance to the welfare of Oregon that in the near future I hope to advise you of my findings and recommendations in regard thereto in a separate message to your honorable body."

Governor Olcott's separate message to the Legislature is as follows:

"MEMBERS OF THE LEGISLATURE: As indicated to you in my message delivered at the opening of this session I consider the question of the preservation of scenic beauties along our highways of sufficient moment to touch upon it in a special message to your honorable body. If you will bear with me I urge upon you particular consideration of the recommendations I am now about to make.

"No other state in the Union has been blessed with so many natural glories as is the State of Oregon. Crowning all of these glories are our forest growths. Without them our mountains would be rocky, forbidding eminences; our streams would dwindle into rivulets; our lakes be shorn of the sylvan fringes which make them entrancing to the nature lover, and our valleys be monotonous stretches. This heritage has been too long neglected. So prodigal has nature been with us; so lavishly has she spread her feasts at our banquet table, we have been apt to feel that these glories would be never ending. We have become satiated and it has required the thousands from the outside to come and express their wonderment before we actually have awakened to the fact that Oregon is blessed among the states.

"The public realizes the importance of these things now, and is fully awake to the fact that, while we have lost many things, there are many things we cling to and preserve for all posterity. This legislative assembly may make itself remembered in the history of our state by prompt action to assist in the preservation of what should never be lost.

"All of the things we have been striving for, the development of tourist travel; the urge to make and keep our state the most livable in the Union; the desire to keep our children in God's own

environment, surrounded by the beauties to which they are the true heirs, all of these will be surrendered and lost unless we act and act promptly.

"The preservation of forest beauties is a matter of deep concern to the lumber industry. And it is not my intention or wish to deprive private owners of valuable lands of those things which they have acquired by rightful and legal process. . . In fact, vast tracts are not needed to carry this plan to fruition. Isolated tracts tucked away in pretty nooks; virgin stretches of forest along highways, to be retained of sufficient width to leave the beauties of the landscapes unimpaired; new plantings of trees, shrubberies and foliage along the highways, all of these things can be accomplished without too great expense and without arbitrary confiscation of property.

"Some state agency should be the directing head in these endeavors, and I believe that the state highway commission, working in cooperation with the forestry department, the proper body to be clothed with the necessary powers.

"This matter should not be cast lightly aside. While the hand of man has done much and is doing much to make Oregon a great state, the hand of God fashioned here in the primeval wilderness an ideal earthly paradise which we must preserve as nearly intact as possible without impeding the ordinary progress of civilization.

"To properly investigate the question now before us, last summer I named a committee consisting of W. B. Ayer, Jonah B. Wise, L. A. Lewis, E. N. Hurd and Mrs. W. S. Kinney, and this committee went into the matter intelligently and disinterestedly. One large company, the Crown Willamette Paper Company, immediately ceased cutting of timber along the Seaside-Cannon Beach Highway in Clatsop county and I understand is marking time pending action of your honorable body. That road probably accommodates more tourists than any other single road in the state during the summer season and on that road is demonstrated very forcibly the difference between natural timber beauties and the naked stretches left after logging operations with modern machinery have denuded the hillsides. So marked is the difference I venture to say no person passes over the road but comments upon it. That is a single instance. Hundreds of others present themselves. The highway department has cooperated in keeping the executive office advised as to these things and that department I am certain would throw itself into assistant in the work with wholehearted energy.

"The federal commissioner of Indian affairs has agreed that hereafter in all contracts for logging on Indian reservations a strip of at least three hundred feet wide along highways will be reserved at all times to continue the timbered effects along such roads passing through the reservations. The federal government has indicated this deep interest in the matter after it had been called to its attention through my office and the highway department as to a stretch of road in the Klamath reservation, and the state should follow suit along state highways wherever possible.

". . . I respectfully suggest that this whole matter be referred to one of your committees, preferably the committee on roads and highways, for its consideration and approval. If better plans than

those outlined in the reports . . . may be formulated, I certainly shall be pleased to have them enacted into law."

As a result of the Governor's request, legislation was provided for the Commission to obtain land outside of the highway right of way as expressed in the law as follows:

"The state highway commission may acquire, for and in the name of the people of the state of Oregon, by purchase, donation or by proceedings in eminent domain, rights of way, land or trees and ground necessary for the culture and support thereof on or along the course of any state highway or any public highway within a maximum distance of 300 feet on each side of the center thereof, in any case where the acquisition of such rights of way, land and trees will be for the benefit of the state highway or public highway in aiding the maintenance and preservation of the roadbed of such highway or aid in the maintenance and preservation of the attractions and the scenic beauties thereof."

The discussions noted above resulted in a great deal of creative thinking, particularly by the people of the state and the highway engineers. However, the immediate interest was planting trees and preserving the growth that remained on the right of way. Also, obtaining small areas to preserve the scenic aspects and growth and to provide resting spots and water for the traveler.

The urging by Governor Olcott sparked the thought in the minds of many people to give lands for public use as their circumstances would permit. One of these was the gift of 260 acres of land of unusual scenic value at Rowena Loops on the Columbia River Highway in Wasco County by a nearby orchardist, Mark A. Mayer, who first indicated his intention to make the donation on May 11, 1921. However, the transaction was not completed and deed signed until April 12, 1924. The park was named "Mayer Park."

This gift was followed by others, some of which are the Memaloose viewpoint near Hood River by Mr. and Mrs. Roy D. Chatfield in 1925, Sarah Helmick Park located three miles south of Monmouth in Polk County in 1922, Lava River Caves south of Bend in Deschutes County in 1926, Bradley Wayside at Clatsop Crest about 20 miles east of Astoria in Clatsop County, and many more parks and additions to existing sites.

Advisory Committee on Tree Planting

It is impossible to think of the beginning of Oregon State Parks without the inclusion of the beautification ideas as expressed and carried on by the Highway Commission in the period 1919-1930.

Further in this connection, the Commission appointed an "Advisory Committee on Roadside Planting" on September 26, 1924. This Committee consisted of Professor G. R. Hyslop, Extension Agent, Oregon Agricultural College, Corvallis, Professor A. R. Sweetser, University of Oregon, Eugene, and Jesse A. Currey, industrialist, Portland. On October 28, 1924, A. L. Peck, State College, Corvallis, was added, and in December 1924, C. N. Granger, district forester, U. S. Forest Service, Portland, was asked to become a member. He accepted but suggested that C. J. Buck, assistant district forester, attend, presumably in his place.

This Committee held its first meeting on December 10, 1924, at which time they discussed various phases of the problem and decided "to con-

sider the highways to be a part of the state park and boulevard system." The work proposed is outlined as follows:

"I. Preservation and Protection of present flora and scenic resources

A. Education of public to protect floral and scenic resources

1. By means of:

placards
signs
arousing public sentiment
interesting organizations

B. Protection

1. Fire protection

2. Despoliation

a. Rubbish dumping
b. Indiscriminate picking
c. Billboards
d. Public utilities

It was suggested that no publicity be given to items 'c' and 'd' at least until work is definitely established.

C. Laws (if needed)

"II. Roadside improvements

A. Investigation of problem

B. Recommendations

C. Education

1. Material

2. Planting

D. Appropriate city entrances

E. Protection against erosion and blowing (healing scars)

"III. Acquisition of desirable sites, based upon proper investigation."

On March 28, 1927, Jesse A. Currey resigned because of health and L. A. McArthur was appointed to fill the vacancy on January 9, 1928. On the same date T. Ray Conway, Oregon State Motor Association, was also appointed.

This Committee was active in the matter of the selection and planting of the roadside trees and their care. A report noted, "Made inspection trips throughout the state and recommendations relative to soil conditions, topography, accessibility, plants and the growth of flowers, etc., at Helmick, Holman, Ditto, Bradley, O.W.R. & N., Viento, a proposed lake, and Memaloose Parks. Examined areas proposed for park purposes. Advised as to plantings at the entrances to cities and communities."

The Committee's interest in highway beautification was supported by many as expressed in a resolution dated January 27, 1926, by the Oregon State Chamber of Commerce (now Portland Chamber of Commerce) as follows:

"WHEREAS, the preservation of our wild flowers, flowering shrubs and forest stretches along our highways, is of vital importance to every citizen of the State of Oregon, and

"WHEREAS, it is common knowledge that these great assets to the natural beauty of our roadways are being wantonly destroyed, therefore,

"BE IT RESOLVED that we, the Directors of the Oregon State Chamber of Commerce, do earnestly request the citizens of the state, not only to refrain from picking flowers and shrubs along our highways, but also to aid, in every way possible, to create a public sentiment favoring this movement; also to encourage the planting and protection of trees and shrubs in places where there are none now growing."

In line with the thoughts expressed by the interested people and communities, the acquisition of lands on each side of the highway was recommended by the Committee, such as the Pass Creek lands on the Pacific Highway and Camas Mountain westerly from Roseburg, as well as strips easterly of Myrtle Point and between Coos Bay and Coquille. The latter two were never acquired. Other similar lands and park areas were examined.

The Committee was very much concerned as to the naming of parks as indicated in a report dated April 19, 1926, as follows:

"In case Parks are acquired without a special provision as to name, make use of the geographic or historic features of the country in connection with naming the park. Gift Parks may well be named after the donor if the park is in keeping with the donor's position."

In the naming of a park at Cape Sebastian in Curry County which carried at that time the name of a landholder, they said:

". . . it is the understanding of the Committee that the Geo. W. Henry Park was not a gift, but was purchased. In such an instance, probably, the name of the Cape, Cape Sebastian, or some other geographic or historical feature of southwestern Oregon is suggested."

The above suggestion was adopted by the Commission and has been a consistent policy since.

The Committee was active relative to the many requests from Chambers of Commerce, etc., in planting of the rights of way and naming highways such as reported in a meeting with the Dallas Chamber of Commerce on April 30, 1926, by G. R. Hyslop:

". . . it was their desire to plant native Hawthorne along the highway between Dallas and Salem. While it was suggested the highway be named 'Hawthorne Highway,' the group favored the name 'La Creole Road' as it somewhat parallels the stream originally of that name, later called Rickreall, as well as the community at the crossing of the two highways, West Side Pacific and Salem-Dallas."

At a meeting on August 3, 1928, the Advisory Committee on Tree Planting indicated a change of name to the Highway Parks and Recreation Committee without a change in personnel. At this meeting reports were given by members Peck, Conway and Commissioner Sawyer who attended the Conference on State Parks at San Francisco June 26-28, 1928. They were greatly enthused about state parks for Oregon. Professor Peck said, "People are willing to pay for recreation facilities when they are provided. California and other state park people recognize they are *'in the show business'* to show something to their tourists. They

must have scenic and park assets to show them, if they continue to reap their second largest harvest of the state. Scenery along the highways is very important for the future. It must be saved. Only 30 miles of California coast scenery is not now in private ownership. The California people are having trouble even in securing rights of way. He therefore believes that in Oregon we have not developed our parks: (a) on a sufficiently large scale, nor (b) to afford recreational features." Mr. Peck also recommends that, "Parks be not only scenic but should provide ample area and suitable places for recreation as swimming, camping and other things necessary for our young people."

Commissioner Sawyer said, "Charges should and could be made for park use, not as an entrance charge but as service charges. They should cover general maintenance, sanitation, policing, and real service features. We should look to acquiring and developing larger areas and give them adequate management. *Land will never be cheaper than now.*" He "would like people to give authority to acquire a lot of land now."

Mr. Ray Conway remarked, "Our problem is not so critical as that of other states. We have preserved recognized scenic spots proved by the people's own attention and interest such as *overlooks*, convenient picnic spots, etc. We have developed the idea of preserving historic places but have not advanced in development of park places of educational value as parks of geologic, botanic, and other especial interest that people may learn more of them."

To further indicate the thoughts relating to parks in Oregon, the Commission was informed that a Lincoln National Memorial Park Association was formed as of August 1, 1928, with membership from the Toledo-Newport-Taft-Delake Chambers of Commerce. The thought was to promote a National Park in the area of Lincoln County, thereby preserving its natural scenery and interests. Sufficient interest was not obtained to be effective.

Discussing state parks and illustrating the support through the years, the February 1928 issue of the Oregon Motorist stated, "A beginning has been made. The few parks acquired to date are well scattered and representative of various attractions and scenic types. More yet needs to be done. . . . The river and ocean beach sceneries are especially deserving of additional attention. The timber reservations should go on with additional impetus as greatly increasing the beauty and attractiveness of the highway system."

In a report by G. R. Hyslop, Secretary of the State Park and Recreation Advisory Committee, it was recommended that the state acquire certain lands along the Oregon coast and improve those already obtained. Many of these areas were later acquired. This was the result of the Committee's inspection trip along the coast from Astoria south to Yachats.

To illustrate the advance thinking of the Committee, particularly at this time since the name of the Advisory Committee changed to State Park and Recreation Committee, C. J. Buck stated in a paper relating to Oregon highway parks: "It is probably generally agreed that an ideal combination of state parks and forests into a coordinated program of moderate number and size of a few hundred acres scattered along the principal state highways and near large cities for picnicking and tourist-camping needs, and to crown the system by one or more large wilderness parks with whatever of primitive nature a state affords.

"In Oregon the type of wilderness park is amply fulfilled by the National Forest recreation areas, where mountains, lakes and forests give every variety of mountain outdoor recreation, with a distinct prerequisite of adventure. Primitive conditions as exemplified in sea beaches and dunes are being provided, as some six state highway parks already established on the Roosevelt [Coast] Highway are predominantly beach parks.

"Therefore, there is being rapidly accomplished in Oregon a well rounded-out system of highway parks."

There was some concern in relation to the use of state parks, particularly for overnight camping. The Commission told a Eugene attorney on January 25, 1926, that it had no intention of competing with private owners in the operation of auto camps. However, no plans were made for overnight use. The heavy demand for overnight use was confined to areas near the highways.

The activities of the Department, through the Advisory Committee and the Commission, created a great amount of interest. In May 1929, Governor I. L. Patterson expressed a desire to fulfill the need by the appointment of a State Park Commission. He believed it should consist of the members of the Highway Commission, H. B. Van Duzer, C. E. Gates and Robert W. Sawyer, together with two former Commission Chairmen, R. A. Booth and William Doby.

On July 24, 1929, the newly appointed Commission met at the request of the Governor, accompanied by Highway Engineer, Roy A. Klein, and Attorney J. M. Devers. Mr. Van Duzer was elected Chairman and Mr. Klein became Secretary. A subcommittee consisting of Sawyer, Booth and Devers wrote a policy statement, which was adopted, as follows: "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."

The new Commission reiterated a former policy of protecting forest trees along the highways, including U. S. Forest strips, acquiring public lands for park purposes, acquiring private forest lands, determining desirable park and recreational lands, furthering the efforts being made by garden and nature clubs, and seeking necessary legislation where needed to carry out the above policy.

This group held no subsequent meetings and, therefore, failed to function as a State Park Commission. It did give the park program official sanction and formed the basis for subsequent action.

The need for recreation facilities was being manifest by ever increasing vigor. In the early stages of the park program the emphasis was on beautification in both the preservation of the natural growth along the highways and improvement of the general appearance by planting trees and shrubs where none existed.

While these were of great value to the highway traveler, the proponents of the idea and those who preferred to camp rather than stay at hotels began to exert more and more influence on the public-spirited citizens, city officials, the Commission and engineers to make provision for places to stay.

The pressure, while in the main was insidious, nevertheless was effective in bringing about the park idea faster than any other one

thing. It was not altogether local as was expressed in the reports of R. W. Sawyer, Ray Conway and A. L. Peck after attending the 1928 National Conference on State Parks in San Francisco. It was a growing desire on the part of the people of the state to broaden their interest and education to include the natural features of our state and elsewhere. Travel during the "twenties" by the roadside-camper tourist became great and the limited facilities available caused a widespread clamor for extensive parks. While there was no record kept of the use of state parks, it evidently was large.

The depression years, starting in late 1929, reduced the out-of-state tourist travel but increased the need for economical places to stay. The cities and towns were supplying such places to a limited extent but not sufficiently to fill the ever increasing demand.

Then too, at this time the privately owned stopping places along the highways and streams were being fenced and "No Trespassing" signs decorated the places. While the property owner was not to be criticized, since the horde of users had become so great he could no longer tolerate the intrusion, it did add greatly to the demand for parks.

Section 2

EARLY DEVELOPMENT

Acquisition

On finding that the 1921 law was not sufficiently broad to cover the needs of land acquisition for parks and in some cases additional strips for the preservation of the scenic beauty along the highways, the Biennial Report of 1923-24, commenting on the legal aspects of land acquisition, states:

“ . . . the Highway Commission has been embarrassed several times because of a lack of authority to condemn private property for park purposes in conjunction with the improvement and use of public highways. In many instances private parties have offered the funds with which to pay for the private property but have requested and required that the State Highway Commission procure the property by condemnation, the exercise of the right of eminent domain. The Highway Commission has found itself without authority to exercise the right of eminent domain for such purposes, and therefore it would appear good policy for the legislature to confer that additional authority upon the Commission.”

The 1925 legislature modified the law. The revised law included in the General Laws of 1925, Chapter 201, states:

“That the state highway commission is hereby authorized and empowered to acquire by purchase, agreement, gift or by the exercise of the power of eminent domain, rights of way, land and ground necessary for the culture of trees and the preservation of scenic places and other objects of attraction and scenic value adjacent to, along or in close proximity to state highways, and said commission is authorized and empowered to acquire, either by agreement, purchase, gift or by the exercise of the power of

eminent domain, land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, public squares, recreation grounds or resorts which, in the opinion of the state highway commission, are necessary for the convenience of the public and which are so situated as to be accessible to and conveniently reached by and from state highways.

"The state highway commission is authorized and empowered to acquire, develop, construct, improve and maintain such lands and public places to such an extent and in such manner as will best afford to the traveling public necessary conveniences and accommodations required in connection with the use of public highways to the end that there may be preserved and made available for public use representative stands of virgin timber and other scenic areas valuable for recreational use which are advantageously located along our public highways."

The National Conference on State Parks began to exert an influence on the Commission and the Advisory Committee as indicated in a letter from Charles G. Saurers, Field Secretary, dated November 7, 1927, in which he requested "Consideration in the matter of Pacific Coast States develop and mature a State Park plan which will be a shining example of how it should have been done elsewhere." He also suggested, ". . . amendment in the Federal law which provides for withdrawal by states, counties, and municipalities of portions of unreserved public domain for recreational purposes. It should be amended to include O & C and Coos Bay Wagon Road lands in Oregon." He further states, "With desirable sections of these lands as a nucleus, Oregon could then proceed to gather in ample examples of the finest of her native landscape outside of the National Parks and National Forests." Saurers further states, "*Scenery is an unusual natural resource in that it may be used throughout the centuries to come and with proper respect as to fire and mutilization, it still will be there as fine as ever.*"

Owing to the activity of the Advisory Committee in the period ending in 1926, following the passage of the 1925 legislation, a total of 26 areas were obtained for park purposes. Thirteen of these were donated and 13 were purchased. All were well distributed over the state.

Among the sites donated was a 25 square foot area at Government Camp, summit of the Cascade Mountains, on which the Sons and Daughters of the Oregon Pioneers erected a monument to the memory of Sam Kimbrough Barlow, the pioneer and builder of the toll road from The Dalles to the Willamette Valley in the period 1845-1846. This route furnished a way for the wagon trains to continue westward rather than by raft from The Dalles through the Columbia River Canyon and portaging at Cascade Locks.

A number of the park areas acquired have been important through the years to the people of the state. The viewpoint of the Willamette Falls at Oregon City located between the highway and the railroad immediately opposite the falls is a good example. Access was provided and a monument erected to the memory of John McLoughlin, the Hudson Bay Company Factor, who is referred to as the "Father of Oregon." This monument was erected through the efforts of the Oregon Congress of Parents and Teachers. By contributing 10 cents each, the school children of Oregon raised \$1,575, and \$425 was raised from other sources. McLoughlin's home in Oregon City is now a National Historical Site known as the "McLoughlin House."

Early in 1922 Sarah Helmick indicated a desire to donate land to the state for park purposes. The land she wished to see developed as a state park lies along the Luckiamute river about six miles south of Monmouth in Polk County. The Commission agreed to accept the gift. The property was conveyed by two deeds dated February 15, 1922. One covers 5.16 acres from Sarah Helmick and the other covers 0.3 of an acre from James and Amanda Helmick. These deeds bear the earliest date of any land acquired by the Commission for park purposes.

The first land purchased for park purposes was Holman Wayside located near the community of Eola in Polk County. It was purchased from Thomas C. and Cora J. Holman at a price of \$1,000. The deed is dated April 17, 1922.

The first land acquired by an agreement was Bradley Wayside, also known as Clatsop Crest, in Clatsop County. On March 25, 1922, the Commission agreed to take over the area. The agreement was between the Highway Commission, Clatsop County and the Bradley Estate. It was deeded to the state on April 13, 1932.

I mention, however, that the Highway Commission voted on May 25, 1921, to accept a proposed gift of 260 acres of land at Rowena Loops in Hood River County which Mark A. Mayer proposed to purchase and give to the state for park purposes. Deed covering this area is dated April 12, 1924.

Lands were obtained for Emigrant Springs State Park in Umatilla County, between Pendleton and La Grande, in 1925. This land was eventually to become the most important park on the Oregon Trail.

Land for Humbug Mountain Park in Curry County was obtained by deed dated June 9, 1926, starting one of the finest parks in Curry County.

There were 20 other sites procured or controlled during the early "twenties," a few of which were Cape Sebastian, Harris Beach, Lava River Caves, Viento, Peter Skene Ogden, Boiler Bay and Shelton. All of these areas have served as important links in the chain of parks throughout the state. Some were later enlarged as their use increased and their importance became evident.

In the period following Governor Olcott's administration (1919-1923) there was not a great demand on the part of the political leaders to carry on a highway beautification program or to encourage the advancement of the park plan or idea. However, Highway Commissioners such as William DUBY, H. B. Van Duzer and Robert W. Sawyer, and the Advisory Committee on Tree Planting, as well as the Highway Engineers and others were enthusiastic in the advancement of the program, resulting in the rapid increase of the number of sites and the size of each.

Tree planting along the highway in Eastern Oregon continued during the 1923-24 period, furthering the suggestion of many people expressed earlier. This work was done principally along the Oregon Trail between Pendleton and La Grande. A great deal of help was obtained from schools, clubs and Chambers of Commerce throughout the state.

Acquisition of the timber waysides along the Wallowa Lake Highway continued. At the end of 1929 a total of 189 acres had been obtained.

Congress approved a law on June 14, 1926, known as the "Recreational Act," which allowed certain U. S. Department of Interior lands (Bureau of Land Management) to be sold to public agencies for recreation purposes at a price fixed by the Secretary of the Interior. The law has been revised from time to time so that as of 1960 land may be

conveyed for park purposes at a rate of not more than six sites, but not to exceed 12,400 acres, in the years 1960, 1961 and 1962. After 1962, three sites and not to exceed 6,400 acres may be obtained in any one year. In addition to the above, small tracts of not more than 10 acres needed for roadside parks and rest sites, may be obtained. Applications not completed may hold over for processing to the extent that the maximum allowable acreage will not be exceeded in the year application was made.

By Executive Order in 1961, BLM lands for recreational use are priced at \$2.50 per acre in case of sale and 25 cents per acre if leased. Reverter clauses and all other restrictions in the transfer of title to the state shall cease to be in effect 25 years after the Secretary of the Interior authorizes the transfer.

The revested O & C Railroad Grant lands and the reconveyed Coos Bay Wagon Road Grant lands may be leased at a price fixed by the Secretary of the Interior.

Lands for historic monument purposes may be obtained without monetary consideration.

In the 1925-27 period, acquisitions continued at a reasonably fast pace with the purchase of strips of land of varied width along the highways for the Blue Mountain Forest Wayside on U. S. 30 between Pendleton and La Grande, the Hood River-Mosier section in Hood River County and Rattlesnake Spring in Baker County. Land for Dooley Mountain Wayside was obtained on the Baker-Unity Highway Route 7; also an area was obtained easterly of Middle Bridge on the Baker-Halfway Route 86, and another area six miles east of Unity on Route 26 was secured. The last four of these were acquired for the purpose of furnishing drinking water for the traveler.

Two tracts of federal lands in Curry County were obtained. One is the Ophir Waysides and the other is 290 acres as an addition to Humbug Mountain Park.

In Deschutes County, Pilot Butte Park at the east edge of Bend was donated to the state in 1927 by Kempster B. Miller, Francis R. Welles and Charles A. Brown in honor of Terrence H. Foley, a former resident of Bend. The Robert W. Sawyer Park north of Bend was purchased from the State Land Board. The deed is dated April 28, 1931.

In Douglas County the Camas Mountain Park was leased from the federal government.

One small area in Grant County, known as Johnny Kirk Spring, was given to the state, as was Booth Park in Lake County.

In Lincoln County, Yachats Park at the westerly edge of the town of the same name was obtained from eight different owners. Otter Crest, a small area providing an excellent marine overlook at the highway summit six miles north of Newport, was obtained.

There were three areas enlarged, the Peter Skene Ogden Park in Jefferson County, Chandler Park in Lake County, both as gifts, and the Wallowa Forest Reserve in Wallowa County was enlarged by purchases.

The 1927-28 Biennial Report shows the cost of operation of state parks to the end of 1928 as \$109,183, of which amount \$28,933 was spent to rebuild the fire-destroyed building at Emigrant Springs. The report also says, "The Commission has taken especial interest in the acquisition of lands bordering the Old Oregon Trail between Deadman's Pass and La Grande with the stand of trees found thereon. These trees give added beauty to the country through which this highway passes and their

removal would leave a desolate and unsightly waste. In addition, they make the first forest reached by the tourist from the East, and, after his many miles of travel across the open plains and deserts, they are welcomed as gratefully as they were by the immigrants who used the original Oregon Trail. A strip on each side of the road, varying in width from 130 feet to 1,900 feet, has now been acquired for a distance of 30 miles, assuring the permanent preservation of these trees."

In other parts of the state, logging had been in progress on lands near the highways before any thought had been given to the importance of preserving the trees bordering the rights of way.

Effort was made by the Engineer and the Commission to make exchange of private land for U. S. Forest Service lands along the highways. The idea was eventually abandoned owing to the inability to obtain the proper legislation. In its place the U. S. Forest Service and a few of the timber companies set aside timbered strips along the highways to be preserved for the benefit of the traveler. The U. S. Forest Service had established a policy of preserving a strip on either side of the highways in the forest where no use is permitted. It extends approximately 300 feet from road center. The dead and dying trees were removed annually.

In the case of privately-owned lands where logging had not yet been undertaken, a difficult situation was faced. In many cases the heavy stands of timber were so costly as to preclude the possibility of the purchase of the land and standing timber. In some cases the owners practiced selective cutting. That is, taking out the dead trees and the matured or stagnated trees but leaving a much larger number, which in time gave somewhat the appearance of the original stand. Where cutting had not yet begun, an effort was made to persuade the owner to leave a timbered strip with as little cutting as possible. It was the desire of the Commission to preserve, along the state highway system, typical original stands of the various kinds of trees indigenous to Oregon.

The interest of Dr. John P. Merriam, President of Carnegie Institution of Washington, Washington, D. C., helped in the development of the state park system. Dr. Merriam, who had long been a student of the geological structures and fossil remains of the John Day Valley, called particular attention to the importance of that area for state park purposes. Following his recommendation, the Commission initiated proceedings under the Federal Recreation Act to secure the public land in the John Day Valley suggested by Dr. Merriam as desirable for park purposes.

Scrip was used in the purchase of federal lands when tracts could be obtained at \$2.50 per acre. In 1927 application was made for seven 40-acre tracts on the Oregon Trail, the Baker-Unity Highway and on The Dalles-California Highway. Another was made on a 450-acre tract at Humbug Mountain in Curry County, a part of which was expected to be acquired by scrip and the remainder under the Recreational Act of 1926.

Mr. O. A. Prince of Eugene, representing the owners of approximately 100 acres of the Pacific View platted area located south of Yaquina Bay, offered to sell this land to the state for \$12,000. This is interesting since the State Parks and Recreation Division is now in the process of purchasing the entire area.

In the period of Mr. Boardman's service as Parks Superintendent from September, 1929 to July, 1950, there were 495 transactions cover-

ing 50,842 acres, including 99 gifts of 18,762 acres and 15 leases on 444 acres.

The Commission's interests were broad, however, determined to a great extent by the amount of recreation travel. The most interest was along the Oregon shore, particularly where the roads from the populated areas of the Willamette Valley strike the coast. Interest diminished as the distance increased each way from these points.

Many areas of great value were acquired, particularly in the second and third decades of park activity. Much larger parks were obtained, either in the first acquisition or by additions to existing areas. Also, the public support of the park idea was increasing which gave the Commission a feeling of confidence. This is indicated by the Commission showing less resistance to proposals for park acquisitions.

The matter of acquiring land for parks of larger size from many ownerships proved to be difficult and time consuming. While there were a few condemnation suits in order to purchase lands, a number of settlements were made without resorting to court action even after suits had been ordered.

Acquisition of some of the larger areas, such as Silver Falls Park, required many years. The first acquisition at this park was 90 acres on April 3, 1931. Acquisitions continued through the years, without a lapse of more than two years, until the last purchase in 1952. During that same period the National Park Service purchased 5,730 acres, comprising the area set aside for a youth camp demonstration project. Silver Falls Park now contains 8,059.27 acres. The federal areas were deeded to the state, without cost, in 1947, with a restriction that the land should always be used for park and recreation purposes.

Another large area requiring a great deal of time was South Newport, containing 133 acres with 110 deeds at the close of the year 1962. The first area was acquired in June, 1955. As of January 1, 1963, there were 16 condemnation suits waiting to be tried in the Circuit Court.

Another area which was time consuming in our acquisition was known first as Short Sand Beach but later named Oswald West State Park. A total of 282 acres of land was obtained from 32 owners. The first deed was dated November 12, 1931, and the last was January 12, 1954. One condemnation suit hampered an early closing of the acquisitions. The name of Short Sand Beach Park was changed in 1957 to Oswald West State Park in honor of the former Governor (1911 to 1915). Governor West, by his insistence, obtained a legislative act prohibiting the sale of Oregon's beach land between mean high and low tides and declaring such land a public highway.

Nehalem Bay Park acquisition has also been a time-consuming project. This area included three platted townsites of many ownerships all on the Nehalem Bay Sand Spit. It contains 862 acres with approximately ten miles of bay and ocean shore. Very few trees were on the property because of the nature of the ground, it being barren sand moving with the wind. The first land was obtained in July, 1938 and the last in November, 1961. There were no suits or similar hampering devices. In the main, title to the lands came from the County Court which had obtained the lands through tax foreclosures. Other areas were purchased from individuals. The improvement program at Nehalem Bay, for the past several years, has been only the planting of beach grass and trees as it is believed the greatest need for the area lies in

the future. A timbered area adjoining the park on the north is being studied with the thought of acquisition for an overnight campsite.

Some acquisitions involved real problems requiring persistence and patience. A good example is Casey Park. While acquisition began in 1930, title was not acquired until 1937. Complications were encountered principally because of a squatter, J. A. Casey, residing on this federally-owned land. Mr. Casey had constructed a roadside restaurant and a few cabins for which he claimed an investment of \$10,000, and the federal authorities insisted that Mr. Casey's claim as "squatter rights" be settled. After considerable negotiation, the government gave the Commission the option of either buying the 80 acres for \$275 or leasing it at \$13.75 per year. The Commission chose to lease the area and negotiated a lease to Mr. Casey for a period of three years. This arrangement satisfied Mr. Casey. At the expiration of Mr. Casey's lease the Commission chose to purchase the area and title was received in 1937.

There were important gifts such as 125 acres from Mr. and Mrs. Guy W. Talbot at Latourell Falls on the Columbia River Highway. Most of this acreage is on the westerly side of Latourell Creek with only a small part on the easterly side of the spectacular falls. It has an extraordinary stand of natural timber and native plants, and affords superb scenic views of the Columbia River and the north side of the gorge.

An area 23 miles east of Baker was obtained from the federal government in 1930. Another area was purchased in 1931 under the Recreational Act, being 290 acres at Humbug Mountain. Two leases were requested. One was at Wildcat Creek on the Mt. Hood Highway in Clackamas County and the other at Camas Mountain at the summit of the Coast Range on the Coos Bay-Roseburg Highway. Other applications for federal lands were made during this period, 1930-1940.

The year 1930 marks the beginning of a period often referred to as "the depression." The Highway Commission felt the shortage of funds but the bonded debt remained the same. There was much demand for the use of hand labor and the contract method of providing labor was highly emphasized. The income from gas tax and other sources decreased to an alarmingly low point; however, acquisition of park lands continued at a reasonable rate commensurate with available funds. To offset the financial situation, many of the state and federal agencies cooperated in acquisition, construction and improvement of parks.

Parks Engineer Appointed

The appointment of the State Parks Commission marks the end of the activities of the Advisory Committee on State Parks and Recreation. At a meeting August 6-7, 1929, the Highway Commission decided to place Samuel H. Boardman in charge of acquisition of the timbered areas. His title was Parks Engineer and he was to devote his entire time to park matters. This was a move long desired by Commissioner Sawyer who was very much interested in parks and the furtherance of the idea, for which he has, in later years on occasions, been referred to as the "Father of the Oregon State Parks." Selection of Sam Boardman to fill the position was by reason of his profound interest in the tree planting and highway beautification work dating from the beginning of the movement for such planting and highway beautification. His philosophy, as related to parks, as well as his distinguishing characteristics are

illustrated in the following quotation from a statement he made soon after appointment:

"The codicil of a legacy that will perpetuate their memories. A monument that will ever brighten in its burnishing. No finer heritage may one bequeath than the natural beauty that springs from the clay from which he cometh and returneth. A continuity of life. Would that such monuments might spire our State. . . Its increased possibilities lie within the wisdom of its people. A magnet that deflects its particles into every thread that spins the spool of Oregon. To cut our way to the land of stumps then we must compute our assets in terms of turpentine. . . The educational and historical side will enter into many of our parks. In the John Day country we are told the rockers are found that cradled the world. Scientists unfold leaf by leaf, strata by strata the geology the paleontology of the beginning of Creation. Un-assumingly they take us back ten million years in the chronology of a universe that we now seek to save our flora. Such a shrine of knowledge must be ever left as an open book in the form of a State Park. A state rich in historical lore must have its story told within our parks. Where the speed of the day may halt to pay its homage to a pioneer who yoked his way to blaze a trail we so easily follow today. . . The beautiful myrtle where the mystic touch of nature has trimmed its cultural lines beyond the art of man. And within them all a sense is quickened in the turn of leafy mold that stirs the springtime of our individualities. We live within a heritage beyond our computation. Will we tilt the cup until it runs dry or build for a day beyond our day."

The selection of Mr. Boardman as Engineer of State Parks proved to be a wise choice. In his philosophic way he was influential in persuading many people of means to give property to the state for park purposes. The first ten years of his administration was a period when the economic value of much of the timberlands was in question and the need of such lands for recreational purposes was evident. The combination, with the aid of some persuasion, created an atmosphere in the minds of possible donors wherein the state benefited and the desires of these people were satisfied. Many others offered their lands for parks at a price much lower than could be obtained on the market.

To further the personal interest in gifts, Mr. Boardman suggested and the Highway Commission approved on April 7, 1932, a certificate to be given to donors of park areas or sites. This certificate is as follows:

Acknowledgment of first land donated for state park purposes.

STATE OF OREGON

The Governor of Oregon and The State Highway Commission
gratefully acknowledge the gift of 5.16 ACRES OF LAND
IN SECTION 13, TOWNSHIP 9 S., RANGE 5 W., POLK COUNTY,

made to the State of Oregon by SARAH HELMICK

for state park purposes:

Attest

Hal Estess

Secretary of State

W. E. Seay
Secretary, State Highway Commission

Date APRIL 7, 1932

James L. Porter
Governor of Oregon

Oregon State Highway Commission

W. E. Seay
Chairman

W. E. Seay
Commissioner

E. B. Medaris
Commissioner

Section 3

PARKS PARTICIPATION BY OTHER AGENCIES

Federal Agencies

The experience gained by community leaders and many military personnel during World War I served as a stimulus in later park and recreation demands. It was manifest by the increase in use of urban and non-urban park areas following the 1917-18 conflict. Many states had started development of parks and had made provisions for personnel to direct the use. It also was an important part of the impetus behind the enlarged movement in this state for highway recreational and camping areas.

Beginning in 1930, the depression period, recreation demand fell off because of the national economic situation. However, the authorities were keenly aware of the increasing recreation demand of the previous decade and put forth every effort to satisfy that thought and to relieve the poor economic conditions. Congress enacted various public projects such as Works Progress Administration (WPA), Civilian Conservation Corps (CCC) and other programs wherein local governments would cooperate in the adoption of many types of work programs. The work in the parks included construction of such facilities as roads, trails, camp area buildings, swimming and boating areas, and the development of water sources, particularly by the Civilian Conservation Corps.

Civilian Conservation Corps Camps

At the beginning of the depression years, because of the widespread unemployment particularly among the youth, the United States Congress at the insistence of President Franklin D. Roosevelt, enacted legislation to create the Civilian Conservation Corps in March, 1933. The CCC

employed many youths, particularly from the cities and larger communities, who were unable to obtain employment. The objective was emphasized in the words of the President when he said, "I propose to create a civilian conservation corps to be used in simple work, not interfering with normal employment, and confining itself to forestry, the prevention of soil erosion, flood control, and similar projects."

The first selected were restricted to unemployed citizens, single and married men of ages 18 to 25. They were required to allot a portion of the \$30 per month pay to their families.

In Oregon, the first camps in state parks were established in October, 1933, located near Gold Beach in Curry County and Benson Park in Multnomah County. These camps were later increased to 17. There were others in the U. S. forests, grazing projects, etc.

Each camp was organized with 200 enrollees, a supervisor, eight foremen, an Army captain assisted by enlisted personnel, a doctor, an educational director and helper, a landscape architect, an engineer and 15 local men skilled in forestry and other trades. These 15 skilled men acted as leaders among the enrollees on the particular job to which they were assigned. The leaders were expected to show the enrollees how to do the job and explain why it was done in a certain way and its relation to the work as a whole.

The CCC program was under technical supervision of the National Park Service in cooperation with the local park administrative agencies. The National Park Service furnished plans, layouts, etc. for all projects and the local agency furnished the materials, sites, etc.

The 17 camps in Oregon were located at Benson and Wyeth on the Columbia River Highway; Silver Falls east of Salem; Emigrant Springs, Battle Mountain and Shelton in Eastern Oregon; Casey in Southern Oregon, and Short Sand Beach (now Oswald West), Ecola, Newport, Woahink, Charleston, Humbug Mountain, Gold Beach, Alderwood and Saddle Mountain along the coast. There was also one under the direction of the U. S. Soil Erosion Service located at The Cove Palisades State Park in Central Oregon.

The following is a list of the 45 state parks in which improvement work was done by the Civilian Conservation Corps:

Guy W. Talbot	Harris Beach	Joaquin Miller
George W. Joseph	Cape Sebastian	Forest Wayside
Ainsworth	Hunters Creek	Devil's Elbow
John B. Yeon	(Buena Vista)	Muriel O. Ponsler
Lang	Giesel Monument	Memorial Wayside
Sheridan	Ophir	South Beach Wayside
Viento	Humbug Mountain	Yaquina Bay
Starvation Creek	Battle Rock	Devil's Punch Bowl
Wygant	Port Orford Cedar	Otter Crest Wayside
Silver Falls	Forest Wayside	Rocky Creek Wayside
Casey	Cape Arago	Depoe Bay
Emigrant Springs	Simpson Wayside	Boiler Bay Wayside
Battle Mountain	(North Bend)	Short Sand Beach
Alderwood Wayside	Umpqua	(now Oswald West)
Blachly Mountain	Bolon Island	Nehalem Bay
Triangle Lake	Tideways Wayside	Ecola
Shelton Wayside	Jessie M. Honeyman	Saddle Mountain
	Memorial	*The Cove Palisades

* Directed by Soil Erosion Service

The work accomplished by the CCC crews included building and surfacing roads in some areas, building car parking areas and trails, trimming brush to eliminate fire hazards, making property line surveys, establishing permanent monuments at property corners, constructing comfort stations and shelters, particularly at viewpoints, and erecting storage and administration buildings.

At Silver Falls Park the CCC crews constructed a large, extraordinary picnic area, including a concession building, and a large car parking area. Trails into the canyon along the north and south forks of Silver Creek were constructed and the necessary bridges were built. Springs were tapped and large reservoirs were constructed to provide ample camp water. Roads and car parking areas were laid out, constructed and surfaced with rock.

Most of the buildings constructed by the CCC's were designed to use rustic material, principally logs, and shake roofing, with modern facilities inside the buildings. In a few parks, where ample water supply was not available, sanitary facilities were constructed for the use of chemicals.

The General Design Section of the CCC's drew the plans and designs for all the projects and buildings, as well as for the water and sanitary systems. These plans and designs were then forwarded to the National Park Service for approval.

Approval was slow in the beginning. Later a planning office was established for a short time in Portland, making the operation much more speedy and desirable.

The CCC's performed unusual tasks in the parks which proved to be the start of a well developed program in park construction. This paved the way for later development and indicated the park use would increase vastly with reasonable and well planned facilities.

The completion of the park facility construction and closure of the Silver Falls CCC camp, the last camp operating in the state, came in April, 1942. The Silver Falls CCC camp buildings were transferred to the state on December 5, 1942, and were accepted by the Commission on December 18, 1942.

Emergency Relief Administration (ERA)

An Emergency Relief Administration project at Silver Falls State Park was set up in 1934 to construct a Recreational Demonstration Area. The area was to be an ideal outdoor youth camp to encourage an expanded outdoor youth camping program. The project was brought about because of a demand throughout the country for more youth training and available areas were not in supply.

The ERA project designed four separate areas, two of which were constructed. One was located on the south fork of Silver Creek, approximately 2½ miles from the highway, and the other on Smith Creek, approximately 1½ miles from the highway. The land purchased for the youth camps amounted to only 4,093 acres out of a planned 18,785-acre tract.

In the construction plan, provision was made to take advantage of the native flora and to encourage the increase of deer and other wild animals of the area.

The Silver Creek camp provided facilities for 96 youths in four separate group units. Individual, small, open-air cabins to accommodate two

to four persons were built. Each building group had a toilet and recreation building. The camp had a central mess hall, infirmary, craft building, office quarters, swimming pool and the necessary sanitary facilities.

The Smith Creek camp is much smaller than the one at Silver Creek. It is facilitated for 48 youths in two group units. The type of construction is exactly the same in each camp.

In July, 1937, an Advisory Committee was appointed to assist in certain matters pertaining to the Demonstration project. Those appointed to the Committee were Dr. E. L. Packard, Oregon State College; H. C. Seymour, Director of Oregon 4-H Clubs; Karl Onthank, University of Oregon; Dr. Bruce Baxter, Willamette University; C. P. Keyser, Superintendent of Portland City Parks; Jamieson Parker, State Planning Board, and H. C. Richter, Portland Y.M.C.A.

State Emergency Relief Administration (SERA)

The federal funds supplied by the State Emergency Relief Administration provided payment for the employment of an average of 20 men for a period of nearly one year beginning in December, 1934. These men built trails and enlarged the use areas at Silver Falls State Park.

Pacific Northwest Regional Planning Commission

The Pacific Northwest Regional Planning Commission made an exhaustive study of the recreational value of the Columbia River Gorge. The project was done in cooperation with the Civil Works Administration in 1934, followed by the Federal Emergency Relief Administration (ERA) in 1934 and 1935 and the Works Progress Administration (WPA) in 1936. The report is dated January, 1937.

The primary purpose of the study was to gain consideration from federal and state authorities, as well as the public, on the outstanding scenic and recreational resources in the Columbia River Gorge. It also pointed out the growing need to conserve and further develop the potential values and urged consideration of all social and economic requirements to prevent waste in the recreational facilities and scenery.

The Planning Commission made a thorough study of the recreation, road and other needs. The Commission's recommendations on the roads and parks have been done, except those which proved to be improper or not necessary.

In the construction of the Columbia River Highway, land outside of the needed right of way was obtained. This fulfilled a part of the plan in the preservation of the scenic aspects of the gorge as recommended. Little use has been made in recent years of the trails constructed by the CCC's in the "thirties." Therefore, none has been added. In maintaining the trails, it has been necessary to rebuild all timber structures and handrails. They have been widened in many places.

In realignment of the highway and construction of the four-lane freeway, a wide right of way was obtained. Only the necessary clearing was done to provide safety of travel. The scenic aspect of the gorge was preserved by these measures. The freeway is so located that more of the canyon walls with the many waterfalls may be seen on the Oregon side. A view of the Washington side of the canyon and the river may be had at all times. The sweeping alignment of the new four-lane highway makes for a speedy, restful drive the full length of the gorge. Preservation of the scenic values of the canyon is continuing through the efforts

of the Columbia River Gorge Commission and the State Highway Commission.

Works Progress Administration (WPA)

The Works Progress Administration constructed a storage and service yard near John B. Yeon State Park at a very modest expense to the state.

A cooperative project with the National Park Service was approved in 1937 for a recreational study in Oregon. The study was completed late in 1938. The main purpose of the study was to bring to light the principal factors which bear on the planning and to suggest an adequate recreational program in Oregon.

The report, dated December 21, 1938, sets forth a great amount of valuable information on many phases of recreation in the state. It includes in Part I information on administration, standards, acquisition, development, maintenance, operation and suggested legislation. Part II includes a list of agencies interested in parks and recreation and a list of areas used by each in the mid-thirties. Part III relates to information on recreational travel in the state. Part IV is a brief statement relating to potential areas and Part V discusses certain possibilities of correlating recreation programs.

A Works Progress Administration project was set up to study the historic sites and markers in Oregon. The work was completed and a report rendered in August, 1939.

The report gives a brief, yet complete, story relating to the historical problem in Oregon. It lists agencies whose duties include the preservation of historic sites, and gives their respective responsibilities, the source of their funds, etc. It also contains a complete list of local, as well as national organizations, interested in marking historic objects in Oregon.

In this report are two lists of 226 signs and markers in Oregon with cross-reference for the convenience of the user. One list is chronological according to the date of the event, date of construction of the object or period of prominence of the person commemorated, and gives a brief statement of the reason for or the purpose of the marker, its location and source, as well as the name of the agency or organization responsible for it. If the marker is a plaque, then the exact wording embossed on its face is shown, indicating the occasion for the marker by a brief historical sketch. The second list is alphabetical.

A project started in 1939, directed by the WPA but the State Highway Commission contributing the materials, was the construction of myrtlewood furniture for use at the Silver Falls Park lodge, then being completed. Through the generosity of Elmer Bankus of Brookings, two myrtle logs of unusual size and quality were donated to the parks for the furniture construction project. The logs were sawed and the lumber, approximately 8M B.F., trucked to Corvallis and dried in the Oregon State College experimental dry kiln. This process reduced the weight by 12,000 lbs. after 76 days of drying. The dried lumber was then forwarded to the WPA workshop in Portland to be used in the furniture construction.

Mrs. Margery Hoffman Smith, State Director of the Oregon Art Project, designed this furniture, all of which is of the heavy, sturdy type. The project was completed in 1940 and consists of 25 small dining tables, 82 chairs, 11 wall and fireplace benches and one large buffet.

The myrtlewood furniture is unusual in that the myrtle tree is indigenous to the southwest corner of the state. It is known in this state as Oregon Myrtle and is highly prized for the manufacturing of novelties. The wood is generally light-colored, sometimes bicolored, and of close and frequently twisted grain. These features and the high quality finish make the myrtlewood excellent for beautiful furniture and exquisite showpieces.

In 1935 a landscape project was started under the WPA at Silver Falls Park. It consisted of planting trees and shrubbery in the car parking islands and the day use area above the South Falls. This work furnished employment for several men during the construction period.

Another WPA project was at Lava River Caves in Central Oregon. It consisted of improving the entrance to the cave by the construction of steps down into the cavern and building trails over the loose rock and steep places inside the cave. This work made it safe for the public to examine the caves.

United States General Land Office and Bureau of Land Management (BLM)

The Bureau of Land Management and its predecessor, the General Land Office, are the agencies which have processed all applications for federal lands. These agencies have been generous in supplying park lands to the state for recreation purposes when the land and the use came within the scope of the 1926 Recreation Act. A few areas have been gifts.

However, during the years, changes have been made in the law whereby a portion of the appraised land value is to be paid. In the years prior to 1961, the policy was to charge full value for the timber but to reduce the charge for the land approximately 70% of the appraised value. Beginning in 1961, the land charge was reduced to \$2.50 per acre. Title to the land is given with continuing restrictions in the use of both the land and the timber.

All deeds contain a restriction that the land must be used for recreation purposes and be developed according to filed plan. In cases where the lands are given at a reduced rate and the timber is paid for in part or in full amounts, the use restriction runs for a period of 20 years. It has been necessary to render biennial reports to the Bureau covering the use and financial income from the property, if any.

During the years, the Bureau of Land Management and its predecessor, the General Land Office, have made available to the state for park purposes, 24 areas of land totaling 5,707.92 acres. The lands are all valuable to the state as part of the park system and add materially to the recreation interests.

Some of the lands recently made available to the state are 38.68 acres of the Nestucca Sand Spit area, 80 acres at Illinois River State Park, 715.82 acres at Bullards Beach, 120.23 acres at Loeb, 135.35 acres at Pistol River, 147.98 acres at Susan Creek, 40 acres at Thomas Condon-John Day Fossil Beds, and 160 acres at Fort Rock through cooperation of Lake County, or a total of 1,438.06 acres.

United States Bureau of Reclamation

The United States Bureau of Reclamation, in connection with construction of reservoirs to store water for irrigation purposes, has made

available to the state many valuable recreation areas. On the shores of Lake Owyhee in Malheur County, the Bureau leased to the state 730 acres for park purposes. The lease, dated April 28, 1958, is to run for a period of 50 years.

On the peninsula in Unity Lake in Baker County, a 39-acre park was constructed. Thirty acres of land was made available by the Bureau of Reclamation and the local irrigation district. Entrance roads, car parking places, sanitary facilities and a boat launching ramp have been constructed.

Through the courtesy of the Bureau of Reclamation and Ochoco Irrigation District, the patrons of Ochoco Lake State Park make use of the lake for boating, fishing and swimming. The park land was not acquired from the Bureau. A swimming float was constructed at Ochoco Lake by the Prineville-Crook County Chamber of Commerce by permission from the local irrigation district. A letter of approval is dated March 26, 1957.

A new park of 365 acres has been constructed on the shores of Prineville Reservoir, south of the city of Prineville in Crook County. It is on land owned by the Bureau of Reclamation but leased to Crook County on March 16, 1961, and subleased to the state on June 27, 1961, for a 50-year period. The sublease will expire March 16, 2011. The stipulations in the lease between the state and Crook County are the same as those contained in the agreement between Crook County and the Bureau of Reclamation. Crook County constructed the park road and will maintain it, but the state is to construct the park facilities.

United States Corps of Engineers

The U. S. Corps of Engineers, in connection with its many construction projects pertaining to the rivers and harbors of this state, has constructed several recreation projects. One of these is the park area on the shores of Fern Ridge Lake, which is a water storage and flood control reservoir. Two recreation areas were facilitated, one at Perkins Peninsula and another at Richardson Point. Provisions were made for boat launching docks, picnic facilities, entrance roads, car parking spaces, stoves, tables, trails and water and sanitary facilities.

These areas were turned over to the state for operation in 1951 under a long-term lease agreement. Other than the vandalism which took place during the first five years of operation, the area has been very satisfactory. The original agreement relative to use of this area was modified in 1959 to more adequately cover the area now in use and to eliminate the state's control of the water surface and other minor items.

The Corps of Engineers also made available by lease in 1953, at no cost to the state, 191 acres of land at Hat Rock State Park in Umatilla County. The public use facilities of this park are located on federal land. The caretaker's home was constructed on state land. In 1959-60, the Corps constructed a road to the westerly side of the arm of the lake, a car parking area, boat launching ramp, foot bridge, and planted about two acres of lawn grass to stabilize the sand. The list of the facilities was added to the original lease agreement under Supplements 1 and 2. The state provided the sanitary facilities and irrigation system to serve this area.

When the Corps of Engineers was rearranging the land ownership at Bonneville Dam on the Columbia River for construction of the Bonneville facility, in 1942 they gave to the state for park purposes a 17.24-

acre tract lying between the highway and the Union Pacific Railroad. This was done to assure preservation of the natural features of the area.

The Corps of Engineers assisted the state in establishing the Detroit Lake State Park by making available a portion of the land on which the park is located. The Corps of Engineers entered into an agreement with the U. S. Forest Service whereby the Forest Service was the agency to negotiate and handle the agreement with the state.

When planning for the realignment of the Union Pacific Railroad and the Interstate Highway 80N (Old Oregon Trail), the Corps approved, in 1960, and made plans for construction of a new park and rest area on the arm of the lake formed by the John Day Dam on the Columbia River at the mouth of the John Day River. The park area will be desirable for recreation purposes. The arm of the river extends eleven miles to the head of slack water, furnishing a large boating facility.

USDA—United States Forest Service

The U. S. Forest Service, in the mid-1920's, was very much interested in park accomplishments, particularly the highway wayside preservation. After attempts to provide suitable legislation in Congress failed, the Forest Service set aside strips of forest lands to be preserved. These strips were set aside for two purposes—first, the preservation of the natural beauty and scenic aspects of the forests, and second, to show to the traveler some of the original timber stands which were fast disappearing.

Most of the forest land under the jurisdiction of the Forest Service is in the higher timbered areas of the state, such as the Cascade Mountains, the Blue Mountains and the Wallowa Mountains.

The U. S. Forest Service has provided many forest parks for those who are interested in timbered areas for resting, fishing, hunting and skiing. Inasmuch as the Forest Service does provide parks and other places of recreation on their vast holdings, the state has not attempted to duplicate park facilities within their boundaries, except in very rare circumstances.

In planning for the recreational use of the Detroit Lake area on lands owned by the Corps of Engineers and the U. S. Forest Service, negotiations were carried on with the Forest Service. This was because of an agreement between the Forest Service and the Corps of Engineers whereby the agency owning the greater portion of an area to be used for park purposes would handle negotiations for both agencies. The agreement between the State Highway Department and the U. S. Forest Service is dated April 12, 1955, and is to run for a period of 30 years without cost.

The U. S. Department of Agriculture, Forest Service, cooperated by leasing, without cost, to the state 2,988 acres of grazing land, a part of The Cove Palisades State Park as originally established. The Forest Service has further cooperated in the transfer of the park facilities to a new location on the shore of the new lake by deeding to the state any lands in that area above the project boundary for the development of the park.

Five acres of Hilgard Junction State Park is U. S. Forest Service land obtained under a special use permit. The park is located at Hilgard Junction on the Grande Ronde River, west of La Grande, on Interstate Highway 80N.

All of the highly used skiing areas in Oregon are on national forest lands, as other lands do not possess sufficient snow to warrant skiing developments.

USDA—United States Grazing Service

In Central Oregon, the U. S. Grazing Service cooperated by leasing to the state, to preserve the old growth of juniper trees, strips of land on both sides of Highway 126 from Sisters to Prineville, and on Highway 20 from Bend to Horse Ridge. There were many gaps in the strips on account of private ownerships, a part of which have now been purchased.

United States Bureau of Biological Survey

The U. S. Bureau of Biological Survey was generous in granting a special use permit on 138.51 acres of land, a part of the Cape Meares Reservation, for a state park. The permit is dated August 19, 1938.

United States Lighthouse Service

Land under the management of the U. S. Lighthouse Service declared surplus was obtained in 1934 without cost. It was a 32-acre tract, a part of the Yaquina Bay Lighthouse area which had been abandoned.

Another area of 7.49 acres was obtained in 1935 without cost. It was a part of the Heceta Head Lighthouse Reservation and is now a part of Devil's Elbow State Park.

An area of 975 acres at Cape Lookout State Park was acquired, without cost, in September, 1935, after being declared surplus property by the Lighthouse Service.

In 1939 an area of 110 acres of the Umpqua Lighthouse Reservation was declared surplus. It was purchased by the state as a part of the Umpqua Lighthouse State Park at a cost of \$1,000.

United States Coast Guard

The U. S. Coast Guard issued a license, dated September 19, 1961, for the use of 24.16 acres adjoining on the south the land under the U. S. Bureau of Biological Survey lease at Cape Meares. The license is for an indefinite period of time and may be revoked at the will of the Commandant of the Coast Guard. This area has a very unusual viewpoint where one may watch the shore birds and view the ocean and offshore rocks. On this land is a very large and unusual spruce tree. The top of the tree was broken off many years ago and large branches have grown from below the break forming an inverted crab-like appearance. The trunk is approximately 10 feet in diameter and each branch from three to five feet.

United States Department of Veterans Affairs

The U. S. Department of Veterans Affairs, in December 1956, sold to the state, for park purposes, 16.34 acres of land which had been declared surplus. This land is located at the Roseburg Veterans Facility. The cost was \$4,362.06. This parcel of land had been cut off from the

main area of the facility by the location and construction of Interstate Highway 5.

The state entered into an agreement with the City of Roseburg on May 5, 1958, for the city to make the park development. This arrangement was approved by the federal authorities at the time the state agreed to purchase the land.

The purpose of this acquisition was to avoid a problem of private access to the freeway should the agency sell the land to others. The cost of the land was small compared to what the state might have had to pay should it become necessary to purchase the right of access from a private owner.

National Park Service

The National Park Service has provided a great amount of help to Oregon, not only in the formation of state parks but also in the plan of development and operation. The ideas behind the sponsoring of aid to states, other than financial, were first introduced by the late Stephen Mather, the first Director of the National Park Service (1916-1929).

The National Park Service has a cooperative arrangement in the planning of state parks. It has in its Regional office a person designated as Regional Chief of State Cooperation who acts as consultant.

Help rendered by the Park Service is shown in many ways. For instance, when lands are being obtained from the federal government under the Recreational Act, regardless of which agency, the Park Service is required to review the application and render a recreational report thereon.

The Park Service was deeply concerned in the work done by the Civilian Conservation Corps, directing the activities and other associated interests. During the same period, the Park Service was constructing recreation demonstration areas (NIRA). The demonstration projects were established on large timbered areas of land suitable for youth camps. The latest and best obtainable plans were used in the camp construction. In Oregon, the Silver Falls Youth Camp was constructed as one of the projects.

Two areas in Oregon which seemed to meet the requirements for a national park were seriously considered by the National Park Service. The first was an area in the Wallowa Mountains adjacent to the Snake River Canyon. These Oregon mountains are the most beautiful and spectacular scenic alpine areas in the northwest. The area was proposed by the people of La Grande and nearby towns in 1929. The idea was never carried through because of the objections from stockmen. Grazing of stock is not permitted within the boundaries of national parks. The second was an area in Curry County which was proposed in 1936 as a National Recreation Area. It was considered and approved by the Secretary of the Interior and the National Park Service. The United States Bureau of the Budget eliminated the provision of federal funds to cover the cost of the land as was proposed in the bill introduced by Senator Charles L. McNary of Oregon in May, 1940. It was expected that local interests would provide the funds for that purpose. The Highway Commission did not feel justified in acquiring the property.

Local antagonism developed rapidly after the introduction of the bill, when it was learned that the proposal contained approximately 30,000 acres of land and provided no funds for acquisition. The people of Curry

County were unable to reconcile the loss of so much land from the tax rolls. Then too, the stockmen were becoming irritated by the possibility of losing a large section of their grazing land. Many of the signers of the original petition became opposed to establishing the National Recreation Area.

The close of 1940 marked the completion of the National Park's efforts in Curry County. The State Parks Superintendent attempted to stir interest for a national park in Tillamook and Clatsop Counties by suggesting a forested mountain range running from Neahkahnie Mountain northeasterly. The idea was never accepted.

The National Park Service made a historical study of Champoege State Park and in the report recommended enlargement of the park and changes in the plan and general use. The Park Service was asked to make the study as they were experienced and well equipped for such work. Then too, it was thought that a study by an outside group with a historical background would be more acceptable to the many local interests.

The report covers a complete history of the park, including the events of 1843 leading to a provisional government and the petitioning of Congress to establish territorial government and later state government over the vast Oregon country.

The National Park Service, in 1959, started a study of a possible National Recreation Area along the Oregon coast in Lane, Douglas and Coos Counties from the Siuslaw River south to and including the Umpqua Lighthouse State Park, comprising approximately 35,000 acres of land. The area contains approximately 25 miles of sandy beach and high, rolling, windblown sand dunes extending back from the seashore to include three large fresh-water lakes and timberland.

The area has the approval of the National Park Advisory Committee for a National Recreation Area. The proposal was strongly opposed by local residents and others because of tax reasons. The timber interests also opposed it because of the taking out of production a large block of timber-producing land. Congress had not acted on the proposal at the close of 1962.

State Committees, Boards and Commissions

The Oregon State Parks, through the years, has had five Committees or Commissions to aid and advise in the state park work.

Tree Planting Committee

The first was an Advisory Committee on Tree Planting, appointed by the Highway Commission on September 26, 1924, and composed of five very able members. They were Professor G. R. Hyslop, Professor A. R. Sweetser, Jesse A. Currey, A. L. Peck and C. N. Granger. This first Committee served until 1929. Their interests were broad and served the state well during the fast-changing times, in the transition of thinking relative to parks in Oregon and the building of support for parks in the Legislature and among the leading people of the state.

The Governor I. L. Patterson Commission

In July, 1929, Governor I. L. Patterson appointed an Advisory Commission, composed of the members of the Highway Commission and two

former members. They were H. B. Van Duzer of Portland, C. E. Gates of Medford, Robert W. Sawyer of Bend, R. A. Booth of Eugene and William Duby of Baker. This Commission met one time only, on July 24, 1929, at which time it set up rules to guide the Commission in the selection of sites, etc. These rules have guided the acquisition of lands through the years.

The Governor Julius L. Meier Commission

After the election in 1930, Governor Julius L. Meier had many requests relating to state parks and the preservation of the natural, timbered roadside areas, particularly the strips along the Crater Lake Highway in the vicinity of Prospect in Jackson County.

After an inspection trip of the Crater Lake Highway, accompanied by the Highway Commission and fifteen other people, the Governor decided to appoint a State Parks Advisory Commission. This was done May 17, 1933. Those named to the Commission were A. R. Watzek, acting Chairman, John Yeon, Rodney Glisan and Mrs. A. E. Rockey, all from Portland.

The Advisory Commission met with the Highway Commission on June 27, 1933, at which time the advisory group outlined its views, which were not altogether satisfactory to the Highway Commission. There is no record of further meetings or actions of the Parks Commission.

Oregon State Board of Higher Education Advisory Committee on State Parks

In 1942 the Oregon State Board of Higher Education, possibly through the urging of Dr. John C. Merriam, educator, geologist and a writer on the subject of parks and a member of the staff of the California Institute of Technology, formed what was called an Advisory Committee on State Parks. This Committee was composed of staff members from the University of Oregon, Oregon State College (now Oregon State University), California Institute of Technology, University of California and one from Crater Lake National Park.

The following report by Dean R. W. Leighton to Dr. F. M. Hunter, Chancellor of the Oregon State System of Higher Education, tells the story of their interests and progress:

"This report has been delayed until a statement of definite progress could be submitted. This can now be done with reference to

1. Actual work achieved by the committee
2. Program of work of the committee
3. Discussion of the projected program by Dr. J. C. Merriam and representatives of the Oregon State Highway Commission

"1. The committee met at the University of Oregon on June 15, 1942, with Drs. Merriam, Stock and Buwalda of California Institute of Technology, Allison and Packard of Oregon State, Smith and Cressman of the University of Oregon, Boardman of the State Park Commission, Ruhle of Crater Lake Park personnel, and the Chairman present. Williams and Chaney of the University of California could not attend.

"The committee explored the present situation in Oregon and discussed at length and in detail the parts of the state which should come

under the work of the committee. Its decisions are summarized in the following resolutions adopted by the committee.

"2. The committee decided to concentrate on the John Day region as of primary importance. Its decisions set up these main lines of action:

- a. The preparation of a book on the area to interpret the significance of the scientific and human aspects of the area for the layman. This book is now in preparation. It will consist of the following chapters:
 - (1) Geologic interpretation, John P. Buwalda
 - (2) Paleontologic interpretation, Chester Stock
 - (3) Chapter on influence of the area on man's history, R. W. Leighton, Luther Cressman.
- b. Recommended that the Oregon State Highway Commission establish a parkway under the O.S.H.C. through the area under consideration. The details of the project were to be worked out with the O.S.H.C. Dr. Merriam agreed to present the program to the O.S.H.C. for consideration.

"3. Dr. J. C. Merriam, in October, 1942, again visited the Oregon campus and discussed the progress of the program with various collaborators. He also conferred with Messrs. Cabell of the O.S.H.C., Baldock and Boardman presenting the program proposed by the committee for the John Day Parkway. Various aspects of the problems of acquisition of needed areas for additional parks, administration of the area, etc. were discussed at length. Dr. Merriam reports that these men were enthusiastic and extremely friendly to the program proposed by the committee.

"The Columbia Gorge and Oregon Coast projects will be followed up as work in the John Day area is brought toward a conclusion. However, Dr. W. D. Smith has a manuscript on the Oregon Coast which is an important initial step in the program for that area. Suggested amplification of the Committee on the Columbia Gorge has not yet been carried out.

"The cooperative study of the Crater Lake area and its interpretation, started some years ago by Dr. Merriam with scientists, of human remains under Crater Lake pumice has progressed. Dr. Merriam on his recent visit to the University of Oregon gave further attention to this project and secured the cooperation of Mrs. Frank A. (Doris) Payne of Klamath Falls in the interpretation of the human values of Crater Lake. It was felt that Mrs. Payne was in a position to call attention to changing aspects of the character of the Lake, for example in winter, whereas the scientists saw it at only certain periods of the year.

"Howell Williams has published an excellent book for the layman on the Story of Crater Lake. Cressman has prepared a brochure, Early Man and Crater Lake, for the National Park Service which will be printed and distributed to visitors at the Park after the war.

"This report covers the main points in the progress of the work of the Advisory Board on Educational Problems of Oregon. Many other detailed activities have gone on, each having to do with those main points and the gradual advancement of the program."

The Oregon State Board of Higher Education Advisory Committee on State Parks does not seem to have had approval of the State Highway

Commission, but it is clear that the Commission did have knowledge of its existence and the work planned by the committee.

There is no information as to the length of time the committee operated or its final accomplishments.

State Parks Study Committee and Advisory Committee

Prior to 1950, a feeling was developing among many people of the state and groups that the parks were not being properly managed by the Highway Commission. These people believed, however erroneous it may have been, that the Highway Commission had an improper conceptions of parks. At the end of the year 1954 a demand became great for a separate parks organization and the Governor became concerned about the problem. Therefore, Governor Paul Patterson, on April 19, 1955, with the approval of the State Highway Commission, requested the Advisory Committee on Travel Information, a group of 12 men from various sections of the state, with Mr. William M. Tugman, Chairman, to assume the task of evaluating the State Parks of Oregon in relation to the States of California and Washington and make certain recommendations relating to the future of the Oregon State Parks. Excerpts from the letter sent to the members of the Travel Advisory Committee are as follows:

"As you are aware, there has been considerable public demand for the creation of a new separate parks department in the state of Oregon, to be financed through some facet of the motor vehicle revenues. This feeling has been transmitted to the Legislature. It was my thinking that we should not create this separate board or commission and start dividing any of the motor vehicle revenues, be they gasoline or drivers license fees, or what have you, until we have made some effort to answer the public demands through the agencies now in existence.

". . . All this could be accomplished without diverting the motor vehicle fund to channels, which I feel inevitably will bring about needless duplication and expense.

". . . if it is determined there is a real need for a separate parks department, you could make such a recommendation much more intelligently after dealing with the problem for a biennium, than is possible at this time."

The committee agreed to do the work and on May 23, 1955, adopted the following plan:

"1. To ascertain what other states are doing in the development and management of state park systems.

"2. To compile a summary statement of the present status of the state parks in Oregon—number, locations, character of facilities, etc.

"3. To prepare a breakdown showing the expenditures, past and present, on the Oregon parks.

- a. For maintenance
- b. For management
- c. For acquisition and planning

"4. To prepare plans for publicizing the state parks with the idea of increasing use by the traveling public.

"5. To arrange hearings to learn the public's desires with reference to state parks.

"6. To prepare recommendations with reference to what new machinery is needed, if any, for the future development and management of state parks under the Highway Commission, or otherwise."

Many of the state parks were examined by the committee on two trips around the state. Sixteen of the California coastal parks were examined on a trip into that state. The California park officials and supervisors were questioned to determine the reasons behind certain phases of development, etc.

A trip was made into Western Washington, where 12 parks were examined and the State Parks Director, Supervisors and others were questioned in great detail to ascertain the reason why certain features and methods of procedure were followed.

Upon their return, public hearings were held in Portland for an expression of opinions by various people and groups. Many meetings and discussions were had with the State Parks Superintendent and his staff members. Data was obtained from many states throughout the nation.

A report of the Committee's findings and recommendations was made on July 16, 1956. In this report the following recommendations were made:

"That so long as the state park system is financed solely from highway revenue, jurisdiction should remain with the Highway Commission.

"That the Highway Commission nominate, for approval and appointment by the Governor, an advisory board, of citizens representative of broad public interests, whose achievements command wide confidence, to function as an agency of the Highway Commission.

"That the advisory board be given authority to:

- (1) Conduct hearings concerning park matters
- (2) Recommend acquisitions and program projects
- (3) Assume such duties as may be assigned by the commission
- (4) Assist in the formation of division policies and budget
- (5) Conduct legislative studies and suggest to the Legislative Assembly any needed additions to, or revisions of laws pertaining to the Oregon park system.

"That the advisory board undertake studies relative to:

- (1) Classification of sites suitable for incorporation into the state park system.
- (2) Methods of financing the state park system.
- (3) Continuing review of division's 20-Year Program of park development.
- (4) Policies concerning intensification of the program of park area acquisition.
- (5) Policies concerning intensification of the program of park organization and providing limited technical aid to such agencies.
- (6) Coordination of programs and cooperation with federal, state and local park departments and agencies.
- (7) Improved public relations, publicity and advertising.
- (8) Policies concerning employment of naturalists and geologists at parks or areas where such services would be in the public interest.

"That the program hereby recommended be subject to legislative review after a period of four years."

As a result of the previously mentioned studies, on August 8, 1957, the Oregon State Highway Commission recommended and the Governor appointed a Parks Advisory Committee composed of six able men representing different sections of the state to follow out the suggestions included in the study report of July 16, 1956.

The Committee was composed of William Tugman, Reedsport; Robert B. Frazier, Eugene; Glenn Jackson, Medford; A. D. Collier, Klamath Falls; V. W. McCormack, Pendleton; and George Henderson of Portland. Mr. Tugman was elected Chairman and Mr. Henderson Vice-Chairman of the Parks Advisory Committee. On May 4, 1959, Glenn Jackson retired to become Highway Commissioner and Sidney Bazett of Grants Pass was appointed on May 4, 1959, to replace him.

Mr. V. W. McCormack, who passed away in January, 1960, was replaced by Charles Reynolds of La Grande on March 10, 1960. On August 18, 1960, Robert Frazier resigned and was replaced by Loran Stewart of Cottage Grove on September 26. On May 26, 1961, William Tugman, deceased, was replaced by Lestle J. Sparks of Salem. Also, in May, 1961, Don McGregor of Grants Pass was appointed as a replacement of Signey Bazett, who resigned after his election to the State Legislature.

In May, 1962, Charles Reynolds of La Grande resigned and Ernest Fatland of Condon was appointed as a replacement.

The Committee, as of December 31, 1962, is Loran L. Stewart, Chairman; Lestle J. Sparks, Salem; George Henderson, Portland; Ernest Fatland, Condon; Alfred D. Collier, Klamath Falls; and Don McGregor, Grants Pass.

The 1959 Legislature changed the name of the State Parks Division by inserting the word "Recreation," making the name State Parks and Recreation Division. The State Parks Advisory Committee's name was accordingly changed to State Parks and Recreation Advisory Committee.

The Advisory Committee has been very active in the interest of the state parks, studying and analyzing the park problem as it relates to the needs of the public. In addition to the regular duties relating to park problems, the Committee met with every County Court in the state during the years 1958-59, discussing the state park problems, their limitations, etc., and urged each county to establish county park organizations to satisfy the local needs. The result was that 26 counties now have a park setup for the purpose of furthering the recreational interests of their people. The Committee members have been generous with their time in this service for which they receive no compensation other than the satisfaction of a job well done.

Columbia River Gorge Commission

The "Save the Gorge" Committee of the Portland Women's Forum urged, and the 1953 Legislature approved, an Act creating the Columbia River Gorge Commission. Members of this Commission were Mrs. Gertrude Jensen of Portland, Chairman, George D. Ruby of Portland and Dan L. Pierson of Hood River, all serving without compensation. Mr. Pierson resigned in 1962 and Roy Webster of Hood River was appointed. No funds, however, were allocated for use by the Gorge

Commission. Beginning in 1957, the Legislature appropriated sufficient funds for an Executive Secretary.

The State Highway Commission set aside \$50,000 in 1955 and a like amount again in 1959, making a total of \$100,000, to be used for acquisition of park lands in the Columbia River Gorge. Acquisitions are subject to the recommendations of the Gorge Commission and approval of the Parks Superintendent and the Highway Commission.

The purpose of the Columbia River Gorge Commission is "to preserve the Gorge by public ownership of its scenic aspects and beauty by whatever means possible."

The Gorge Commission adopted the following three-point program to accomplish its purpose:

1. Public ownership of Gorge lands which are of most importance from recreation, scenic and historic viewpoints.
2. Management, development and use of these public lands with the controlling objective of preserving and enhancing their recreation, scenic and historic values.
3. Cooperative agreements, zoning ordinances and other practicable measures to control uses of private lands so they will not unnecessarily interfere with natural scenic conditions.

The Gorge Commission has defined the overall Columbia River Gorge area as extending from Celilo west to the Sandy River. Within this area the primary zone of interest is bounded on the east by Wygant State Park (approximately four miles west of the town of Hood River), on the west by the Sandy River, on the north by the Columbia River, and on the south by the Columbia River watershed line exclusive of the Sandy River.

This primary zone includes roughly 100,000 acres. A rounded-off breakdown of this total shows 77,000 acres of national forest, 4,000 state, 1,000 Bureau of Land Management, 1,000 Hood River County, 2,000 rights of way for highway and railroads, and the remaining 15,000 private.

Since the start of the accelerated "Save the Gorge" movement in 1951, some 3,170 acres have been acquired by public agencies as follows: State purchase 840, donations to the state 220, land exchanges by the Bureau of Land Management 947, exchanges by the Mount Hood National Forest 1,025 and by Hood River County 140 acres. The value of these acquisitions is over three-quarters of a million dollars. In addition, there are at present some 500 acres which the state has attempted to purchase, but the owners are unwilling to sell or are holding at prices in excess of the appraised value. Also, the Mount Hood National Forest is planning to acquire some 2,000 acres through land exchanges.

In addition to the foregoing transfers of private land to public ownership, the following major developments have occurred since the creation of the Gorge Commission:

1. That part of the Gorge which is within Multnomah County has been zoned against indiscriminate commercial and industrial developments, billboards, hot-dog stands, etc.
2. The Interstate Highway 80N from Celilo west to the Sandy River and the Scenic Highway (old Columbia River Highway) from Dodson west to Dabney State Park have been established as Scenic Areas by the State Scenic Area Commission. Along these highways, except at

exempted locations, no new billboards may be constructed and existing ones must be removed by July 19, 1969.

3. The State Parks and Recreation Division has developed and is developing camping, picnicking and viewpoints at important locations in the Gorge, such as Chanticleer Point, Lewis and Clark, Latourell Falls, Koberg Beach and Rooster Rock.

4. Statements have been secured from some owners of land in the Gorge indicating their interest in the program and intention of managing their lands so as to retain their scenic qualities.

State Board of Forestry

Several parcels of land have been obtained from the State Board of Forestry, two of which have been gifts. The Jackson F. Kimball Park in Klamath County was donated in 1955. It is a pine-timbered area of 19 acres located three miles north of Fort Klamath. It contains a large spring which is the headwaters of Wood River, a stream noted for its transparency and deep blue coloration.

The other gift was in 1958 and is Loeb State Park of 160 acres, located on both sides of the Chetco River approximately eight miles northeast of Brookings in Curry County. The tract was originally given to the Board of Forestry by Alfred A. Loeb of Portland, who requested it be named Loeb Park. It is a beautifully timbered area of maple, myrtle and fir, offering a fine picnic area on the north side of the river adjoining the county highway.

Purchase of a 48-acre tract in Hood River County as a part of the Seneca Fouts Memorial Park was made in March, 1959, at a price of \$2,635. This area straightened the park boundary.

In Tillamook County a land exchange was made in 1951 whereby the Parks Division gave to the Board of Forestry 4,595 acres of burnt-over land along the Wilson River and Sunset Highways in exchange for 111 acres of heavily timbered land on the west side of the Oregon Coast Highway. Also received in the exchange was 32 acres of Board of Forestry land lying between the Wilson River Highway and the Wilson River. This land was included in the transaction to eliminate the Board's holdings in this narrow strip. The exchange was made because the burnt-over lands could be managed more economically by the Board of Forestry, and still retain their aesthetic values, along with the thousands of acres owned by the Board in this area. The timberland made a valuable addition to the Oswald West State Park.

In 1948 the Board of Forestry was given a lease on 0.581 acre of land at Wallowa Lake Park on which to construct a fire warden's headquarters. The lease runs from August 1, 1948, to July 31, 1963, and may be canceled after December 31, 1949, by paying to the State Forester the sum of \$333.33 for each year of unexpired lease. There is no stipulation as to extending the lease.

Another lease on a site of 1.7 acres of land at Casey Park in Jackson County was entered into on August 1, 1948. This lease is to run for a period of 15 years and may be canceled after December 31, 1949, by paying \$266.66 per year of unexpired term.

In the Tillamook County section of the H. B. Van Duzer Forest Corridor, the Commission gave a deed, dated May 19, 1939, to the State Board of Forestry for 1.8 acres of land on which to build a fireguard station. Should this use of the area cease, then title is to revert to the

Highway Commission. This parcel of land was given in exchange for land of equal value in Douglas County.

Oregon State Game Commission

Good fishing in streams in state parks can be attributed to the activities of the Oregon State Game Commission. Every effort has been made by the Game Commission to provide a good stock of fish in the streams each year for park patrons. Fishing provides delightful interest for those who indulge in the sport.

Fishing is one of the leading attractions in water-associated activities in parks and accounts for a large portion of the attendance at many areas. Many boat ramps have been constructed by the Game Commission, a few of which are in state parks, such as one at McLeod Wayside on the upper Rogue River and another at Ben Hur Lampman Wayside near Gold Hill on Interstate Highway 5.

In 1962 the State Game Commission gave to the state, for park purposes, 460 acres of land fronting on Eel Lake, adjoining the Oregon Coast Highway at the Coos-Douglas County line. The beautiful, L-shaped lake has a background setting of young, green fir trees. It is well supplied with fish. The State Parks and Recreation Division plans to add to the facilities now in place at this park by providing a boat-landing dock, picnic facilities and, possibly, overnight camping facilities.

Oregon State Fish Commission

The Oregon State Fish Commission leased from the State Highway Commission in August, 1959, a 20-acre tract of land immediately west of Benson Park. It is located between the Columbia River Highway and the Union Pacific Railroad right of way. The area contains a natural lake which is to be used in an experimental project for the propagation of young fish. The Fish Commission will clear this lake and raise the pool level several feet.

State Land Board

Through the years the State Land Board has made valuable contributions to the state parks by donating two parcels of land. One was a gift in 1931 of 40 acres of forest land in the Blue Mountain Forest Wayside. The other was a gift in 1935 of 1,402 acres of logged-off land in Saddle Mountain Park. The logging was completed several years before title was transferred to the State Highway Commission.

The Land Board was also instrumental in obtaining federal land, not obtainable by the Highway Commission, at a price of \$2.50 per acre and then deeding it to the Commission for park purposes at the same cost, such as the Redmond-Bend Juniper Wayside of 635 acres.

The Land Board made further contributions by selling several acres of land to the Commission for park purposes as follows at a total cost of \$4,643.60:

1931	Robert W. Sawyer Park	40	acres
1941	Cove Palisades Park	320	"
1942	Lewis and Clark Park	2	"
1946	Lewis and Clark Park	2	"
1962	Nestucca Sand Spit	117	"
Total		481	acres

Others

Borax Consolidated, Limited of London

The Borax Consolidated, Limited of London, England, signed a deed on September 7, 1950, donating to the state for park purposes 304 acres of land north of Brookings in Curry County. This is an extraordinary area offering superb views of the sea and stately offshore rocks. The two miles of magnificent coast line includes Cape Ferrelo and Whales Head, both promontories at the ocean shore.

In 1950, Commissioner Milo McIver carried and personally presented a letter of appreciation to the Borax Consolidated, Limited of London. The letter expressed the appreciation of the State Highway Commission and the people of Oregon for the gift of the large tract of land, now a part of the beautiful Samuel H. Boardman State Park. The letter further expressed the thought that the gift was the first land to be given to the state for a park by an alien owner.

The land had been owned by the Borax Consolidated since the early 1880's, when it had been acquired because of the finding of borax under the surface. Many prospect tunnels were constructed, all of which have since collapsed.

A plaque was installed on a large rock at the car parking area west of the highway near Lone Ranch Creek and dedicated on May 10, 1962, commemorating the gift. The inscription is as follows:

THIS LOCATION APPROXIMATELY THE CENTER OF
TWO MILES OF SPECTACULAR OCEAN COAST LINE
A PORTION OF
SAMUEL H. BOARDMAN STATE PARK
WAS DONATED TO THE PEOPLE OF OREGON BY
BORAX CONSOLIDATED, LIMITED
PREDECESSOR TO
UNITED STATES BORAX & CHEMICAL CORPORATION
SEPTEMBER 1950

Idaho Power Company

The Idaho Power Company of Boise, Idaho, has been a cooperative concern. The firm gave to the state, for park purposes, a 50-acre tract of land which included the major part of Farewell Bend State Park bordering on the Snake River and on Interstate 80N at the Baker-Malheur County line.

The backwater from Brownlee Dam, built by the Idaho Power Company near the old community of Brownlee, extends upstream approximately two miles past the park. It provides a stabilized water surface at the park and a twenty-mile pool for boaters and fishermen.

The Idaho Power Company also provided for a recreation study of the Snake River Canyon from Farewell Bend Park to Lewiston, Idaho. The study was made by J. Haslett Bell of Portland in 1956-57. The report called attention to several sites on each side of the canyon which could be utilized for park purposes or boat launching facilities after the several lakes were raised to normal pool level.

Louis W. Hill Family

The Louis W. Hill family interest in Netarts Bay Sand Spit stems from many years back when Louis W. Hill, Sr., developer of the Great Northern Railroad and a champion of the Pacific Northwest, purchased the Netarts Bay Sand Spit in Tillamook County for a private hunting ground. The area, at that time, gave the young family a first-hand view of a coastal wonderland. Later, this delightful area was developed into a premier state park—one that displays some of Oregon's finest coastal views from its long, sharp cape rising from 500 to 800 feet high and extending out to sea a distance of 1½ miles. This cape furnishes ideal nesting and resting grounds for the many sea birds in the area. The timbered portion is a wild animal habitat. In the bay, waterfowl, clams and oysters abound.

The family interest is further demonstrated by the Louis W. and Maud Hill Family Foundation's gift to the state of 175 acres of land, for park purposes, on which many developments may be made to accommodate the thousands of annual visitors. Public dedication of this tract was held on September 23, 1954, as "Louis W. Hill State Park," a section of Cape Lookout State Park.

Negotiations have been completed transferring title to the remaining 495 acres of the spit to the Parks and Recreation Division. This transaction makes it possible to permanently preserve the entire spit as an interesting, primitive, wildlife sanctuary, as well as providing ample space for visitor parking and use.

Portland General Electric Company

The Portland General Electric Company is in the process of constructing a dam across the Deschutes River in Jefferson County. It is known as Round Butte Dam.

The lake formed by the dam will flood the present site of The Cove Palisades State Park. Plans are now in progress for moving the park approximately one mile west to a site on the shore of the proposed lake near the Deschutes River. The decision to move the park to this particular site was made after a thorough study of the area. Three test holes were drilled to determine if soils between the surface and down to, and beyond, the 150-foot depth contained unstable material which might cause land slides when the pool is raised to normal level. Nothing was found which would produce suspected land movement.

The Commission accepted, on September 30, 1960, an offer of \$350,000 plus the cost of planning the proposed new park and the experimental drilling. In addition, Portland General Electric Company is to construct a satisfactory road into the area. It was determined that this offer is a satisfactory figure.

An elevation of 1,945 feet, five feet above normal pool level, was set as the park boundary line. All state-owned land below this contour line was deeded to the Portland General Electric Company, and their land above this contour line was deeded to the state. Deeds are dated June, July and September, 1961 and June, 1962. Park land needed for relocation of the county road leading to the park was deeded to Jefferson County.

The large lake reaches up the Deschutes, Metolius and Crooked Rivers and forms an excellent area for fishing and water sports.

Section 4

MISCELLANEOUS

Studies

Economic Study

Prior to 1956 the trailer court people and the owners of the lower class motels felt the pinch in patronage. These people believed the small demand for their facilities was caused by the many overnight camps and parks being developed as a part of the state park system. They charged the state with unfair competition to such an extent that a demand was being made for the Legislature to review the situation.

Therefore, the State Highway Commission approved a study be made by the Parks Division, beginning in the summer of 1956, by the use of graduate students from Oregon State University. The study was confined to Jessie M. Honeyman, Cape Lookout and Fort Stevens State Parks.

The purpose of the study was to determine the economic value of state parks as to their monetary benefits to the local community; to determine park visitor expenditures outside of this local zone of influence; and to evaluate the competitive effects, if any, of state park facilities upon the use of privately provided accommodations.

With these objectives in mind the study was divided into three sections. Section I, The Questionnaire Returns; Section II, Economic Projections; and Section III, The Importance of Recreation In The Economy of the area adjacent to Fort Stevens State Park.

In the study, two time periods were tabulated—before 1956 and after 1956. A comparison of the two periods was made which resulted in interesting facts. A part of the report relating to summary, after interviewing 2,349 visitor groups, is: The average park visitor spent \$3.10 during his stay within 25 miles of the parks with overnight campers

spending more money within this area than the day users due to their longer length of stay. An average of \$251 per party per trip was spent by out-of-state park visitors while \$32 was the average per trip expenditure for Oregon residents.

Of the total expenditures within the 25 mile area of the parks, the average park visitor spent 48% for food, 20% for gas and oil, 19% for lodging, and 13% for entertainment and other miscellaneous items.

Ninety-two percent of the expenditures made by park visitors within 25 miles of the parks can be directly attributed to the presence of the parks.

Data collected on park influence on the use of privately operated lodging accommodations showed — a) 72% of the campers would try to find another park to stay in overnight if the one of their choice was full, while of those campers using trailers 57% would try to find another park and 32% a commercial trailer court; b) the main reason for staying at state parks overnight, as expressed by 54%, was the pleasure of being out-of-doors; c) motel use apparently is correlated to some extent to the physical condition of the facility, all other factors being equal; d) state parks generate travel, and therefore, are directly responsible for many recreationists coming to the area in which the park is located; this results in expenditures for goods and services that otherwise would not occur.

In concluding the report, the general conclusions read in part: "State parks are of considerable importance in attracting recreationists to localities of the state in which they are situated, as much of their use consists of persons who make the parks the primary purpose of their pleasure trip.

"The establishment and subsequent use of state parks has a favorable effect on the local economy due to the expenditures made by park visitors which increase the gross receipts of retail and service business. This is illustrated by the results of the Fort Stevens State Park test area study which shows: a) estimated annual expenditures of over \$830,000 were made by park visitors within 25 miles of the park of which 70% or some \$580,000 can be directly attributed to the presence of the park in this area, b) the establishment of the park had a beneficial economic impact on the local urban communities as evidenced by, (1) employment was up in the study area and down throughout the rest of the county, and (2) gross retail receipts were up 12% in the study area, and down 6% in the control area, and (3) net economic benefits accrued in the form of added retail and service business.

"No conclusive adverse competitive effects of state park overnight camp use on privately operated lodging accommodations, such as motels and trailer courts, were found, although, several phases of the study were especially designed to explore this possibility. While lodging facilities may not benefit as much as some other service establishments by expenditures of state park overnight campers, for example, it is logical to assume that park visitors who are not camping, but attracted to the local area by state parks or staying over longer because of them, would benefit privately operated lodging accommodations. While the majority of trailer campers who use state parks indicate they would prefer to stay at another park if the one of their choice was full, the state practice of referring these people to local trailer courts when state camps are full provides a service to the public, and to the trailer court owners as well.

"The findings of this report relative to the economic benefits of state

parks will apply, in part, to other public parks as well. Whereas the human benefits of parks have been well recognized for a long time, the economic values have not been fully appraised, although they apparently have a beneficial effect of considerable importance to the local economy as well as to the state. In view of these findings it would appear that adequate recognition should be given to the present and potential economic worth of the state's recreational resources as evidenced by the economic benefits created through the public's use of these resources."

The study reveals evidence of proof of real economic value of parks to nearby communities and that they do not compete, to any great extent, with nearby businesses.

Oregon Outdoor Non-Urban Parks and Recreation Study

The Oregon Outdoor Non-Urban Parks and Recreation Study was started in 1960 as a result of a demand from many sources to establish a program to meet the State's future recreational needs. The Highway Commission, in July 1960, after assurance that the study could be made within reasonable costs, directed the Parks and Recreation Division to do the work and appropriated \$15,000 to start it.

The purpose of the study was to set a program that will meet the increasing demand for future non-urban outdoor recreation in Oregon. It describes the recreational needs and outlines a program for expanding the state park system and for enlisting the cooperation of other governmental agencies in conserving the recreational values and resources of the state.

The study is limited to "non-urban recreation, excluding playgrounds and recreational activities within the city parks or areas within the confines of an urban center."

The study staff consisted of a director of the study group, five planners, several researchers and interviewers, a professional writer, and the necessary stenographers and typists. In all, there were nineteen people engaged in making the study and writing the report.

The 128-page report is complete in every respect. The graphs, pictures, maps, tables, etc., show the extent of recreational opportunities in the state, the trend in use and the requirements for the future of the several agencies owning land and interested in future recreation in Oregon.

An Advisory Council of thirteen members, all heads of state, federal and local government agencies, was appointed to aid and advise the study as it progressed. There was also the State Parks and Recreation Advisory Committee to render valuable assistance and support. Many agencies and individuals were consulted.

In making the study, the Commission received some funds toward the cost from the Federal Housing and Home Finance Agency, under provisions of Section 701 of the Housing Act of 1954, as amended. The total cost of the work, extending over a period of nearly two years, amounted to \$135,000, of which amount the Federal Housing and Home Finance Agency paid \$30,000.

Public reaction to the report has been good. More than 1,900 copies have been distributed and requests are continuing at the rate of approximately one per day. Schools, libraries and other institutions of learning have accepted it and many students extract parts for use in their school work.

Snake River Study

In the planning of the Brownlee power project on the Snake River at the boundary between Idaho and Oregon, the Idaho Power Company, builders of the dam, had a recreation study made of both sides of the Snake River from Farewell Bend to a point near Lewiston, Idaho. The study was made in 1956-57 by J. Haslett Bell of Portland.

The report indicates that there are several sites on each side of the river suitable for parks or boat launching purposes.

Sea Lion Caves

The Sea Lion Caves is an unusual place which the wild sea mammals known as sea lions or *Eumetopias jubata (stelleri)*, large members of the seal family, have chosen as a place for rest and to mother their newly born cubs. It is located along Highway 101 about 12 miles north of Florence in Lane County. We are told that it is the only place on the Pacific Coast where these mammals use the mainland for any purpose. They usually prefer an island or lone rock for a rookery or for rest.

Sea lions have been hunted for their valuable furs and oils. At one time a good market existed for the whiskers.

The caves cannot be entered naturally from the land because of high cliffs for some distance on each side of the opening. The sea lions can enter the large cave at will from the water.

The phenomenon has been exploited, first by a trail down to the waters edge at the caves, and more recently by a mechanical elevator in a shaft near the highway level and running vertically into the large cave. The elevator eliminates use of the long and dangerous trail. The area has long been thought of as a national feature which should be in public ownership but the price has been the deterrent feature.

The 1959 Legislature requested the State Highway Commission, by a joint resolution, to attempt purchase of the facility. Negotiations were carried on over a period of nearly two years. Several offers were made, but to no avail. The operators were not interested in selling, and no amount of money changed their minds.

A report on the efforts of the Parks and Recreation Division and Right of Way Section was made to the Highway Commission and to the Legislature.

General Use

Ocean Shore Use

The use of Oregon's shore begins many years back. Available records cover a comparatively short period.

First, there is a quote as follows from a report titled "The Shore of the Ocean" prepared by J. M. Devers in 1949 when he was Chief Counsel for the State Highway Department:

"This narrative begins with the admission of the State of Oregon into the Union. An essential part of that admission deals with the western boundary of the State. The congressional act by which Oregon was admitted to the union of states fixes the western boundary of the State in the following language:

'Beginning one marine league at sea, due west from the point where the forty-second parallel of north latitude intersects the same; thence

northerly, at the same distance from the line of the coast lying west and opposite the state, including all islands within the jurisdiction of the United States, to a point due west and opposite the middle of the north ship-channel of the Columbia river; * * *.' Section I of Admission Act, Volume 9, O.C.L.A., page 71. [Volume 5, O.R.S., page 1079]

"A marine league is three miles, hence the western boundary of the State is a line three miles west of the shore line.

"At the time of admission Congress vested the State of Oregon with jurisdiction over navigable waters within the State. That jurisdiction was pronounced by Congress in Section 2 of the act of admission and reads as follows:

'The said state of Oregon shall have concurrent jurisdiction on the Columbia and all other rivers and waters bordering on the said state of Oregon, so far as the same shall form a common boundary to said state, and any other state or states now or hereafter to be formed or bounded by the same; and said rivers and waters, and all the navigable waters of said state, shall be common highways and forever free, as well as to the inhabitants of said state as to all other citizens of the United States, without any tax, duty, impost, or toll therefor.' Section 2 of Admission Act, Volume 9, O.C.L.A., page 72. [Volume 5, O.R.S., page 1079]

"In 1899 the Oregon legislature by the enactment of Section 4817 B. & C. [Page 3, Laws of Oregon 1899] declared that:

'The shore of the Pacific ocean, between ordinary high and extreme low tides, and from the Columbia river on the north to the south boundary line of Clatsop county on the south, is hereby declared a public highway, and shall forever remain open as such to the public.'

"That law was amended during the time that Oswald West was Governor and as amended was made to read as follows:

'The shore of the Pacific Ocean, between ordinary high tide and extreme low tide, and from the Columbia River on the north to the Oregon and California State line on the south, excepting such portion or portions of such shore as may have heretofore been disposed of by the State, is hereby declared a public highway and shall forever remain open as such to the public.' Chapter 47, General Laws of Oregon 1913.

"The title of the original act was not amended. The title of that original act included only Clatsop County. To cure any defect which the 1913 act might have, the law, pursuant to suggestion made by the Highway Commission, was re-enacted in 1947 [Chapter 493] and thereby the shore of the ocean between ordinary high and extreme low tides from the Columbia River on the north to the Oregon-California state line on the south was made a public highway, except those portions which had theretofore been disposed of by the State. By reason of such alienations of title much of the shore of the ocean is now in private ownership as we will show in detail later.

"Oregon was admitted into the Union in 1859 and was then given title to the shore of the ocean as we have heretofore stated, but as early as 1872 the Oregon legislature made provision for the alienation of portions of the shore of the ocean. That was done by an act entitled: 'An

act to provide for the sale of tide and overflowed lands on the seashore and coast.' By that act:

* * * the owner or owners of any land abutting or fronting upon or bounded by the shore of any bay, harbor or inlet, on the seacoast of this state, shall have the right to purchase from the state all the tide land belonging to the state, in front of such owner or owners;
* * *'

"The act was amended in 1874 without any special change in the character of the act as quoted above. It was again amended in 1876 and by that amendment it was declared:

* * * That the Willamette, Coquille and Coos rivers shall not be deemed rivers in which the tide ebbs and flows within the meaning of this Act, or of the Act to which this Act is amendatory; and the title of this State to any tide or overflowed lands upon said Willamette, Coquille, Coos and Umpqua rivers is hereby granted and confirmed to the owners of the adjacent lands, or when any such tide or overflowed lands have been sold, then in that case, to the purchaser or purchasers of such tide or overflowed lands from such owner of such adjacent lands, or some previous owner thereof, as the case may be.' Page 70, General Laws of Oregon 1876.

"The question of the State's right or title to tide lands or its authority to dispose of them was before the Supreme Court of the State of Oregon in the case of Bowlby vs. Shively, reported in 22 Oregon 410, and in that opinion Justice Lord, speaking for the court, said:

* * * when the state of Oregon was admitted into the union, the tide lands became its property and subject to its jurisdiction and disposal; that in the absence of legislation or usage, the common law rule would govern the rights of the upland proprietor, and by that law the title to them is in the state; that the state has the right to dispose of them in such manner as she might deem proper, as is frequently done in various ways, and whereby sometimes large areas are reclaimed and occupied by cities, and are put to public and private uses, state control and ownership therein being supreme, subject only to the paramount right of navigation and commerce.'

"The controversy in the above case found its way to the United States Supreme Court and is reported in 152 U. S. 1, 38 Law Ed. 331. The United States Supreme Court sustained the Oregon Supreme Court in its declaration of the law of the land relative to ownership of tide lands.

"The Governor, the Secretary of State and the State Treasurer by law constitute the State Land Board and as such represent the State in matters involving state-owned lands which include, as we have stated, all tide lands. The powers vested in the State Land Board do not extend to lands acquired by the State Highway Commission.

"As we have already said, the State Land Board beginning back in 1874 began disposing of state-owned tide lands or parts of the shore of the ocean and continued such policy until something like thirty-seven transactions had taken place. The first sale was made in 1874 to Wm. Tichener. That sale consisted of 20.64 acres. The last sale was made in 1923. In 1947 the legislature withdrew and repealed the law by which parts of the shore of the ocean might be disposed of by the State Land Board. However, prior to the removal of such authority there had resulted thirty-eight alienations, including one by the State Legislature

to the Willamette Valley & Coast Railroad Company in 1874. These disposals or alienations of title involve every county in the State bordering on the shore of the ocean except Lane County. There is attached to this review a tabulation of all of the sales or alienations made by the State Land Board, in which tabulation there is given the following information: Name of grantee, consideration paid, acreage involved, date of transaction, county in which property is located and the name of the governor in office at the time the transaction took place. The sale or alienation made by the legislature is worthy of extended consideration and review.

"By a law enacted in 1874 the legislature granted to the Willamette Valley & Coast Railroad Company all of the tide or marsh lands in Benton County—at that time Benton County extended to the Pacific Ocean. The statute imposed on the Company certain conditions, some of which within the time specified in the act were not met by the Company. By an amendatory act passed in 1878 the legislature relieved the Company of some of the conditions and ultimately vested the Company with title to the tide lands.

"In 1909 the Oregon legislature attempted to repeal the act by which title to the tide and marsh lands had been conveyed to the Willamette Valley & Coast Railroad Company. Sometime prior to that date the Corvallis & Eastern Railroad Company had acquired the properties of the Willamette Valley & Coast Railroad Company, including the tide and marsh lands. Following that change of ownership the Southern Pacific Company acquired the properties as the successor to the Willamette Valley & Coast Railroad Company.

"The validity of the act by which the legislature attempted to repeal the act vesting in the Willamette Valley & Coast Railroad Company title to the tide lands was challenged in court in a case entitled Corvallis & Eastern Railroad Company vs. Frank W. Benson, as Governor, and against the then Secretary of State and the then Treasurer. That case is reported in 61 Or. 359.

"The court held invalid and void the legislative act by which the legislature attempted to divest the Railroad Company of title to said lands. The opinion of the court, written by Justice Burnett, is valuable on many counts. While the court held the act by which the legislature vested title to the tide lands to the Company valid, the court limited the scope of the act and in so doing limited the rights and interest vested in the Company by virtue of the act. Justice Burnett, speaking for the court, said:

'It is well settled that the tidelands laid bare, and anon flooded by the sea as it ebbs and flows, became the property of the State on its admission into the Union. In the title thus conferred upon the State, there are two elements—the *jus privatum*, or private right, and the *jus publicum*, or public authority. The former is a species of private property which a state holds in the same way that an individual citizen owns land which he has acquired from the United States by any of the methods provided for the sale of the public domain, or from any private person by purchase and conveyance. This private property in tidelands, the State by its legislative assembly, may grant to any one in any manner, or for any purpose, not forbidden by the constitution, and the grantee will thereby take the title described in the grant as absolutely as if the transaction were between individuals; one conveying his private lands to the other. The

State, however, cannot abdicate or grant away the other element of its title to tidelands—the *jus publicum*, or public authority over them. This is the dominion of government or sovereignty in the State, by which it prevents any use of lands bordering on the navigable waters within the State which will materially interfere with navigation and commerce thereon.’

“In the opinion the court emphasized that while the State might transfer its tide lands in so far as private rights are concerned, such transfer or alienation is always conditioned that the grant is subject to the paramount rights of navigation and commerce over the waters and subject to fishing rights, so that it is apparent that all the Railroad Company got was some private rights, and those private rights never could be exercised in a way which would interfere with or impair the public rights just enumerated. The court also said that ‘the right of the State so to regulate the use of tidelands as not materially to impede the public right of navigation is a constant factor in every title relating to such land, but regulation is not confiscation.’

“By virtue of the court’s ruling, only private rights in the tide and marsh lands were by the legislature vested in the Railroad Company. By virtue of a tax foreclosure carried through by Lincoln County, the Railroad Company has been divested of all private rights and those private rights now reside in Lincoln County, except such portion of the beach acquired by the County and subsequently disposed of by the County; so that both private and public rights in the beach, in so far as any interest once vested in the Railroad Company is concerned, are now in the public, the public rights being held by the State and the private rights by Lincoln County.

“In 1932 Lincoln County conveyed to the State of Oregon, by and through its Highway Commission, title to and ownership of the private rights which the County had acquired by tax foreclosure to an area along the shore of the ocean contiguous to Yachats, which property was a part of the property conveyed by the legislature to the Railroad Company in 1874.

“The area which Lincoln County conveyed to the State is not affected by the legislative act declaring the shore of the ocean to be a public highway, for that area was expressly excluded from the act of 1913 and was again expressly excluded by the act of 1947. When the State of Oregon, acting by and through its State Highway Commission, acquired from Lincoln County title to a part of the ocean shore, it acquired that property for park and recreational purposes and hence the control which the Highway Commission now exercises is a control over park and recreational land and not over a public highway. The area acquired from Lincoln County consists of approximately 2.7 miles of ocean frontage. In addition to the lands deeded to the State by Lincoln County the State, through its Highway Commission, has acquired additional shore lands located in said County.

“The Highway Commission has no authority, as I construe the statute, over any part of the shore of the ocean which has been conveyed by the State to private individuals, except with respect to sections alienated by the State and subsequently recovered by the State Highway Commission.

“The shore of the ocean from the Columbia River on the north to the Oregon-California state line on the south covers a distance of 325 miles. Of that mileage the thirty-seven sales made by the State Land Board

constitute twenty-three miles of ocean beach which are in private ownership. All of the uplands or lands which border the foreshore were, until recently, in private ownership. The State, through its State Highway Commission, owns and controls, or will, when the State's pending negotiations are completed, sixty-two and three-tenths miles of uplands along the Oregon Coast. These lands have been acquired and are being developed for park, recreational and scenic purposes.

"In 1899 the legislature initiated a policy of controls and regulations with respect to the foreshore, and, notwithstanding the fact that the State Land Board speaks for the State with respect to title to state-owned lands including tide lands, the legislature placed with the State Highway Commission the administration of the controls and regulations as applied to the ocean shore.

"The first control act was Section 6369 Lord's Oregon Laws [Page 3, Laws of Oregon 1899] by which the shore of the ocean in Clatsop County was declared a public highway. That law, as we have already stated, was amended during Mr. West's term as governor and by the amendment the entire shore of the ocean, except those parts which had theretofore been sold and title vested in private ownership, was declared to be a public highway.

"Of the sections of the foreshore which have been alienated 12 parcels are in Clatsop County, 4 are in Tillamook County, 1 is in Douglas County, 4 are in Coos County, and 16 are in Curry County.

"The Highway Commission recovered a two-mile section of the ocean shore in Clatsop County along with the upland bordering the shore. That recovered area is now under the control of the Highway Commission and is not a public highway but is entirely free for park and recreational use.

"The State, through its Highway Commission, now controls, as we have heretofore stated, all use and development of the sixty-two and three-tenths miles of uplands, divided as follows: 8.1 miles in Clatsop County, 12.3 miles in Tillamook County, 7.7 miles in Lincoln County, 3.2 miles in Lane County, 3.5 miles in Douglas County, 1.7 miles in Coos County and 25.8 miles in Curry County."

On pages 54 and 55 is a list of the lands sold by the Oregon State Land Board beginning in 1874.

Airplane Use

Since the State Parks and Recreation Division has become interested in the ocean shore, many requests for the use of the sandy beaches have been made, particularly for use by airplanes.

The first request was made by the State Aeronautics Board in September 1930. A permit was not approved because of the hazards in connection with other beach uses. The United States Air Corps of Vancouver requested use of the beaches at Ecola and Cannon Beach for landing fields in 1932. The Commission ruled, "At no time should a permit be granted for the use of Cannon Beach by airplanes, and at other places permits to be granted only when the Commission is fully convinced that it will be to the best interests of the public." However, in June 1931, the Secretary of the State Board of Aeronautics insisted that the Highway Commission grant permits for use of the ocean beaches when approved by the Board. The Commission reluctantly granted

Lands Sold by the Oregon State Land Board

<i>Grantee</i>	<i>Consideration</i>	<i>Acreage</i>	<i>Date</i>	<i>County</i>	<i>Governor</i>
Wm. Tichener	\$41.28	20.64	February 16, 1874	Curry	LaFayette Grover
Benjamin Peart	48.12	38.49	March 14, 1874	Coos	LaFayette Grover
J. S. Collins	17.22	13.77	March 14, 1874	Coos	LaFayette Grover
George Bennett	83.00	66.40	November 25, 1874	Coos	LaFayette Grover
Syman Woodruff	37.19	29.75	November 25, 1874	Curry	LaFayette Grover
Catherine Alvina and Amanda Smith	2.39	1.91	November 25, 1874	Curry	LaFayette Grover
John Huntley	4.77	3.82	November 25, 1874	Curry	LaFayette Grover
Patrick Hughes	46.66	37.33	August 7, 1875	Curry	LaFayette Grover
The Oregon Real Estate Co.	31.81	25.45	November 1875	Clatsop	LaFayette Grover
Thomas Richardson, A. W. Chase and Robert Wynnell	60.75	48.60	May 10, 1876	Curry	LaFayette Grover
Rachael Knapp	8.87	7.10	May 10, 1876	Curry	LaFayette Grover
Patrick McCormick	7.66	6.13	June 23, 1876	Curry	LaFayette Grover
G. K. Grimes	24.90	19.92	September 28, 1876	Clatsop	LaFayette Grover
Ben Holladay	43.25	34.60	November 14, 1876	Clatsop	LaFayette Grover
August F. Miller	34.87	27.87	October 16, 1877	Curry	S. F. Chadwick
Miller Cooley	15.31	12.25	November 3, 1877	Curry	S. F. Chadwick
James A. Cooley	7.87	6.50	November 3, 1877	Curry	S. F. Chadwick
A. W. Reed	87.50	70.32	December 10, 1877	Douglas	S. F. Chadwick



Fort Stevens State Park—Swimming and picnic area east shore of Coffenbury Lake.

Fort Stevens State Park—Beach and wreck of schooner Peter Iredale.

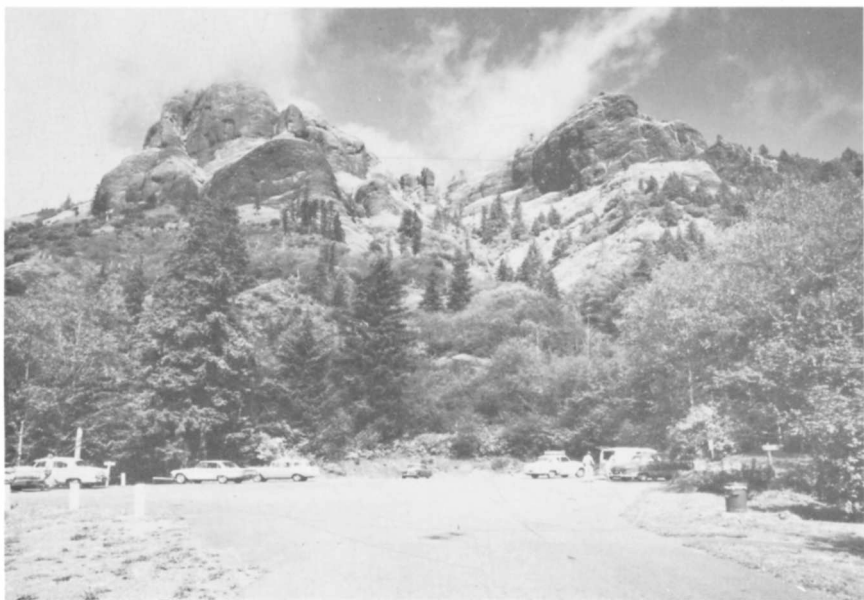




Ecola State Park—Roosevelt Elk on lawn near headquarters.

Ecola State Park—Looking south from view point.

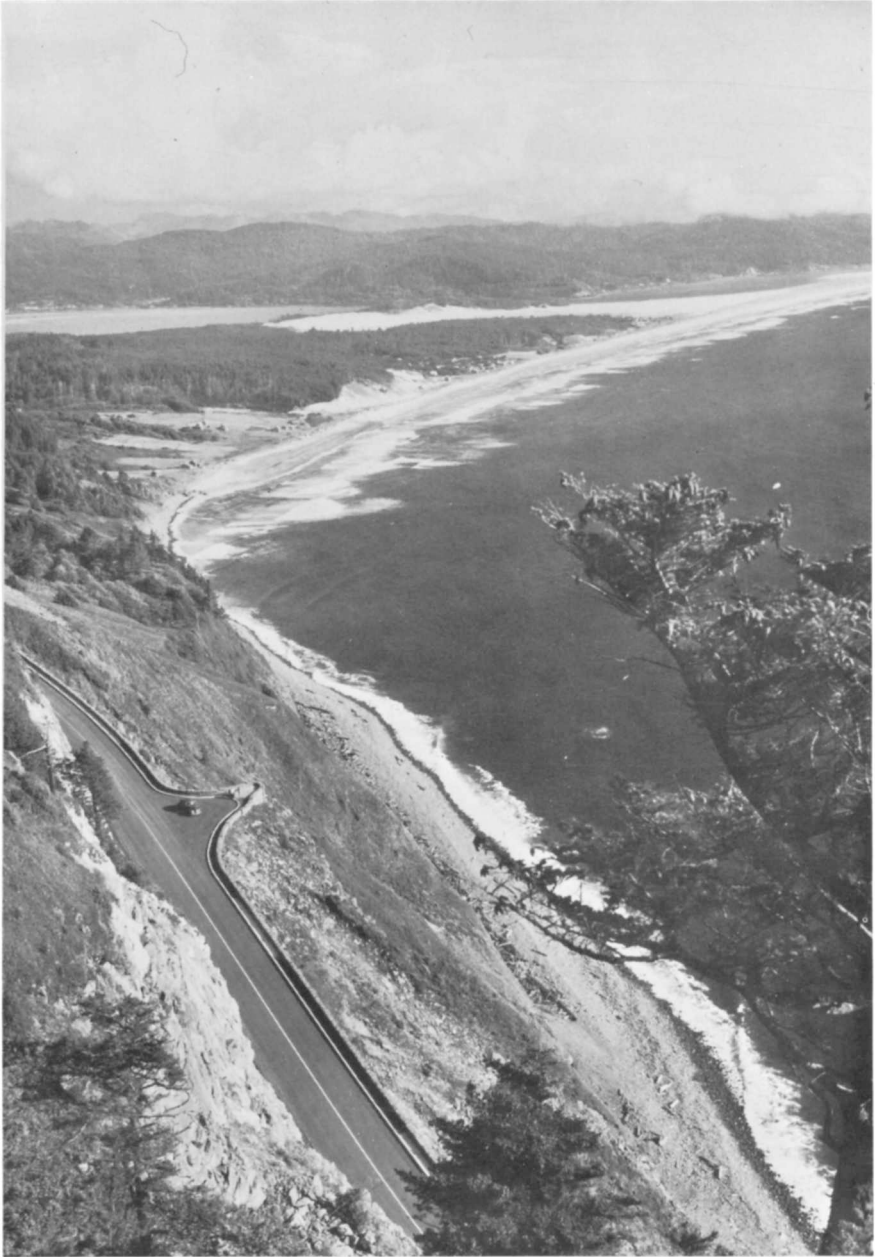




Saddle Mountain State Park—West side from car parking area.

Cape Lookout State Park—View of cape and shore.





Oswald West State Park—View south from Neahkahnie Mountain.



Boiler Bay Wayside—Low tide, showing wrecked ship's boiler.

Fogarty Creek State Park—Beach, rock and headland.





Devil's Punch Bowl State Park—Showing wave action inside the bowl.

Muriel O. Ponsler Memorial Wayside.

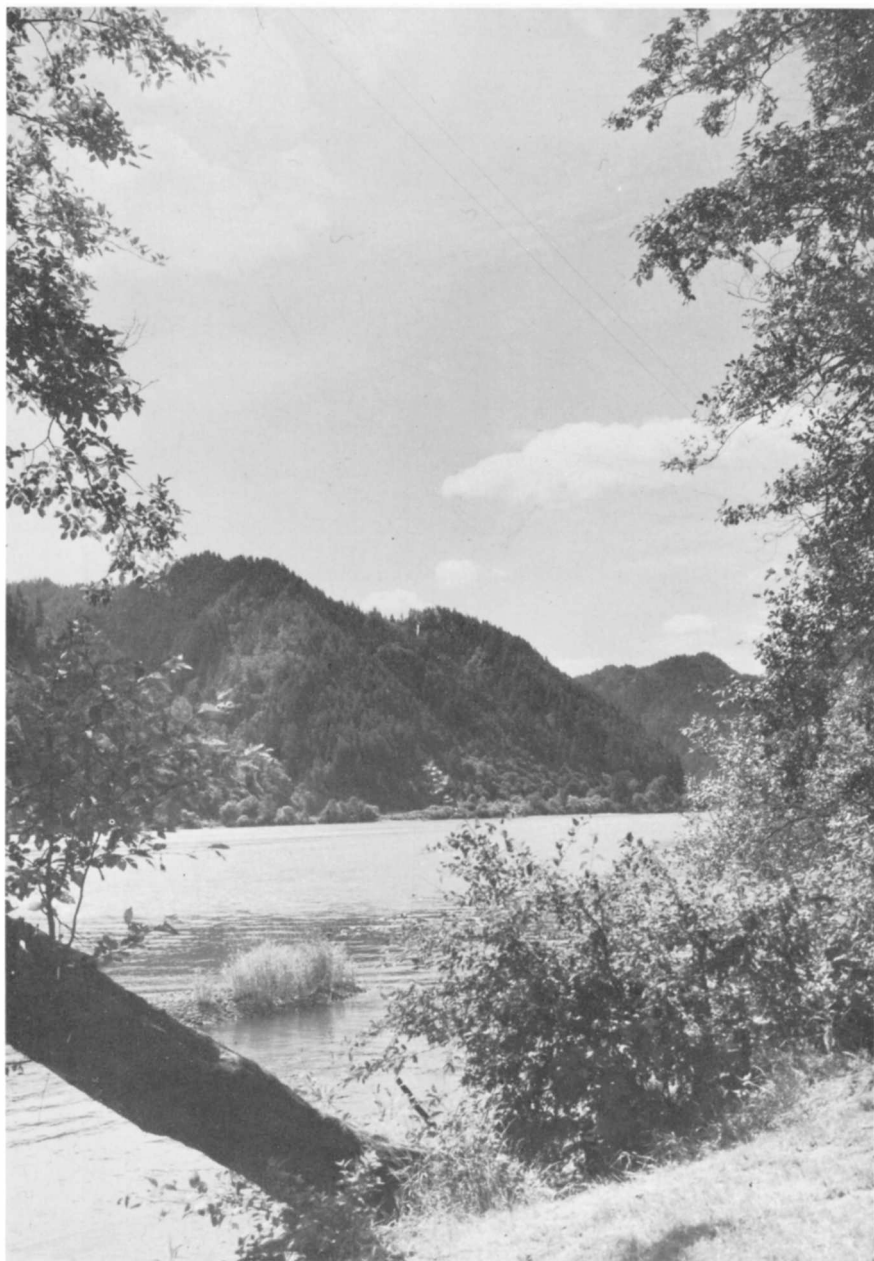




Devil's Elbow State Park—Showing parking and picnic area, bay and offshore rocks.

Yachats Ocean Road Wayside—Rock fishing.





Umpqua River from Umpqua Wayside.



Cape Arago State Park—Picnicking and offshore rocks.

Jessie M. Honeyman Memorial State Park—Sand dunes.





Sunset Bay State Park—Sunset Bay.

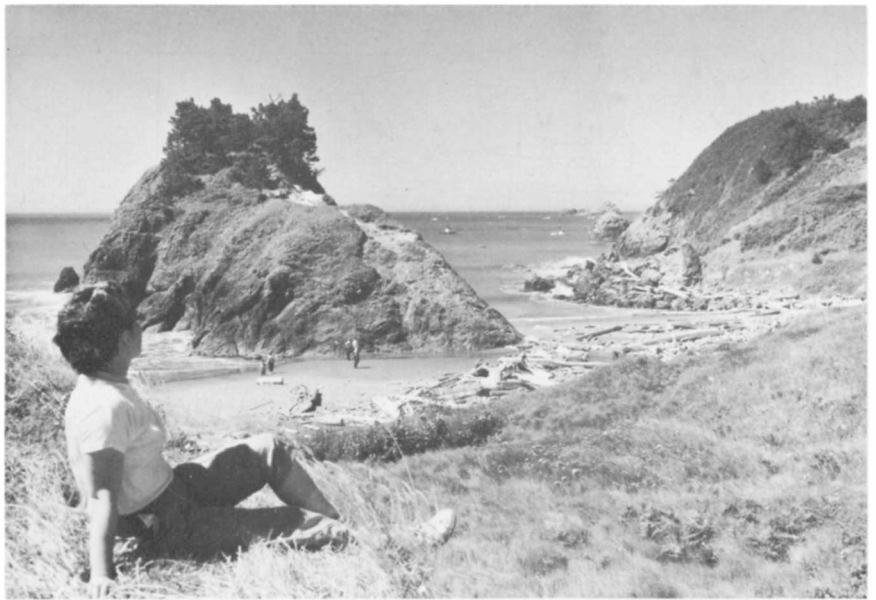
Shore Acres State Park—Gardens.

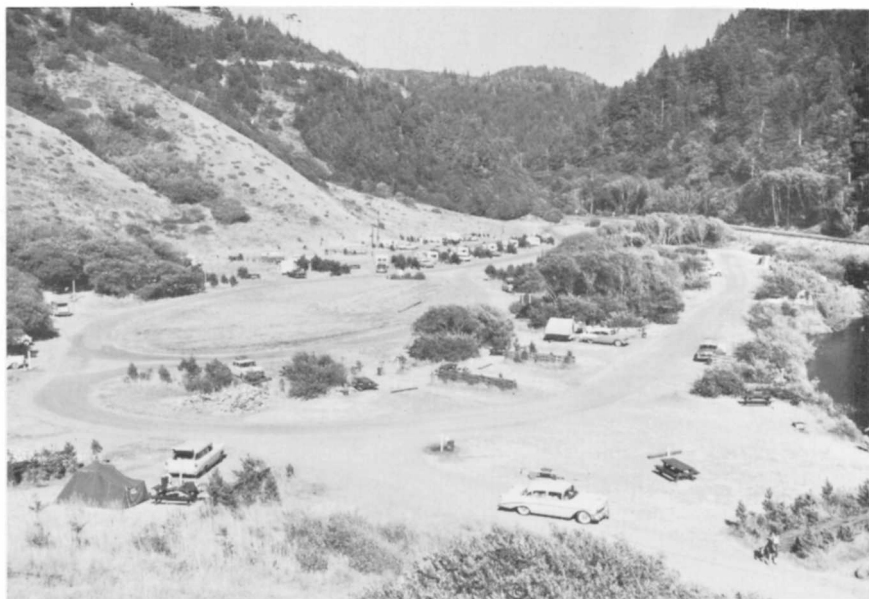




Myrtle grove lease.

Battle Rock Wayside—Rock, Port Orford Bay and offshore rocks.





Humbug Mountain State Park—Overnight camp.

Cape Sebastian State Park—Beach and offshore rocks.

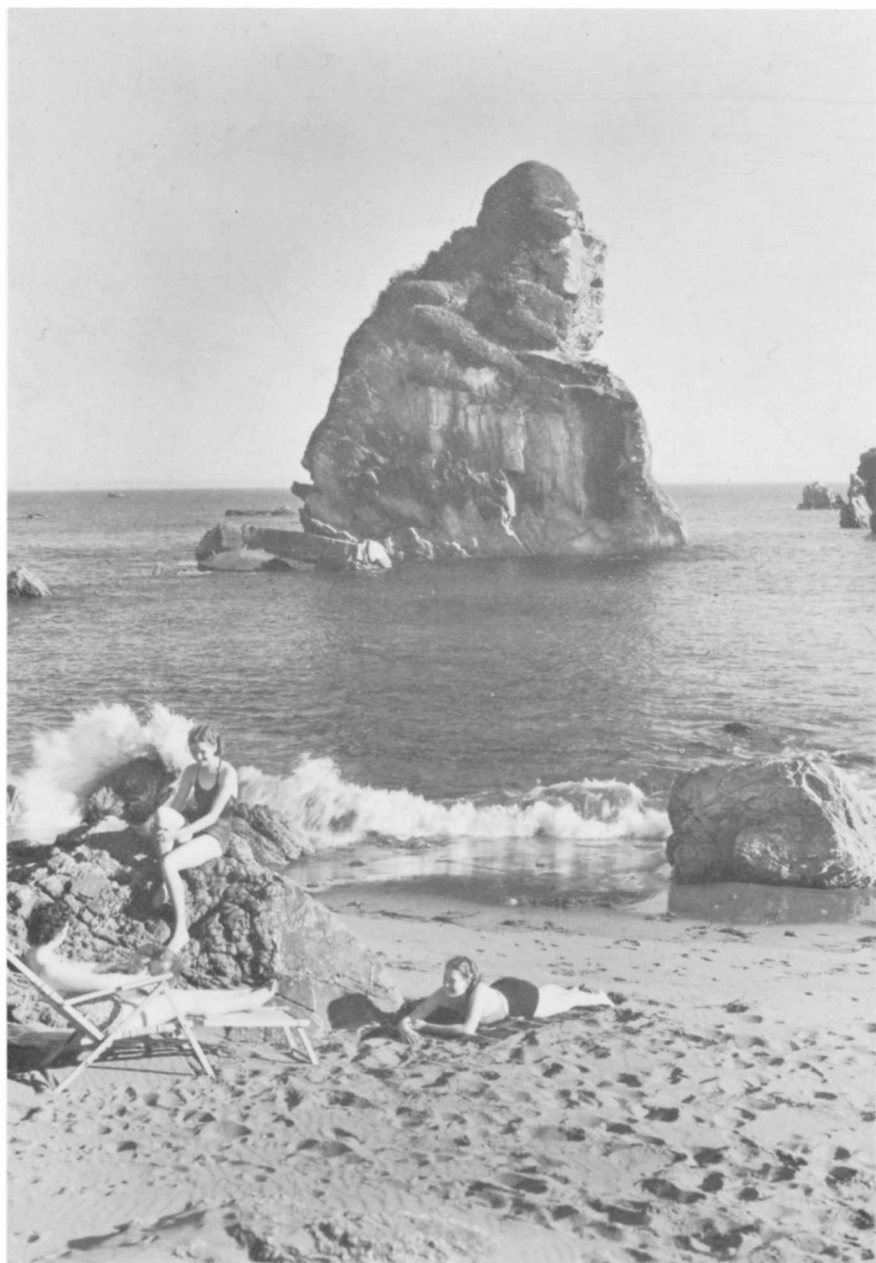




Samuel H. Boardman State Park—Whales Head Creek and rocks.

Harris Beach State Park—Goat Island, taken from top of Harris Butte.





Harris Beach State Park—Hunch Back rock and shore.



Azalea State Park—View point, rest shelter and azaleas.



Azalea State Park—Azaleas.

Carl Jensen	\$33.08	16.54	August 22, 1879	Curry	W. W. Thayer
George L. Wilson	10.00	5.00	September 6, 1879	Curry	W. W. Thayer
P. Byrom	38.50	30.80	February 19, 1883	Tillamook	Z. F. Moody
J. E. Sibley	36.90	24.60	June 23, 1883	Tillamook	Z. F. Moody
Wm. C. Hiatt	31.80	21.20	July 14, 1883	Tillamook	Z. F. Moody
A. H. Moore	29.00	23.14	October 5, 1883	Curry	Z. F. Moody
C. Leinenweber	10.00	4.33	November 22, 1883	Tillamook	Z. F. Moody
G. K. Grimes	25.00	20.00	February 25, 1884	Clatsop	Z. F. Moody
Frank N. Byrd	88.64	44.32	June 20, 1884	Clatsop	Z. F. Moody
Samuel Elmore	40.00	20.00	July 7, 1884	Clatsop	Z. F. Moody
Robert Burnham	36.92	18.46	April 11, 1885	Curry	Z. F. Moody
H. P. Hanson	92.00	46.00	August 21, 1888	Clatsop	Sylvester Pennoyer
Joseph Williams	10.00	2.82	April 21, 1891	Coos	Sylvester Pennoyer
Alfred A. Smith	566.62	283.11	May 28, 1891	Clatsop	Sylvester Pennoyer
J. E. Payton	72.80	36.40	May 28, 1891	Clatsop	Sylvester Pennoyer
C. W. Christensen	416.00	104.00	October 12, 1891	Clatsop	Sylvester Pennoyer
E. C. Rogers	62.80	31.40	October 10, 1894	Clatsop	Sylvester Pennoyer
Louis J. Frank	86.34	43.17	March 29, 1901	Curry	T. T. Geer
Alfred A. Smith	1.00	Correction of Deed issued May 28, 1891			
Grimes Grove Land Company	1.00		May 3, 1923	Clatsop	Walter M. Pierce

approval for use of the Bandon and Delake beaches subject to an investigation as to objections. The Chief Counsel investigated and found no objections.

There was a decided question about the Commission's authority to issue permits for beach use by airplanes as expressed by the Chief Counsel in 1934; therefore, all permits for such use were canceled. The Commission's action stopped the interest in beach use by airplanes until the 1947 Legislature gave the Highway Commission authority to grant permission for such use and to prescribe rules, regulations, etc., regarding the use. The application did require a petition from the county or city fronting on the beach at the site of use.

The 1947 legislative action spurred a new array of applications for beach use. There were 10 permit requests, most of which were denied because the applications did not conform with the law. The law was again revised in 1951, giving the Board of Control authority over use of beach and tidelands not deeded away, other than the surface use by people, cars and airplanes.

Sand Removal

Removal of sand from the ocean shore has been an economic need in many places, especially where commercial plants were not available or where they were located some distance from the site of use. The first record of such use was made in 1939, at which time the Commission decided that local people could take sand or gravel from the beaches for their own use, but prohibited removal of the material by contractors.

In 1945, former Governor Oswald West objected to the removal of smelt sands from Yachats beach. He claimed that the taking of sand from the beaches where the smelt were spawning would eventually destroy the run of a valuable food fish. The Administrator of the State Fish Commission stated that removal of smelt sands from the beaches would not be detrimental to the spawn or the young fish except during the months of May, June, July and August. The Commission then issued permits for the months recommended by the Fish Commission.

Vehicles and Horses

Long before Oregon became a state the ocean beaches were used by wagons and horseback riders as a means of communication between coastal settlements. As the state's population increased, roads were built to satisfy the greater need. The economic need of beach travel had ceased by 1940 and in its place were the vacationists, the sun bathers, the surf swimmers and the fishermen. They had taken over the beaches in no small numbers. The automobiles had become a nuisance to the new use. The packhorse had been replaced by the pleasure-horse and riders. The beach use by automobiles had to be restricted by 1941. The city of Bandon wanted to restrict the "hot rodders," Cannon Beach and Gearhart wished to control automobiles, and Agate Beach wanted to control fast-moving cars. Appropriate signs were placed at each of these places. The Clatsop County Court, in 1950, wished the car traffic at Cannon Beach controlled. The thought was reversed by the County Court in 1957 when a group complained about the Cannon Beach car problem.

There are two places where beach use by cars had the approval of the Highway Commission in 1961. One is a 300-foot strip immediately

south of Cape Kiawanda where cars had formerly been prohibited so as to eliminate the danger in boat launching. The other is at Manzanita in Tillamook County where cars were permitted on the beach but the Commission set a speed limit of 15 MPH.

Since beach use has become popular for the pleasure of walking, sun bathing, etc., horses have been an incompatible use of the beach. Invariably the corrals are located in a heavy, personal use area. With young and inexperienced riders there are hazards frequently developing over which the Highway Commission has very little, if any, legal authority to control.

Flight Strips

Nehalem Bay State Park

The Oregon State Board of Aeronautics constructed, in 1958, a flight strip on the northern end of Nehalem Bay State Park, parallel to and 500 feet westerly from the proposed new Highway 101 between Manzanita and Nehalem Bay.

The dimensions of the strip are 50 x 2400 feet; the land required is 250 x 2600 feet, with an extra strip 200 x 1200 feet for eventual buildings on the west side of the northern end. Also provided was an entrance road 50 feet wide.

Fencing of the area is to be done when the park use justifies it, and the Board of Aeronautics has agreed to construct it. No buildings are to be placed on the property without first being approved by the Highway Commission. The agreement runs for a period of 25 years starting January 15, 1958.

Floras Lake State Park

The United States Government, during World War II, constructed a fine flight strip in northern Curry County on the southern edge of Floras Lake State Park. Slightly more than half of the strip is on state park land, the remainder is on land owned by Curry County. The flight strip is approximately 5,000 feet long and 100 feet wide.

The state land on which the flight strip is located was leased to Curry County on July 7, 1943, for a period of 25 years. The county in turn leased the entire tract, both the state- and county-owned lands, to the government for a period of 25 years. The county wished to purchase the land but the Highway Commission was reluctant to sell. The Commission expressed a desire to retain all lands acquired for park purposes.

The Commission granted a right of way easement to Curry County on February 17, 1944, for the flight strip road across the state-owned property. The Civil Aeronautics Administration constructed both the road and the flight strip.

Boating

The boating demand in state parks has become an item of real interest, particularly since 1955. It was only a casual item to be reckoned with in the park interests prior to that time. Since then, there has been a "boat use explosion," as boating has become a tremendously popular activity.

Pleasure boats became so numerous that many state, county and federal authorities were alarmed, fearing what might happen if controls

were not introduced by proper authority. Therefore, the 1959 Legislature made provisions for a State Marine Board, with the authority to register and regulate the pleasure boats within the state. Registration in 1962 amounted to 58,000 boats.

The State Parks and Recreation Division made provisions for the great increase in all parks where boating is possible. This resulted in the construction of 34 boat ramps with parking and sanitary facilities and water at many places for the boat use. In some instances the ramps were wide, as much as 400 feet, permitting several boats to be launched or removed at the same time. Two of these boat ramps were constructed by the State Game Commission, one at Ben Hur Lampman Park and another at McLeod Wayside.

At Wallowa Lake there is one boat ramp, two boat shelter basins, two boat floats, two large areas for parking cars and sanitary facilities.

At Rooster Rock the boating facility required one-half mile of channel deepening, straightening and widening of the natural stream. The improvement also included enlarging a turning basin, constructing a wide paved ramp and a car parking area.

The State Highway Commission approved, on January 31, 1952, a plan for joint examination of projects concerning the Game Commission and the Highway Commission, especially the access roads to lakes and streams to aid the fishermen in launching their boats.

The plan is for one man from the Game Commission and one from the Highway Department to examine and make a joint report concerning each separate project as to the project merits for the approval of the two Commissions.

The total expenditures for boating facilities from 1948 to 1962 was \$1,023,720.

United States Military Forces

The military forces have made use of many of the state parks for observation and protective purposes. In some instances large guns were established in pits. Two radar stations were established at Ecola and Shore Acres Parks. The stations were later removed.

All 17 of the parks used by the military forces were closed to civilians during the occupancy, which lasted from 1942 to about 1945.

A minimum of damage was done in the occupancy. The greatest damage occurred at Shore Acres where a group occupied the old Simpson home which was later removed. The damage to the building was paid for by the Government.

The parks between the Coast Range and the Cascades were used by the military forces for pleasure and rest, particularly the Rogue River areas in Jackson County by the Camp White forces, and the mid-Willamette Valley area by the Camp Adair men.

Public Use

Park Use

Information indicates that park usage was great from 1920 to 1937, even though no counts were made. It consisted principally of travelers camping along the highways where there was sufficient space for tenting. Water and fuel were necessary items in the areas. In this way

families could spend a few days at the beach or visit "Cousin George" some distance away at a very small expense.

The period was followed in the late thirties by one where reasonably modern-day facilities were provided in the state parks. The U. S. Forest Service provided many forest camps for overnight use, all with fire-places, camping spaces, water and toilet facilities.

Overnight Use

The idea of and demand for more camps with provisions for overnight use was growing fast by 1950. Many pleas were made to the Highway Commission to enlarge and increase the park facilities. Therefore, in 1952 the first state park overnight camps were put into use. These were at Silver Falls and Willowa Lake State Parks. A great amount of study went into the designing of these camps in order to incorporate the latest planning and the best facilities. These two camps were followed with others by increasing numbers until at the end of 1962 there were 44 parks providing overnight camping with trailer and tenting amounting to 2,739 spaces. The camps provided a one night outing equivalent to 842,408 people during the year 1962.

The Fort Stevens State Park, in the northwest corner of the state, with 380 trailer and tent spaces, accommodated 100,395 people during the 1962 season. This indicates the popularity of state park overnight camping in pleasing and enjoyable surroundings.

Jessie M. Honeyman Memorial State Park, located in the central part of Oregon's coast line, is outstanding insofar as interest and use are concerned. It has 303 camp and trailer sites, and during 1962 provided an outing equivalent to 101,865 people for a one night's stay.

These two high-use parks have many interests for the visitors to enjoy, such as boating, fishing, swimming, forest trails and the beach with its many interests. Then, too, these two parks are within reasonable driving distance from the larger population centers.

Experience indicates that many people go to the same place each year because of their particular liking for the interests offered. It is also found that visitors are sometimes instrumental in others selecting the same place for outings.

Day Use

Day use of state parks has been beyond the fantasy of dreamers. Since 1948 visitors have increased from 2,157,480 to 11,570,313 during the year 1962. The trend indicates there is no material slackening in the increase. While many of the visitors are from out-of-state, it shows the attendance to be 6.43 times the population of Oregon, which in 1962 was 1,800,000.

There are a number of situations responsible for the increase in park use. Among them are the advent of the five-day work week, an increase in paid vacations, higher rates of pay and other economic conditions affecting the average person, as well as an increase in outstanding facilities, improved highways and better cars.

Youth Camps

The three youth camps in state parks are all located at Silver Falls State Park. They are named Silver Creek, Smith Creek and North Falls

Camps. Each has its own swimming pool. There is another area, known as the Ranch, which is used by youth groups and others. These Ranch users are required to supply their own needs other than the one building for the use of the entire group.

Silver Creek Camp will house boys in four different areas, each with five open-air cabins and sanitary facilities. There is one large swimming pool for use by the camp. The group has the use of the headquarters building, the infirmary, the dining room and the swimming pool. The principal user of this area, the Salem Y.M.C.A., constructed the swimming pool, rent free for a period of ten years.

Smith Creek Camp is arranged similarly with two areas, each with five small open-air cabins, toilet facilities, etc. The group has the use of the dining room, the infirmary and the swimming pool. The State Parks constructed a filtering system and chlorinator, with the necessary housing and pumps for the equipment, at the swimming pool.

The North Falls Camp makes use of the old Civilian Conservation Corps camp buildings and facilities. A recreation hall and swimming pool have been added. The swimming pool was built by the Conservative Baptist Association of Oregon, and that Association has been the principal user, rent free for a period of ten years.

Leases have been entered into for the operation of three of these camps. The leasing groups furnish the operating force throughout the season for not only their own youth but others.

Operation of the Smith Creek Camp is handled by the Santiam Area Council of the Girl Scouts. The Silver Creek Camp is operated by the Salem Y.M.C.A. The North Falls Camp is operated by the Conservative Baptists of Oregon. The Ranch area is not operated by an organization.

The use for 1962 in youth camper nights was:

Silver Creek	14,466
Smith Creek	4,874
North Falls	12,418
Ranch	2,212
Total	33,970

Group Camps

In the state parks there are nine areas where special arrangements and facilities are made for small groups of from 20 to 200 people to use the area for a weekend or a week's stay. The minimum size group is 20 and the charge is 25 cents each per night.

There were 11,176 people who made use of this group service for overnight stays in the parks during the 1962 season.

Leases

Concession Leases

Silver Falls State Park

The concession at Silver Falls State Park was established in February, 1947, at which time the Commission signed an agreement with Mr. and Mrs. Ralph Nohlgren of Salem. The large building at the park was used for the concession service. The lessee also used the long,

20-foot wide building located on the opposite side of the entrance road as an abode for his employees.

The service rendered included dinners, lunches, soft drinks, ice cream, etc., as well as sales of souvenirs. The Nohlgrens operated the concession through the 1953 season.

In January, 1954, the lease was re-advertised and let to Mr. and Mrs. J. L. Campbell, the high bidders, at \$50 per month plus 1% of gross income over \$4,000 per year. The lease has been extended from year to year.

Rooster Rock State Park

The concession at Rooster Rock State Park was awarded to P. & A. Enterprises in 1958, after construction of the building had been completed and bids were advertised. The terms were 20% of the gross income. P. & A. Enterprises decided at the end of 1960 to discontinue operation of this concession.

The concession was then awarded to Otha Jones of Portland, after re-advertising. The terms are the same, 20% of the gross. It has since been a successful service and Mr. Jones paid the state a total of \$3,555 for the year 1962.

Fort Stevens State Park

The Highway Commission awarded concession privileges at Fort Stevens State Park to Robert T. and Margaret F. Blake on May 8, 1958, as a result of competitive bids. The bid price was 18½% of the gross income.

The concession was not a success and after Mr. and Mrs. Blake tried to work out various schemes to increase the income, they gave up the concession at the close of the 1959 season.

Crown Point State Park

The concession in the Vista House at Crown Point State Park, located 23 miles east of Portland on the Columbia River Highway, was let to the highest bidder in 1947. The Multnomah Falls Gift Shop was the successful bidder at 10½% of the gross sales. The service consists of sale of cards, souvenirs, etc. The Multnomah Falls Gift Shop sold its interest, with approval of the Commission, to Kyle S. Smith in 1961.

The concession proved to be very successful, as income to the state amounted to \$7,551 in 1947, with lesser amounts the following years. It paid \$6,016 in 1962. A suit contesting the leasing of public property for concession purposes was filed by a nearby restaurant operator and tried in 1957. The Court found in favor of the state.

Depoe Bay State Park

The Depoe Bay concession building was constructed in 1956 and named "Depoe Bay Lookout." This name was contested by a Mr. Badley, operator of "The Lookout," a souvenir and viewpoint shop at the highway summit at Otter Crest. The Commission then changed the name to Depoe Bay State Park. Concession privileges were contracted to Oregon Gifts, Inc., on April 26, 1956, at a rate of 7% of gross sales. On December 6, 1957, the Commission granted permission to close the building during the months of January, February and March, except

Saturdays, Sundays and legal state holidays. A transfer of this lease to Mr. and Mrs. Richard F. Thomas was approved on March 2, 1962. The present lease expires January 1, 1964. This arrangement has been reasonably successful. Payment to the state in 1962 amounted to \$2,257.

Wallowa Lake State Park

The boat concession at Wallowa Lake was given to Mrs. Irene B. Wiggins, operator and owner of the Wallowa Lake Lodge, in 1947, as a part of the consideration in which the state purchased from her 83 acres of land as a part of the park area. The agreement ran for five years with no charge for that period of use. The agreement has been renewed from time to time, but the extensions are all at the rate of 10% of the gross income. The amount paid to the state during 1962 amounted to \$905. The boat dock and facilities are state-owned property.

Humbug Mountain State Park

A dairy product concession was established at Humbug Mountain State Park in Curry County. The Highway Commission called for bids and awarded the contract in 1958 to J. B. Kosta, the only bidder. The bid price was \$25 per season. The Commission justified this price as an experiment to determine the need for the concession.

The concession was not too successful and Mr. Kosta transferred the agreement to H. Knapp, who operated it for two seasons, 1959 and 1960, after which it was abandoned because of the small volume of business.

Farewell Bend State Park

During the last half of 1962, studies were made as to the necessity of a boat and store concession at Farewell Bend State Park near Huntington. Results of the study led to the advertising for a concessionaire to operate a store building, boat dock, etc., to serve the needs of the boating public using the waters of the Snake River in the vicinity. Rental is to be \$118.50 per month. The state constructed a small store-building, car parking area and the boating facility.

The concession agreement is dated February 18, 1963, and is issued to Bruce Kirkpatrick of Baker.

Land Leases

Boiler Bay Wayside

The Highway Commission approved a 5-year lease, beginning November 8, 1962, to Mr. and Mrs. Lloyd C. Finley for a T.V. antenna site located on top of the promontory on the easterly side of the highway in Boiler Bay Wayside. The rental rate is \$100 per year. The T.V. antenna serves the community of Depoe Bay and nearby houses by a contract for the service with Mr. and Mrs. Finley.

Cascadia State Park

Ben F. Phillips, who operates a motel near Cascadia State Park in Linn County, was granted a permit on November 15, 1961, to use water from a spring on the southerly side of the highway at Cascadia Park. Mr. Phillips needed the water to supply his motel. The rate of payment is \$25 per year.

Mr. Phillips was given permission to install a T.V. antenna in Cascadia State Park on the south side of the highway. The lease is dated April 29, 1959, and is at the rate of \$25 per year.

The Highway Commission approved on October 11, 1951, granting the Cascadia School District #58 the right to obtain water from the park source in excess of that needed for park use.

Grazing Leases

The Multnomah Falls Gift Shop, Inc., asked in 1957 to lease a 72-acre tract of land at Rooster Rock State Park for stock grazing purposes. This area is located between the highway and the railroad and was not being used. Bids were called and the gift shop was high bidder, having bid \$505.50 per year for five years. This agreement was not renewed.

In 1939 there was a contract awarded to Robert Fromm to graze sheep at Humbug Mountain State Park at a cost of 50 cents per head per year.

Another agreement was entered into about 1939 with Vernon Turner for him to graze sheep at Cape Sebastian State Park at 50 cents per head per year.

Little revenue was received from these sheep grazing leases as it was very difficult to count the sheep scattered throughout the park and adjoining lands. These leases were canceled in 1953 as park usage had increased and developments were started.

A farm lease was entered into with Henry Zorn in about 1944 for 45 acres of land at Champoeg State Park. Agreed price was \$225 per year and the agreement terminated at the end of 1955.

Organization

Oregon State Parks and Recreation Division and Organization

Plan for Park Development and Changes

The State Highway Commission operates under certain controls set up by the Legislature which established its jurisdiction over the State Parks and Recreation Division. This includes the authority to acquire, develop and maintain areas containing scenic values and other features of interest for park purposes as might be necessary for the general welfare and pleasure of the public. The law also provided for park sites to be acquired to preserve stands of native trees, flowers, shrubs and ways to our ocean beaches. The Commission may also make regulations and provisions for the use and administration of state parks and all recreational, scenic and other places of attraction which are owned by, or under the control of, the State Highway Commission.

The Highway Commission regulates the basic activities of the State Parks and Recreation Division, such as formulating the policies, making regulations, approving the general plan of procedure, the budget and the organizational structure of the division.

Expenditures for state park areas are made with the thought of securing the greatest possible recreational values which will most benefit the people on a state-wide basis. Thus areas that are acquired must have great natural attractions, be unique, or provide outstanding recreational opportunities which are considered to be of state-wide interest. This precludes acquisition of areas determined to be only of

local recreational interest. It is felt that municipalities, communities and counties have a definite responsibility to their own residents in providing developed recreational opportunities for them. While it is realized that state parks are heavily used by local people, it is felt that the character of the park should be such that it would attract, and thereby serve, people from other sections of the state as well.

Oregon state parks are free to the public, there being no entrance or parking charges; fees are only for special services or facilities, such as overnight camping. This is based on the assumption that the people who use them should pay toward the cost of providing and maintaining them.

The State Parks and Recreation Division, with respect to its principal administrative, supervisory and professional positions, is organized in depth so that qualified and experienced persons presently filling the principal positions are also gaining experience through their everyday activities in preparation for higher positions when such may become vacant at any time in the future.

Funds for expenditures for Oregon state parks come from the State Highway General Fund. These funds are derived from road user taxes, including those levied on motor vehicle fuel and use, and ownership and operation of motor vehicles.

Plan of Park Management Changes

Oregon's first State Parks Superintendent was appointed in 1929. His duties were, in the main, to search for and recommend areas suitable for state parks, plus the added responsibility of construction, maintenance and care of all park areas.

During the years in which the federal alphabetical organizations were aiding in the park development, it was the duty of the Parks Superintendent to supervise the work of all of these agencies insofar as the park work was concerned, and also to further the acquisition program. The cooperative work ceased at the beginning of World War II and was never resumed. At the end of the war the Commission added to the responsibilities of the Parks Superintendent the duty of landscaping along the highways and on other properties of the Commission. This work was previously being done by a landscaper assigned to the Construction Division.

In late 1947 it was suggested that a separate group, under the direction of the Construction Division, be organized and be responsible for the landscaping of the roads, the highway building grounds, the stock-pile sites, etc. In late 1948 this change was put into effect. The Parks Superintendent was to confine his efforts to acquisition, development and operation of the state parks.

A new Parks Superintendent was appointed on July 1, 1950. The Commission decided in 1950 that further acquisition was unnecessary in connection with the park program—at least for the time being. The Parks Superintendent was to confine his efforts to development of the areas already obtained.

The new policy relating to acquisition created a very difficult problem, in that so many people had definite and decided opinions, whether good or bad, relative to such plans. Many well-meaning people advocated no development but an increase in the acquisition.

The Commission was not induced to change the plans for construction and maintenance. It did approve increasing the acquisitions as needed.

This cared for the requirements necessitated by the increase in use of parks, but did not stop the clamor for a separate parks organization started several years earlier.

To further relieve the situation, a study was made during 1955-56. A report from the study group favorably compared the Oregon park plan with that of other states, producing a desirable counterinfluence. The many letters in the files further indicate that the users of the parks were well pleased with the Commission's plan of handling the parks in this state. The great increase in park attendance also indicates approval and acceptance of the plan.

The State Parks Superintendent, in addition to his regular duties, has to function in coordination with other division heads within the Highway Department. Although state park activities are of concern to the other Highway Department Supervisors, such as how the use may affect vehicular traffic, land acquisition matters, etc., the state parks are also benefited in many ways. The above is due to the Parks Superintendent's position in relation to these divisions, for it is through this close cooperation that the many services of the Road Division are made available to the Parks Division. This results in a substantial saving to the people of this state. He has experts available from the Road Division for consultation and special analysis on problems relating to road construction, building and bridge design, traffic engineering, laboratory testing, specification and contract writing, plans, publicity, etc. As a result, this situation promotes greater efficiency of state park operations at less cost.

State Park Organization and Duties

Assistant State Highway Engineer

The Assistant State Highway Engineer reports to the State Highway Commission on park matters and has general supervision over all of the park responsibilities.

State Parks Superintendent

The Parks Superintendent must be well qualified in park techniques and management as he is responsible for all phases of state park operations. He must expend the funds made available for park purposes in such a manner as to insure the greatest benefit to the public. While his duties are mainly administrative, it is also necessary that he have the working knowledge of a wide range of technical subjects pertinent to park operations. In addition to directing overall acquisition, development and maintenance of the parks system, he must be an visionary planner in order that the park system will fulfill its purpose of service to the public in the future as well as at the present time. In addition to supervising, coordinating and outlining the duties of his own staff, he has the responsibility of preparation of the annual budget, public relations, recommendations on policy and regulations covering the operation of the state park system. As to the activities of his staff, the Parks Superintendent coordinates, directs, assigns and reviews the work of his assistants through the Deputy Superintendent.

State Parks and Recreation Advisory Committee

Working with the State Parks Superintendent is the Oregon State Parks and Recreation Advisory Committee consisting of six members

appointed by the Governor upon recommendation of the Highway Commission. This Committee was created in September, 1957, and has the responsibility of acting in an advisory capacity to the Highway Commission on park and recreation matters through the State Parks Superintendent. Park problems referred to the Committee for their thinking, consideration and analysis include policy changes, land acquisition and purchase, park development, historical features, concessions and controversial matters.

Deputy Parks Superintendent

The Deputy Parks Superintendent is the principal assistant to the Superintendent and in his absence assumes the Parks Superintendent's duties. His principal responsibility is supervision over all of the park forces and their activities. This involves direct supervision through the Assistant Parks Superintendent, a Field Engineer, five District Supervisors and all field forces engaged in operation, maintenance and improvement of the state parks. He directs the assignment and inspection of the work of the state park field forces and checks the work of technicians in many professions. He also supervises the preparation of all project plans, development, etc.

The Deputy Parks Superintendent also supervises and directs the activities of the Recreation Division, as well as the land acquisition group.

Recreation Division

The Recreation Division was established as a result of the 1959 legislative action whereby the law relating to state parks was modified by changing the title of the State Parks Division to State Parks and Recreation Division of the Highway Department, establishing the position of Recreation Director and setting forth his duties under the State Parks Superintendent.

The work carried on by the Recreation Director is to aid the small communities and the counties of Oregon to establish recreation facilities and plan recreation programs.

Land Acquisition Section

It is the duty of the Land Acquisition Section to follow through on acquisition of the proposed areas by checking on the progress in the series of operations, such as correct descriptions, title reports, negotiations, etc.

When negotiations have been completed, the Acquisition Supervisor makes detailed records of the transactions and advises his superior. He also maintains detailed records of other transactions, such as agreements, leases, easements, sales, logging contracts, permits for roads and pole lines crossing park properties, etc.

Assistant Parks Superintendent

The Assistant Parks Superintendent is the principal aide to the Parks Superintendent and his deputy. The assistant acts as the principal engineer of the division, supervises the Office Management Section, Field Operation Section, Engineering Unit and the Planning Section. He checks the work of these sections for compliance with policy, correctness of plans and design by the Engineers and the Planning Unit, and

follows through on the surveys and development of logical designs for construction.

Office Management Section

The Office Management Section takes care of the records, requests for information and many other duties. One of its many functions is to prepare the annual budget under the direction of the Assistant Parks Superintendent, listing his recommendations for all park expenditures. Separate amounts are listed for surveys, acquisitions, construction projects, maintenance, administration and supervision.

Field Operation Section

The principal duty of the Chief of the Field Operation Section is to supervise the technical field work as an aid to the Assistant State Parks Superintendent. He plans and assigns the work for each supervisor, and inspects and reviews the work performed by the custodial and maintenance forces, including construction work in the parks.

The State Parks and Recreation Division has 215 employees, of which 150 are on a year-round basis. The others are seasonal workers hired for field work during the summer season in order to care for the greater summer use. Actually it is a relatively small organization numerically, this being made possible through the relationship it has with the Road Division, as the road personnel is made available to the division on a part-time and consulting basis.

District Park Supervisors

The state park system is divided into five geographical districts for administration and operation purposes, with a District Park Supervisor in charge of each. District I headquarters is in Portland. This supervisor is in charge of all park areas in the northwestern portion of the state. Park District II Supervisor is located in Salem. He has the responsibility of all parks in the area immediately south of District I to near Drain and from the summit of the Cascade Mountains to the coast. District III Supervisor is located at Coquille and administers those parks along the coast in the southwest portion of the state. District IV has its headquarters at Bend and takes in the central portion of the state as well as some of the southwestern portion. District V headquarters is located at La Grande and takes in the parks in the eastern portion of the state.

Engineering Unit

The Engineering Unit, under the Assistant Parks Superintendent, makes surveys of park areas, prepares park plans and specifications for all types of contract jobs, makes investigations and reports on various phases of park work involving engineering. This section also establishes park boundary lines and makes layouts of numerous park improvements.

Planning Section

The Planning Section conducts investigations and makes studies relative to the present and future development needs of the park system. The planner makes explorations of proposed park sites to determine if they meet the specifications established for state parks. He also studies

existing parks to determine if improvements are required as a result of overuse of the facilities. He makes projection charts from past attendance at each park, as a further aid, and also directs the preparation of plans for proper development of each area in accordance with the best recreational land use practices. He carries on a continuing investigation to ascertain the public's desires in recreation and what provisions will be necessary to adequately serve the public due to the increasing needs in the state.

There are other considerations entering into the selection of areas for state park purposes. In many cases a park is not only judged on an individual basis, but also as to the recreational needs in a certain region or area, and its relationship to facilities and recreational developments provided by other agencies. In addition to having outstanding scenic or recreational opportunities, state park requirements include the adaptability of the area to development which includes its suitability for recreational use; i.e., whether it is practical to develop the area and provide facilities for the health, comfort and safety of the visitors. This consideration is governed, in most cases, by the cost of the project in relation to the amount of anticipated visitation to the area. In addition, because justification for state parks in Oregon is one of service to the public, it is important that the acquisition of additional areas to the state parks system contribute as much as possible toward providing the varied recreational needs of the people who are to use them.

Future park area deficiencies are determined by public utilization forecasts of the areas in use, and examinations are made of suitable properties that might be obtained as needed.

In the development of the state parks, improvements are made in a manner to best meet the recreational needs of the people. It is realized that use trends and the public's preferences in recreation are subject to change, so park programming must of necessity be flexible to meet these changing needs. The development of areas for public recreational use requires that thorough studies be made in order that the facilities and areas provided will yield the highest possible public service and be in conformity with the purpose for which the areas were acquired.

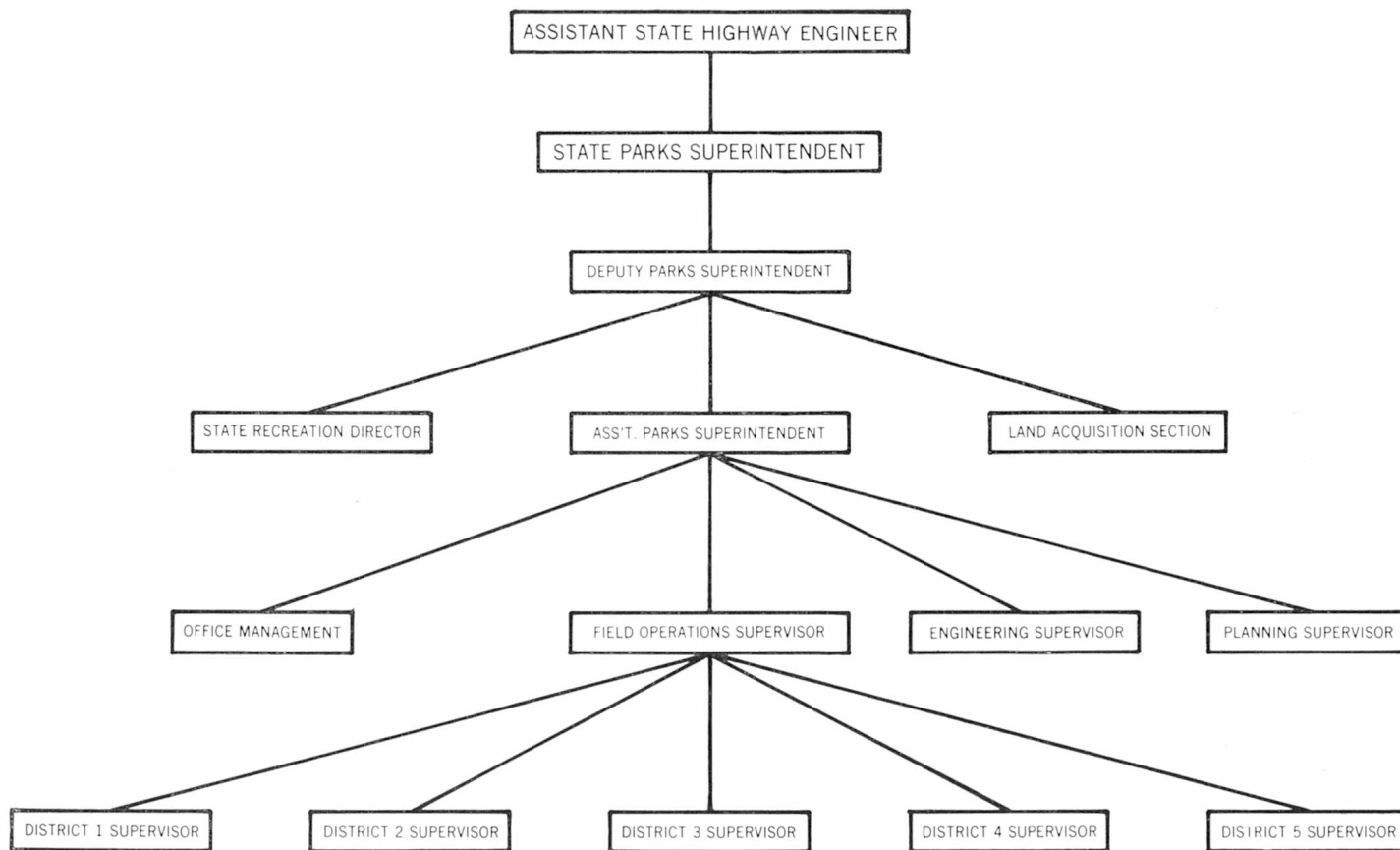
(Much of this article has been taken from a paper written by R. C. Dunlap, August 6, 1959.)

State Parks Policy

The following is a report rendered by R. C. Dunlap, Parks Planner, in 1957 relating to policy established by the Highway Commission in the various phases of acquisition, development and use of Oregon State Parks:

"The State Highway Commission in Oregon also functions as the Parks Commission, and as such establishes the policy relative to the operation of the parks system.

"The Legislature has set up certain controls to guide the Highway Commission in its park functions. Among these controls is to establish policy as relates to the acquisition of areas for park purposes, as follows: Each should have some scenic or recreational value or other attraction which will contribute to the general welfare and pleasure of the public; typical growths of trees native to the state are to be acquired and protected as well as shrubs and flowers; and, provisions shall be made to provide public ways to the rivers and sea beaches of the state. Revenue



to acquire, improve, maintain and operate the park system is derived from the road user. The reasoning behind this is that the use of the parks creates travel.

"From the above it is evident that the Legislature intended that Oregon's state parks be of service to the people and the motorist in particular. This is the keynote in the operation and development of the park system. Especially has this become true in the last five years with the utilization of so many areas acquired in a period of more than twenty years prior.

"The following is a brief discussion of state park policy as divided into the several phases of the parks program.

Acquisition

"Expenditures for state park areas are made with the thought in mind to secure the greatest possible recreational values for the state which will in turn be of the most benefit to the people on a state-wide basis. This policy precludes the acquisition of areas which are not distinctive or of notable character to be of interest to, or attract, people from other parts of the state. Other areas which are not considered for acquisition are those located within or near urban or suburban communities, it being the thinking that it is a local responsibility to provide recreation areas and facilities for these people.

"Many considerations enter into the selection of areas for state park purposes. Although natural features of recreational interest to people are, so to speak, located 'where you find them,' it is park policy to make acquisition expenditures, insofar as possible, in every county so the largest number of people on a state-wide basis will benefit therefrom. In line with this thinking is the practice of giving adequate consideration to accessibility, as the element of public use is very important in selecting a site; thus it is difficult to justify the acquisition of an area if it will not promote use.

"Individually, a state park must have certain natural attractions which will be of interest to people or features they enjoy from a recreational standpoint. 'Recreation' means different things to people; to some it means an environment to relax in; to others it may be such strenuous activities as hiking or swimming; while many people enjoy outstanding scenic features by observation. Other state park requirements include the adaptability of the area to development which includes its suitability for recreational use and whether it is practicable to develop the required facilities for the health, comfort and safety of the visitors. This consideration is in most cases governed by the cost of the project in relation to the amount of anticipated visitation. Not all areas acquired for the state parks system are intended for intensive use. For example, areas of recreation value have been accepted in many cases from donors who desired only a minimum of improvement.

"As the justification for Oregon state parks is one of service, it is highly important that the acquisition of additional areas contribute as much as possible toward providing the amount and type of space required to fulfill the varied recreational needs of the people. Individual park attendance forecasts are utilized to determine in advance where the impact of increased use may be destructive of the natural features, and/or where public enjoyment may be lessened due to overcrowded conditions. Thus, arrangements are made in advance to purchase addi-

tional land to alleviate the results of overuse wherever a shortage of land is indicated.

"Park acquisitions are made for other reasons than to fulfill the very important requirement of sufficient space. In some cases a diversity of ownership may create administrative problems, thus, making it highly desirable to complete the park ownership pattern. Acquisition of outstanding natural features subject to private exploitation is necessary if the public interests are to be safeguarded. Geographical balance as well as wide variety of types of parks is strived for although not easily attained.

Development

"For some 20 years prior to 1950 the predominate parks policy had been one of emphasis on land acquisition. During this period many areas containing some of the state's most outstanding natural features were obtained, ways were acquired to the Pacific Ocean beaches, and many miles of forest waysides set aside. Public demands for the development of these park areas became increasingly strong after World War II, and the Highway Commission responded to the public's recreation needs by changing its theretofore predominate policy of acquisition to one of development.

"Oregon's state parks have been rapidly improved during the past five years as studies have indicated the necessity. Provisions have been made for the proper number, amount and type of facilities for the basic comforts and convenience of park visitors in order to make their stay more enjoyable. Care has been taken in the design and placement of structures and other appurtenances so as not to adversely alter the natural features. A policy of weighing park improvement costs against anticipated public use has resulted in a maximum of recreational benefits to the people at the least cost. Orderly park development and expansion requires that maximum public use be insured while holding the destruction of the perishable features to a minimum. Individual park attendance forecasts have proved of great value in anticipating the need for park expansion prior to the destructive impact of overuse.

"Oregon's parks are developed in a manner to best meet the recreational needs of the people. It is realized that use trends change, so park programming must of necessity be flexible; however, basically one builds around the natural features of an area. The development of new areas requires that thorough studies be made in order that the improvements to be constructed will yield the highest possible public use in conformity with the purposes for which the area was acquired.

Operation and Maintenance

"It is the policy of the Highway Commission that park facilities be kept in the best of physical condition. Park grounds and facilities are maintained in a clean, neat, sanitary and orderly manner; and thus, the public's enjoyment is increased and their health and safety protected. State park field personnel operate and maintain the park areas; although, State Highway Maintenance Divisions can readily be called upon for labor as well as equipment in case of emergencies or special tasks with a resultant saving in time and money to the state. The Highway Department maintains park roads, bridges and parking areas, the cost of which is paid for by funds allocated for such purposes.

Revenue

"The revenue obtained by state parks operation is a very small sum as compared to its annual expenditures varying from five to ten percent of the total in the past few years. Oregon's parks are free for the public to use, there being no entrance or parking charges or other means of collecting fees for the general use of the areas. Nominal charges are made for special services or facilities, such as overnight camping. This is based on the assumption that those who use these areas should pay toward the cost of providing and maintaining them, which in most cases, entails substantial construction and operating costs.

"It has not been the policy to provide hotel, cabin and lodge accommodations in Oregon state parks; these in many states are heavy income producers. Basically, it is believed, living accommodations should be provided only as a means of enabling the visitors to obtain a fuller and more satisfactory enjoyment of state parks. Leases, rentals and salvage timber sales contribute to the revenue received from Oregon state parks, in addition to the charges made for special services.

Timber Resources

"Oregon state parks include many miles of timbered waysides containing representative stands of the state's native trees, and in addition, most other parks have varying amounts of tree growth. It is the policy to preserve these timber resources to as great an extent as possible in conformity with good park management practices. Park improvements are made with careful regard to tree and shrub growth, and overuse of an area by the public which would destroy these features is continually guarded against. Park personnel are on the alert for timber trespass, and when such cannot be prevented, action is vigorously pursued against the offender to reimburse the state for the damages incurred.

"It is park practice to sell dead and down timber if the removal does not impair park values to a greater extent than the benefits gained. This would include salvage of windthrow and other down material, as well as dead or dying standing trees in some cases. This practice may alleviate a fire hazardous condition or prevent an insect or disease buildup that would threaten park timber nearby. Dangerous standing trees are removed if they are a threat to public safety. The Highway Department employs the services of a forester for timber appraisal work who also handles park timber salvage operations. Advice on forestry problems is sought from both federal and state forestry agencies as situations occur that require technical treatment. Adequate safeguards are taken to protect tree and shrub growth in park areas where it is necessary to grant easements or rights of way for utilities, etc. All requests for removal of shrubbery or flowers in state parks are denied; thus, preserving them for the enjoyment of the general public.

Hunting

"It is unlawful to kill or injure any bird or mammal in a state park; all parks are game refuges and the wildlife therein are for the enjoyment of the visitors to observe. However, the control of predatory animals and rodents may be ordered by the Highway Commission, as it was not intended for state parks to be reservoirs for the dissemination of species injurious to surrounding interests. Advice or assistance on game management problems is sought from the State Game Commission.

Non-Conforming Uses

"These may include grazing, mining, farming, logging, hunting, power sites, building sites and right of way permits of certain types. Several of these have been previously discussed, while some of the others may be justified in the sense of good management.

"The governing principle as to whether allowances should be made to permit certain types of uses of park property is: Does it adversely affect the park in any way which would not be in the best interests of the public from a recreation standpoint?

"It is park policy to permit grazing, for example, if it is confined to a non-public use area, and thus does not interfere in any way with the recreational use of the park. Grazing may be of material benefit to some park areas by reduction of fire hazards. However, as with all permits, these operations must be controlled in order that overgrazing does not take place which would deteriorate the range to the detriment of wildlife or start erosion on park lands. Thus, decisions are made on so-called 'non-conforming uses' by what is beneficial or detrimental to an area as a park.

Leases

"The Highway Commission does not permit the operation of a business or concern of any kind for the purpose of selling goods or services in state parks without permission. Commission policy on the granting of such privileges is determined on the basis of the contribution such services will make toward the enjoyment of the park visitors and the effect upon the park itself. It is on the basis of public need, usually accompanied by a lack of privately operated services of a like nature in the vicinity, which is the deciding factor as to whether a lease is granted. Adequate controls over the lessee's operations are incorporated in the agreement so that the state's interests are fully protected.

River, Stream and Lake Access

"The trend of the past few years toward increased use of the state's lakes, reservoirs, rivers and streams for recreational purposes has emphasized the need for adequate access in the public's interest. This will become of increasing importance in the future as the demand grows greater and the opportunities for setting aside access strips decreases. The State Parks Division is limited in acquiring water frontage areas to sites that are suitable for state park purposes. However, any opportunity to promote stream and lake access for present or future use is not overlooked. Proposed highway locations along or across lakes and streams are investigated to determine what provisions are necessary, if any, to provide access especially for future use.

"Governmental agencies are being urged to plan for recreational use prior to reservoir construction in order that sufficient water frontage areas will be set aside for such use, and the public's right to access will not be hindered or prevented. The disposal of government surplus property areas on reservoirs is another field in which long-range planning from a recreational standpoint should be carefully considered from the federal level."

The Highway Commission formally approved the following 17-point resolution on May 26, 1952:

- "1. No fire shall be built, lighted or maintained within the state

park except in a camp stove or a fireplace provided, maintained or designated for such purpose, excepting however, that gasoline or oil camp stoves may be used in established camp sites or picnic areas where other stoves are provided. All fires shall be extinguished by their user before leaving the park.

"2. All parks are game refuges. No person shall discharge any firearm in a state park, and all firearms brought into a state park must be unloaded.

"3. No person shall molest, injure or kill any bird or mammal or disturb its habitat in a state park, except for the control of predatory animals and rodents as may be ordered by the State Highway Commission.

"4. No person shall pick flowers, foliage, or cut, break, dig up or in any way mutilate any tree, shrub, plant or fern, or burn, cut or mutilate any railing, building, seat, fence or other structure within a state park.

"5. No person shall dig up or remove any dirt, stones, rock or other substance whatever, make any excavation, quarry any stone, or lay or set off any blast, or cause or assist in doing any of the said things within a state park without permission from the State Highway Commission.

"6. No person shall erect signs, markers or inscriptions of any type without permission from the State Highway Commission.

"7. No person, while in a state park, may operate a concession, either fixed or mobile, or engage in the business of soliciting, selling or peddling any liquids or edibles for human consumption, or distribute circulars, or hawk, peddle or vend any goods, wares or merchandise in a state park without permission from the State Highway Commission.

"8. Automobiles, trailers or other vehicles shall be parked only in designated parking areas.

"9. No dogs or other pets shall be allowed in state parks unless said animals are confined in a vehicle or kept on a leash.

"10. No bottles, cans, ashes, waste, paper, garbage or other rubbish shall be left in a state park, except in the receptacles designated for that purpose.

"11. No person shall set up or use a public address system in a state park without the permission of the State Highway Commission.

"12. No person shall build a fire in, or set fire to, any pile of driftwood or underbrush.

"13. No person shall ride, drive, lead or keep a saddle horse or other animal in any state park, except on such roads, trails or areas designated for that purpose. No horse or other animal shall be hitched to any tree or shrub in such a manner that may cause damage to such tree or shrub.

"14. No person shall wash any clothing or other materials, or clean any fish in a lake, stream or river in a state park.

"15. No person shall use abusive, threatening, boisterous, vile, obscene or indecent language or gestures in a state park, nor shall any person cause, attempt to cause or bring about any public demonstrations or disturbances.

"16. In order to enforce all rules and regulations, and to maintain a sanitary and orderly appearance in state parks, the state park employee in charge of each state park is vested with the authority to require all persons using said park to abide by the rules and regulations, as well as the authority to determine the size, type and arrangement of individual camping facilities in the park.

"17. The rules and regulations set forth in this resolution shall govern all state parks, and said resolution shall be entered in the minutes and records of the Commission taken at the Commission meeting on the 26th day of May, 1952."

Uniforms

It became apparent by 1957 that park employees should be easily identified by the public. This was particularly necessary when park patrons were seeking information or wishing to report a matter of concern. It was believed that clothing of uniform color and style would be the most satisfactory method of identification.

After careful study of other agency uniforms, to avoid duplication of color, a recommendation was made to the Highway Commission for gray wool and gray cotton material for jackets, shirts and slacks. All uniforms were to be worn with gray hats, black ties and shoes. Shoulder patches of a suitable design were to be furnished. The wool clothing was for those employees who had to meet the public and the cotton material for those on other jobs or for warm weather use. Clothing for the female employees was to be of the same color and material. The Commission approved the plan.

The Highway Commission contributed toward the clothing.

Parks Superintendents and Tenure

Each successive Parks Superintendent has had different duties outlined to him at the beginning of his term. His tenure is at the pleasure of the Chief Engineer or the State Highway Commission and is subject to the rules of the State Civil Service Commission.

Samuel H. Boardman was Oregon's first State Parks Superintendent. His term of office was from August, 1929 to July 1, 1950, and is sometimes referred to as the "Acquisition Period." Mr. Boardman was directed that his principal duty was to select and recommend to the Commission scenic areas and other beauty spots throughout the state suitable for state parks and thereby preserve their scenic beauty for the enjoyment of the present and future generations. When the federal organizations became interested in aiding in the development of parks, Mr. Boardman was directed to supervise the work insofar as the state's interests were concerned. The federal interests began in 1933 and continued to about 1945.

Sam Boardman found the acquisition program to be a source of great pleasure and enjoyment. He was able to increase the park holdings from 6,444 acres in 1930 to 57,195 acres at the time of his retirement in 1950. Of this total, 121 parcels of land were gifts from many sources—the federal, state and county governments, as well as firms, groups and many individuals. The amounts ranged from a fraction of an acre to 5,730 acres.

Upon retirement of Mr. Boardman, the State Highway Commission appointed the writer, an engineer with many years of service with the Highway Department, as State Parks Superintendent. His term of office was from July 1, 1950 to December 31, 1960. He was directed to place more emphasis on construction and development and less on acquisition. Therefore, this 10-year period is known as the "Construction Period." Construction of overnight camp areas was started in 1952. Plans were made and put into effect for new and enlarged day-use areas. Construc-

tion continued rapidly through the years. As of the close of 1960, a total of 127 improved parks were able to care for the visitors for which each area was designed—day users and overnight campers. The use increased nearly fivefold. Purchases during this period amounted to 5,800 acres and 33 transactions whereby a total of 5,355 acres were exchanged. In addition, there were 51 gifts totaling 2,931 acres and 1,230 acres of leased lands during this period.

Maintenance of the parks was difficult at times. With sufficient men to make frequent inspections, many problems were readily overcome and others prevented. Areas of heavy use were constantly patrolled which resulted in clean, neat parks and facilities.

The planning section of the Parks and Recreation Division made studies of approximately 150 proposed areas. Many of these areas were proven not usable. Plans were made for all proposed facilities and revised as studies and experience indicated the necessity.

General studies were made, such as the Economic Value of State Parks in Oregon. Other minor studies were completed. The Oregon Outdoor Non-Urban Parks and Recreation study was started during the last half of 1960.

Mark H. Astrup, a landscape architect with 35 years experience, including 15 years with the Highway Department, was appointed State Parks Superintendent on January 1, 1961. He continued in that office to July 1, 1962. This period is marked by the completion of the Oregon Outdoor Non-Urban Parks and Recreation study. Other studies were completed on such areas as The Cove Palisades, Prineville Reservoir and Bullards Beach. Construction and maintenance of parks were vigorously continued as in the previous period. Greater emphasis was placed once again on acquisition and 3,885 acres were acquired, including 4 leases of 617 acres and 9 gifts totaling 2,068 acres. One gift alone was 1,211 acres from Narcissa J. Washburne of Eugene as a memorial to Carl G. Washburne, her husband.

Harold Schick was appointed State Parks Superintendent on July 1, 1962. He holds a masters degree in park management, has had several years experience in park work and is well trained for the position. Just prior to acceptance of the position, Mr. Schick's work was development and management of parks for Marion and Polk Counties and the city of Salem.

The construction and maintenance programs were continued. Acquisition again received greater emphasis and for the 6-month period ending December 31, 1962, it totaled 903 acres. This total acquisition includes one lease on 160 acres at Fort Rock and one gift of nearly four acres from the Portland Women's Forum. Therefore, the budget has been increased materially to provide for an increase in acquisition.

Park Laws

The laws governing Oregon State Parks have been changed from time to time, retaining some of the original features. These changes were made to fit the growing needs as ideas and progress made it necessary.

The laws as of 1963 are as follows:

366.175 State Parks and Recreation Division. The commission shall establish under its jurisdiction and control a division to be known as the State Parks and Recreation Division.

366.180 State Parks Superintendent, State Recreation Director and assistants. (1) The commission shall appoint a superintendent of state parks and recreation, who shall be called State Parks Superintendent, and who shall hold office during the pleasure of the commission.

(2) The State Parks Superintendent shall receive an annual salary to be fixed by the commission, payable in monthly installments, together with such actual traveling and other necessary expenses as may be incurred in the discharge of his official duties.

(3) The commission shall appoint, upon the recommendation of the State Parks Superintendent, a director of recreation, who shall be called State Recreation Director, and who shall hold office during the pleasure of the commission.

(4) The State Recreation Director shall receive an annual salary to be fixed by the commission, payable in monthly installments, together with such actual traveling and other necessary expenses as may be incurred in discharge of his official duties.

(5) The commission may employ such engineers, landscape architects, technical assistants and such other help as, in its judgment, may be necessary for the proper and efficient administration of the parks and recreation division. The compensation, travel allowance and other expenses for such staff and other help shall be fixed by the commission.

(6) This section is subject to any applicable provisions of the State Civil Service Law.

366.182 Powers and duties of State Recreation Director. (1) Under the direction of the State Parks Superintendent, the State Recreation Director shall:

(a) Study and appraise the recreation needs of this state and assemble and disseminate information relative to recreation, considering both tourist and local needs.

(b) Investigate the recreation facilities, personnel, activities and programs existing or needed in the various areas in this state and, by consultation with the appropriate public or private authorities in such areas, assist in the development and coordination of recreation facilities, activities and programs. However, the director shall not make surveys of recreation facilities, personnel, activities and programs of counties, cities, districts and other local agencies, areas and communities except upon their request.

(c) Advise, cooperate with and encourage counties, cities, districts and other local agencies, areas and communities interested in the development and use of recreation facilities, activities and programs for the public benefit.

(d) Recommend and promote standards for recreation facilities, personnel, activities and programs.

(e) Aid in recruiting, training and placing recreation personnel.

(f) Promote recreation institutes and conferences.

(2) Under the direction of the State Parks Superintendent, the State Recreation Director may:

(a) Encourage and render assistance in the promotion of training programs for volunteer and professional recreation leaders in cooperation with other public and private agencies, persons, groups, organizations and institutions interested in recreation, and encourage the establishment of standards for recreation personnel.

(b) Assist any state agency in rendering recreation services and carrying out recreation functions in conformity with the authorized powers and duties of such state agency, and encourage and assist in the coordination of federal, state and local recreation facilities, personnel, activities and programs.

366.183 Gifts and donations for park and recreation division. The commission may accept and expend, use or dispose of moneys and property from any public or private source, including the Federal Government, made available to the commission in the form of grants, gifts, devises, bequests or endowments for the purpose of carrying out any of the provisions and purposes of ORS 366.175 to 366.183 or to facilitate the carrying out of any of the functions of the State Recreation Director under ORS 366.175 to 366.183.

366.345 Acquisition and development of scenic places. (1) The commission may acquire by purchase, agreement, donation or by exercise of the power of eminent domain real property, or any right or interest therein, deemed necessary for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value adjacent to, along or in close proximity to state highways, or which may be conveniently reached from or by a public highway. The commission may in like manner acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, road-side development, recreational grounds or resorts, forest or timbered areas or other places of attraction and scenic value which in the judgment of the commission are necessary for the convenience of the public, and which will contribute to the general welfare and pleasure of the motoring public or road user.

(2) The commission may develop, construct, improve, operate and maintain the places named in subsection (1) of this section to such an extent and in such manner as will best afford to the motoring public and road users necessary conveniences and accommodations, and as will contribute to the general welfare of the people of the state or the members of the motoring public using the highways of the state.

(3) The commission may acquire by purchase, agreement or donation real property, or any right or interest therein, deemed necessary for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value. The commission may in like manner acquire land and ground necessary for the development and maintenance of parks, camp sites, recreational grounds or resorts, forest or timbered areas or other places of attraction and scenic value which in the judgment of the commission will contribute to the general welfare and pleasure of the public.

(4) The commission may develop, construct, improve, operate and maintain the places named in subsection (3) of this section to such an extent and in such manner as will best afford to the public necessary conveniences and accommodations, and as will contribute to the general welfare of the public.

366.350 Park and recreation regulations. (1) The Commission may make regulations and provisions for the use and administration of state parks and all recreational scenic and other places of attraction which are owned by or under the control of the state, acting by and through the commission. Such regulations shall be duly entered in the minutes

and records of the commission. The regulations may provide reasonable charges for the use of accommodations provided in such parks and areas. The regulations shall be posted within the main entrance of each of the areas. Nothing in this section or in ORS 366.175, 366.180 or 366.990 shall impair, restrict or modify any of the powers of the commission with reference to state parks and recreational and scenic areas.

(2) The commission may make regulations necessary to carry out the provisions of ORS 366.175 to 366.183.

366.355 Establishment and operation of arboretum and botanical garden. (1) The commission may establish, maintain, operate and control an arboretum and botanical garden which shall be a part of the system of parks, scenic places and recreational areas under the State Parks Division of the commission.

(2) Upon the establishment of the garden, its management shall be placed under the direct supervision of the State Parks Superintendent, who shall operate, maintain and supervise the garden under the direction and control of the commission.

(3) The garden shall be located in and be the property of the State of Oregon. The site of the garden shall be selected by the foundation and the commission jointly, but shall be on a main or arterial highway, as near the population and education centers of the state as possible.

(4) The commission may accept funds from any source for the establishment, maintenance and operation of the garden, but the commission shall not contribute or use highway funds in connection with the garden. All funds received from any source shall immediately be paid by the commission into the General Fund in the State Treasury and there maintained in an account designated as the Arboretum Botanical Garden Account, which account hereby is appropriated solely for the purposes of this section. The commission may accept property, both real or personal, in addition to funds, which shall be dedicated to and used for the garden by the commission.

(5) The commission may acquire at any time, by purchase or by exercise of the power of eminent domain, any interest in real property deemed necessary for the establishment, maintenance and operation of the garden. Property acquired by exercise of the power of eminent domain shall be acquired in the manner provided in ORS 366.370 to 366.390, except that the defendant shall not be entitled to recover as costs and disbursements any sum taxed as attorney's fees.

(6) The foundation and the commission shall confer and cooperate at all times in all matters pertaining to the garden to the end that the purpose and public values contemplated by this section may be accomplished and the public interest best served.

366.360 Taking fee simple. In all cases where title to real property is acquired by the commission either by donation, agreement or exercise of the power of eminent domain, a title in fee simple may be taken.

366.475 Publication of information and maps. (1) The commission may compile and publish with respect to the public highways of the state and with respect to public parks, recreational grounds, scenic places and other public places and scenic areas or objects of interest, data as to distances, special and peculiar advantages, historical facts and other items or matters of interest, and assemble, compile and publish such other information with respect thereto as in the opinion of the

commission will be of interest and value to the general public and road users.

(2) The commission may make or cause to be made from time to time maps disclosing thereon the highways of the state and the places of interest served and reached by the highways.

(3) The commission may print, publish and prepare, in such manner or form as to the commission may seem best, all the information and data mentioned in this section, and provide for the publication, distribution and dissemination of the same in such manner and method and to such extent as in the opinion of the commission will best serve the motoring public and contribute to the convenience and information of the motoring public and road user.

376.605 Construction of trails and bridle paths to Pacific shore.

(1) The State Highway Commission may establish, lay out, construct and improve public pedestrian trails and bridle paths not exceeding 30 feet in width, connecting legally established streets, roads and public parks with the shore of the Pacific Ocean.

(2) For the purpose set forth in subsection (1) of this section, the commission may acquire real property or any interest therein by purchase, donation, agreement or exercise of the power of eminent domain. The provisions of ORS 366.360 to 366.390 are applicable to proceedings of the commission authorized by this subsection.

358.520 Provisional Government Park at Champoege. All jurisdiction over the Provisional Government Park at Champoege, Oregon, the buildings and museum therein, and all other assets of the park or the Provisional Government Park board, including unexpended appropriations therefor, hereby are transferred to the State Highway Commission.

538.120 Silver Creek, Marion County, Brushes Creek, Curry County, and tributaries; diversion prohibited. The waters of the north and south forks of Silver Creek and of all tributaries thereof above the confluence of the north and south forks of Silver Creek, all in Marion County, also Brushes Creek and all its tributaries in township 33 south, range 14 west, Willamette Meridian, in Curry County, are withdrawn from appropriation or condemnation, and shall not be diverted or interrupted for any purpose whatsoever, except for use in state parks and except as set forth in ORS 538.130.

538.200 Streams forming waterfalls near Columbia River Highway; withdrawal from appropriation or condemnation; diversion or interruption prohibited. The following streams and waters thereof forming waterfalls in view of, or near, the Columbia River Highway, from Sandy River to Hood River, the first 13 of which are in Multnomah County and the remainder of which are in Hood River County, are withdrawn from appropriation or condemnation, and shall not be diverted or interrupted for any purpose whatsoever, except as mentioned in ORS 538.210, to-wit:

- (1) Latourell Creek—forming Latourell Falls.
- (2) Young Creek—forming Shepperds Dell Falls.
- (3) Bridal Veil Creek—forming Bridal Veil Falls.
- (4) Coopey Falls Creek.
- (5) Mist Falls Creek.

(6) Wahkeena Creek—forming Wahkeena Falls, formerly known as Gordon Falls.

- (7) Multnomah Creek—forming Multnomah Falls.
- (8) Oneonta Creek—forming Oneonta Falls and Gorge.
- (9) Horse Tail Creek—forming Horse Tail Falls.
- (10) McCord Creek, formerly known as Kelly Creek—forming Elowah Falls.
- (11) Moffatt Creek—forming Wahe Falls.
- (12) Tanner Creek—forming Wahclella Falls.
- (13) Eagle Creek—forming Metlako Falls.
- (14) Ruckle Creek, formerly known as Deadman's Creek.
- (15) Herman Creek.
- (16) Summit Creek—forming Camp Benson Falls.
- (17) Lindsey Creek—forming Lindsey Falls.
- (18) Spring Creek.
- (19) Warren Creek.
- (20) Cabin Creek.
- (21) Starvation Creek—forming Starvation Falls.
- (22) Viento Creek.
- (23) Phelps Creek, except those creeks which are tributary to Phelps Creek and which arise in the north one-half of section 5, township 2 north, range 10 east of the Willamette Meridian, subject to prior rights. [Amended by 1953 c.48 § 2]

538.210 Condemnation of lands for park not prevented; vested and riparian rights not affected; condemnation of lands or appropriation of waters for fish culture not prevented. ORS 538.200 shall not prevent the condemnation for public park purposes of any lands through which any of the streams flow; nor affect vested rights or the rights of riparian proprietors of such lands in or to the waters of the creeks or streams; nor prevent the condemnation of any lands through which any of the streams flow, for the purpose of establishing, maintaining and operating thereon salmon fish culture work, nor prevent the Fish Commission of Oregon from appropriating any waters for fish culture work; provided, that no waters shall be taken from above the falls in the streams mentioned in ORS 538.200.

184.410 Committee on Natural Resources; members. (1) There is created an advisory committee to be known as the Committee on Natural Resources.

(2) The committee shall be composed of the Governor, as chairman, Superintendent of Public Instruction, State Fisheries Director, State Forester, State Game Director, Secretary of State Sanitary Authority, State Engineer, Chairman of the State Soil Conservation Committee, Superintendent of State Parks, Director of Agriculture, the Dean of the School of Agriculture, Oregon State University, the Director of the Department of Geology and Mineral Industries, and the Chairman of the State Water Resources Board.

(3) The State Engineer shall represent the Hydroelectric Commission and the office of the State Engineer. All other members of the Committee on Natural Resources shall represent their respective boards and commissions.

184.420 Duties of committee. The committee shall:

(1) Study and discuss problems of conservation, utilization and development of the natural resources of the State of Oregon.

(2) Submit in writing to the administrative body or bodies affected, its findings and recommendations.

(3) Cause to be prepared, printed and published a biennial report of its activities for the preceding biennium, and such other reports, pamphlets, charts and maps, concerning the natural resources of this state, that may, in the opinion of the committee, be of interest to the public.

Oregon Constitution, Article IX, Section 3.

Laws imposing taxes; gasoline and motor vehicle taxes. No tax shall be levied except in pursuance of law, and every law imposing a tax shall state distinctly the object of the same to which only it shall be applied. The proceeds from any tax levied on, with respect to, or measured by the storage, withdrawal, use, sale, distribution, importation or receipt of motor vehicle fuel or any other product used for the propulsion of motor vehicles, and the proceeds from any tax or excise levied on the ownership, operation or use of motor vehicles shall, after providing for the cost of administration and any refunds or credits authorized by law, be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation, use and policing of public highways, roads and streets within the state of Oregon, including the retirement of bonds for the payment of which such revenues have been pledged, and also may be used for the acquisition, development, maintenance, care and use of parks, recreational, scenic or other historic places and for the publicizing of any of the foregoing uses and things.

Section 5

STATE PARKS AND WAYSIDES

Area Briefs

Ainsworth State Park

The original portion of Ainsworth State Park, a 40-acre tract, was donated to the state by J. C. and Alice H. Ainsworth of Portland. The Highway Commission accepted the generous gift on August 8, 1933. Mr. and Mrs. Ainsworth thought that this area would serve the traveler as a place to rest and leisurely examine the flora of the beautiful Columbia River Gorge. It has served that purpose for many years past and will continue for many years to come.

Logging operations were started in 1946 on some adjoining land to the east of the park. This served as an impetus for acquisition of a 6-acre tract lying between the original tract and the highway. This parcel contained a good stand of fir timber and it was deemed necessary as a part of the park. It was purchased from Joseph A. Bucher on May 6, 1947. At the close of 1963 a total of 46 acres comprised the park.

Ainsworth Park was named to honor the donors. It is a beautifully timbered area adjoining the original Columbia River Scenic Highway right of way about one-half mile west from Dodson in Multnomah County. On the area and near the highway is a good spring which was developed by the Civilian Conservation Corps with elaborate stone work, steps and a fountain. Tables were placed nearby and trails provided throughout the area.

The land is an alluvial fan formed by debris from the canyon wall. It rises upward on a gentle slope to the south beyond the park limits to the base of the canyon wall.

Attendance during 1962 totaled 54,990 day visitors. No count was made in 1963.

Alderwood Wayside

Alderwood Wayside is located along the Siuslaw Highway at mile post 52.5, approximately 12 miles south of Triangle Lake in Lane County. The 76.40-acre tract, excluding the right of way, was purchased from Lane County on March 21, 1931, at a cost of \$193.87.

This wayside land is studded with white-barked alder trees, for which the area was named. There is a considerable growth of fir at the higher elevations.

The narrow valley which bisects the park is shared by the Long Tom River and the Siuslaw Highway, leaving a narrow strip, principally on the easterly side, for park use. The remainder of the land is moderately steep, furnishing an interesting background for nature studies. There are no geological or other such features of special interest in the park.

The facilities at Alderwood are not extensive, being a small area for parking cars, two foot bridges, trails, tables and sanitary facilities, all constructed by the Civilian Conservation Corps.

Use of the area was 8,526 visitors in 1962. No count was made in 1963. No special use by groups has been recorded.

Permits as follows affect this wayside:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
3674	7-23-51	Pacific Tel & Tel Co—pole line	Indefinite
11940	12- 3-35	Water right 0.025 c.f.s. from unnamed creek, tributary of Long Tom River, and a roadside spring.	

Alsea Bay-North Bridgehead Wayside

The Alsea Bay-North Bridgehead Wayside consists of 7.11 acres lying on both sides of Highway 101 at the north end of the Alsea bridge in Lincoln County.

The first acquisition was 0.98 of an acre purchased from Jessie L. and Wallace G. Baker on January 17, 1935. Another area of 6.13 acres was acquired by condemnation proceedings from Frank H. and Gladys M. Hilton in June, 1938, at a price of \$8,961.22. The purpose of these acquisitions was to prevent undesirable developments near the end of the bridge and to preserve the natural landscape.

The land west of the highway is a strip 100 feet wide extending from the water's edge northerly 580 feet. It is lower than the surface of the road and has been landscaped with indigenous stock. That portion east of the highway averages 400 feet in width and extends from the water's edge northerly approximately 800 feet. It is much higher than the road and slopes upward. It contains a natural growth of young, fir timber.

A county road has been constructed along the northerly side to serve land owners east of the highway.

Location of the park at the end of the Alsea bridge is indicative of its name.

There is no active use being made of the park.

Armitage State Park

Armitage State Park is located on Interstate Highway 5, at mile post 115, approximately five miles north of Eugene in Lane County. It adjoins the Coburg county road and lies on the left bank of the McKenzie River. It is one of the heaviest used areas in Lane County.

The terrain is somewhat level and, other than the playfield, is covered with a heavy growth of maple, fir, alder and poplar trees. The McKenzie River is an attraction, making the park a delightful place for a picnic or a weekend outing.

In 1935 the original area of 32.82 acres was offered as a gift for a state park by Sylvanus C. Armitage in memory of his wife, Henrietta, and his daughter, Frances. However, it was not accepted by the Commission until June, 1938, and the deed is dated October 1, 1938. The park was named for the donor.

The Highway Commission delayed acceptance of the area for park purposes because of its close proximity to the city of Eugene and the interpretation of the law wherein a state park is to be near a highway. The donor, Sylvanus C. (Van) Armitage, was an influential and persistent man. Insisting that the area was of state park caliber, he eventually overcame the objections of the Commission. He included a clause in the deed that the land must be used forever as a public park. A plaque was placed on a large stone at this park indicating that the land was donated by S. C. (Van) Armitage in memory and honor of his wife, Henrietta, and daughter, Frances.

The park was enlarged in 1956 by purchase of 6.82 acres of land upstream on the easterly side of the county road and Southern Pacific Railroad track at a cost of \$6,549.38, and again in 1957 by purchase of a small triangular 1.34-acre tract at a cost of \$1,124. In order to directly connect the areas on each side of the railroad and highway, the Public Utilities Commission and Lane County approved a two-way road under the approaches to the railroad and highway bridges over the McKenzie River. Acreage in this park totals 40.98 acres as of 1963.

Developments are a paved entrance road from the county road, a paved parking area for approximately 60 cars, a foreman's residence constructed in 1949, another residence on the easterly side of the railroad obtained with the land, two public toilets constructed on an elevated foundation above the usual high water line, picnic tables and two stove shelters. Suitable trails and a large playfield were provided for the use area. An overnight camping area was constructed in 1952 and a boat ramp 50 x 100 feet provided. Two fine, 6-inch wells, 85 and 65 feet deep, respectively, with a combined capacity of more than 100 gallons per minute were drilled and a water distribution system constructed.

River bank cutting was stopped by heavy riprap placed on the bank from the highway bridge downstream about 600 feet.

When the new Interstate 5 highway was constructed, a high bench was built near the east edge of the railroad right of way to which was moved a large, open-side shed from the new highway right of way.

Use of the park has been good. Day use has increased from 60,630 in 1952 to a total of 226,292 in 1963. Overnight camping for the same period increased from 842 to 8,999 visitors.

Azalea State Park

Azalea State Park is located on U. S. Highway 101 at the easterly edge of the city of Brookings. It is on the brow of the Chetco River Canyon in southern Curry County.

The first acquisition for this park was purchase of 23.87 acres from Brookings Land and Townsite Company on April 13, 1939, at a price of \$2,466. That same year the company donated 1.50 acres, a part of the entrance road to the park. In 1951, Elmer Bankus donated 0.43 of an acre along this same entrance road, bringing the park acreage to 25.80 acres.

Each spring during the months of April, May and June, the park puts on its azalea-flowered Easter bonnet of many and varied colors for the enjoyment of its visitors. The area was obtained by reason of, and named for, the many indigenous azalea shrubs growing there, some of which are reported to be as much as 300 years old dating back to the time of the early Spanish explorers and fur traders operating along the West Coast of America.

Azaleas are the principal growth in the park, with some fir and a goodly quantity of California myrtle making up the coverage. The terrain is somewhat level, being cut by one small draw. It offers splendid views of the Chetco River and the timbered areas on the southeasterly side of the stream.

Improvements are an entrance road, car parking area, trails, modern sanitary facilities, stove shelter and a viewpoint cover.

Day visitors at this park totaled 38,148 during 1963. The average for the past five years is more than 58,000 annually, several thousands of which are attracted in May each year to attend the Azalea Festival sponsored by the community of Brookings.

A permanent waterline easement #4926 was issued to the Brookings Land and Townsite Company on November 17, 1937.

Bald Peak State Park

Bald Peak State Park is located nine miles northwest of Newberg at the summit of Bald Peak, the highest point in the Chehalem Mountain Range in Yamhill County.

This 26.44-acre park has an elevation of 1,633 feet, which offers visitors superb views of the Cascade Mountains north to Mt. Rainier, the Tualatin Valley, the northern part of the Willamette Valley and the snow-capped mountains of the Coast Range. Its location is indicative of its name.

Bald Peak Park was purchased because of the urging of a large delegation which included the Yamhill County Court, State Senators from Yamhill and Washington Counties, and others who appeared before the Commission on May 14, 1931. The Highway Commission approved the acquisition and the cost of \$1,373 on the same date. It was purchased from Samuel Otto and the deed is dated June 4, 1931.

Requests were made in 1949 and again in 1951 by the County Court and others for enlargement of the park and oiling the six miles of ridge road from Highway 219 to the park. After careful analysis and study, the Commission denied the requests. Denial was principally because water was not available at the park and none could be found, except in very small amounts as reported by the state geologists, thereby limiting the use, and because the cost of the additional land was too great.

A few picnic tables, sanitary facilities and a car parking area were provided by the Civilian Conservation Corps. The road leading to the park is under control of the county.

No count of park visitors has been made.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
5501	3-18-59	Portland General Electric Co. power line	Indefinite
5588	7-14-59	Portland General Electric Co. power line	"

Bandon Ocean Wayside

Bandon Ocean Wayside is located on the shore of the Pacific Ocean approximately one-half mile south of the city of Bandon in Coos County. It is essentially tideland with 1,392 feet of fine sandy beach. It contains no land suitable for park facilities above the reach of the ocean waves.

J. F. (Jack) Kronenberg, a timber operator at Bandon, was the generous donor of this 9.74-acre tract of ocean shore. Deed is dated January 22, 1932.

Many attempts have been made to acquire nearby land on which facilities could be constructed. They have failed because of land prices. The city of Bandon offered in 1937 to donate 26 acres within the city if the state would construct a roadway from Highway 101 to the area. The offer was declined because it does not conform to Commission policy to acquire park lands lying within city boundaries.

The beach is used principally by local people. No count of the use has been made.

Bandon State Park

Bandon State Park is located one mile west of U. S. Highway 101, approximately four miles south of the city of Bandon and between the ocean and Bradley Lake Road in Coos County.

Acquisition of property to start this popular picnic park was at the urging of Mrs. L. M. Kranick, a Park Committee Chairman of the Westmost Grange #884 at Bandon. Mrs. Kranick first appeared before the Commission on May 26, 1952. After a thorough study of the proposed beach area, two parcels totaling 79.44 acres were purchased in 1954 and Coos County made a gift of 8.77 acres in 1955, bring the total to 88.21 acres.

Most of this park area is beach land. A beach foredune shelters approximately 20 acres from the northwest winds. Picnic facilities and a car parking area have been provided on this tract. Extension of the road to a low, sandy bench westward of the foredune provides another small area for car parking. All sandy areas have been planted to Holland beach grass and scotch broom. A few shore pines have been planted. Trails to the beach were constructed and water for the picnic area is supplied by a well.

The park was named for the city of Bandon. The city was named by a settler, George Bennett, who settled near the present city in 1873. Bennett was a native of Ireland and named the new city for Bandon on Bandon River in Ireland.

Use of the area was 92,862 visitors in 1963. There is no overnight use as the area is deemed to be unsuitable for this purpose.

Barview Wayside

Barview Wayside is a small area, 5.34 acres, located on South Slough, south of Coos Bay near the outlet of the bay to the ocean. It is on the opposite bank of the slough from the community of Charleston. The area fronts on both the slough and Cape Arago Secondary State Highway in Coos County.

The wayside is a part of the platted area of the community of Barview, for which it is named.

The land was given to the state in January, 1935, by the Peninsula Land Company, of which L. J. Simpson was Vice President.

The area is not being used and has not been developed.

Battle Mountain State Park and Battle Mountain Forest Wayside

Battle Mountain State Park actually includes the public use area and another area often referred to as Battle Mountain Wayside, or Battle Mountain Forest Wayside, as they are contiguous. It is located on both sides of the Pendleton-John Day Highway (U. S. 395), about nine miles north of Ukiah at the summit of the grade over a spur of the Blue Mountains. It is approximately 38 miles south of Pendleton in Umatilla County.

The combined acreage of 420.47 acres was acquired on January 10, 1930, as a forest wayside to preserve the pine and fir timber, at the urging of the Umatilla County Court, the Pendleton Commercial Association and many individuals.

It was purchased from Cunningham Sheep and Land Company at a cost of \$5,807, of which amount the Pendleton Commercial Association donated \$1,500, the Umatilla County Court \$903.50 and Fred Falconer, a sheep rancher, \$500, which in those days was a very generous gesture for a sheep owner.

The name Battle Mountain was first chosen for this park at a meeting of the citizens of south Umatilla County. A committee of the Pilot Rock Commercial Club forwarded it to the Umatilla County Court for consideration. The proposed name was approved by the Court and then transmitted to the State Highway Commission. It was officially adopted in 1934. This name was selected to commemorate the battles fought with the Indians in and around this park area in 1878 to control their nefarious activities. These battles are reputed to be the last general uprising of Indians in the United States.

The terrain at the northerly end of the park is rough, being cut by a deep canyon. The southerly end is moderately rough, cut by smaller gulches with a few comparatively level spots. The use area is on a ridge which affords a sufficiently large place for general day use. It includes an old CCC building suitable for indoor activities and shelter during inclement weather. A modern sanitary building and a storage shed to house equipment have been constructed, as well as a modern, four-room caretaker's cottage. A spring supplies the water for park use. A two-way road serves the day use area with room for parking approximately 50 cars. A guardrail was constructed to separate the use area and the road.

A large, outdoor fireplace has been constructed of native stone and several small fireplaces have been provided. Approximately 20 heavy, pine tables were constructed on permanent bases. Small pine trees were planted in an open area near the north end of the park.

Day use at this park was 28,696 visitors in 1963. Large groups, such as lodges and civic organizations from Pendleton and Pilot Rock, hold annual picnics at this park and find it a delightful area for such outings.

Water right #13073 for use of spring water at the park was issued on June 13, 1938. Permit to the Eastern Oregon Telephone Company to construct pole line across park issued January 30, 1958, for an indefinite period. Lease #457 from Cunningham Sheep and Land Company for use of spring issued to state for 50 year term expires March 14, 1989.

Battle Rock Wayside

Battle Rock Wayside is located on U. S. Highway 101, within the city limits of Port Orford in Curry County. The 3-acre wayside was obtained in order to perpetuate the memory of the historic landing of a small party of settlers at Battle Rock in 1851 and their subsequent encounter with the Indians.

The Highway Commission approved acquisition of the land between Battle Rock and the highway as a result of persistent demand on the part of citizens of Port Orford, the Chamber of Commerce and members of the Legislature. The first acquisition was one lot purchased from George E. Waters on May 20, 1930. This was followed by three additional purchases in 1930. There were two gifts toward this park, one being two-thirds of a lot in Block 29, from Thomas D. and Ellinor C. Davidson, brother and sister, in memory of their father on September 11, 1930, and the other was five lots from Louis L. Knapp on March 16, 1940. The Davidsons and Louis L. Knapp were residents of Port Orford. Total land in the park at the close of 1963 was 13 lots or approximately three acres.

Many discussions were had with proponents and landholders over a considerable period of time, beginning as early as March, 1927. One condemnation suit was filed during this time, the result of which was unsatisfactory to the Commission.

The land obtained does not include the "rock" itself, nor does it include all of the land between the rock and the highway. Lots 3, 4, 5 and 6, of Block 28, have not been acquired. Efforts have been made to obtain these lots, but to no avail. The total price paid for Block 29, two lots in Block 28 and five submerged lots in Block AA was \$4,147.51.

Title to Blocks 9 and 10, which land includes the rock, was in the name of Curry County. The county refused to turn it over to the state as the Judge stated he "did not want to see the Government have title to more land in the County." These two blocks were later turned over to the city of Port Orford.

In the early 1930's the Civilian Conservation Corps constructed a stone toilet building at this wayside. In later years this facility proved unsatisfactory and was removed when the highway was realigned. It was never rebuilt because it is contrary to Commission policy to construct park facilities on land situated within the limits of a city or town. A temporary facility was constructed in 1959 but removed later that year.

Improvements consist of a large car parking area, guard fence constructed of large stones, trails to the beach and a large historical sign commemorating the engagement with the Indians.

Views of the ocean and stately offshore rocks are superb, attracting as many as 239,627 visitors to this park in 1963.

Beachside State Park

Beachside State Park is located between Highway 101 and the ocean four miles south of Newport in Lincoln County. It is sandy, level land with an elevation slightly above high tide.

The park is approximately one-half mile long and covered with a good growth of shore pine. It fronts on an excellent beach of smooth, hard sand extending for a number of miles both to the north and south.

The first acquisition for this park was 11.30 acres purchased in April, 1944. Later that year two small areas adjoining on the north were purchased, making a total of 16.70 acres in the park. Acquisition was to preserve the natural growth of shore pine and native shrubs, as well as to provide public access to the beach.

This area was originally named Big Creek State Park for the stream which flows into the ocean nearby. Considerable objection to this name was raised and, after a thorough study, the Commission changed the name to Beachside on August 8, 1957. This name has no particular significance other than the park is located on the edge of the beach.

Improvements were started in 1953 by providing an area with the necessary facilities for day use. Water was obtained from the local water district. An overnight camp area was started in 1954. It provides 77 camps, 20 of which contain trailer facilities. There is a car parking area, trails to the beach and sanitary facilities.

Day use in 1963 was 75,772 visitors and overnight use that year was 28,839.

Ben and Kay Dorris State Park

Ben and Kay Dorris State Park is located on both sides of the McKenzie River Highway, north of the river, about one-half mile east of the community of Vida in Lane County.

The first area for this park was a gift from Ben F. and Klysta C. Dorris of Eugene for the purpose of providing a boat launching place for fishermen and a picnic area. The deed for the 78.32-acre tract is dated July 7, 1942.

A heavy growth of timber covers all of the area except the westerly 20 acres. The timber consists of fir except in the low area, which is subject to overflow, where large maple trees predominate. The westerly 20-acre tract is open grassland.

The terrain in general is moderately sloping from a low bench area near the river, elevation only a few feet above the river, to the northerly side, elevation from 80 to 100 feet above the river.

Several years ago, about 1954, it was found that there was an encroachment on the westerly side of the park on which there were orchard trees from 20 to 25 years old. In settling the problem, it was agreed to deed to W. S. Hood, the orchardist, the 1.14 acres on which the trees were planted in exchange for 1.80 acres of river frontage land. This arrangement was approved by Mr. and Mrs. Dorris, the donors, and deeds were exchanged in 1954. This increased our park acreage to 78.98 acres.

Improvements are an entrance road extending to the river, a small boat launching ramp, several picnic tables and stoves, and a trail along the river bank for about one-third mile.

Day use of this park is approximately 30,000 visitors annually. Overnight use has been permitted but very few people have utilized the

privilege. Many boats have been launched and removed from the river each year.

Permit #4441 for a water pipe line to York Thompson and York Thompson, Jr., is dated August 11, 1957, renewed on March 29, 1963, and runs for a period of five years.

Ben Hur Lampman Wayside

Ben Hur Lampman Wayside is located on the left bank of the Rogue River, opposite the city of Gold Hill in Jackson County. It lies along the newly aligned Interstate Highway 5 and occupies one-half mile of river frontage.

Realignment of the Pacific Highway past the city of Gold Hill in 1952 necessitated acquisition of a portion of a small city park named Ben Hur Lampman Park. Negotiations for the right of way culminated in the city donating to the state the entire 2-acre park, the state purchasing an adjoining area to the east and then developing the entire tract, outside of that used for highway, into a delightful picnic area and public access to the Rogue River. In 1953 the park was enlarged by five acres on the upstream side of the river, increasing the park acreage to 23.85 acres.

When the two acres were donated to the state, the city of Gold Hill requested, and the Highway Commission approved, that the park be named to honor a former editor of the Gold Hill newspaper, Ben Hur Lampman, for whom the city park had been named. Lampman was a writer of note as well as an ardent fisherman. Outdoor life and fishing formed the basis of his literary achievements.

Lampman Park, as it is commonly called, is essentially a fishing spot. A boat launching slide was constructed by the State Game Commission in 1953. There are trails along the bank of the stream for use by people who choose to fish from the shore.

Tables and fireplaces for the picnickers have been provided. A 6-inch, drilled well supplies a good quantity of pure water. A road into the area from the highway interchange about one mile south was constructed and a small area for parking cars has been provided.

Day use in 1963 was 47,984 visitors.

The Pacific Telephone and Telegraph Company's coaxial cable was constructed across the park area south of the highway prior to the time the state acquired the land, therefore the right of way crossing was accepted by the Commission.

Benson State Park

Benson State Park occupies the area between the Union Pacific Railroad track and the new Columbia River Highway, beginning at Multnomah Creek, near the lodge of the same name, and running westward approximately one mile in Multnomah County. It contains 84.3 acres of lowland timbered with ash, maple and willow trees.

The city of Portland proposed in 1938 to deed to the State Highway Commission for park and right of way purposes all of the land which it owned in the Columbia River Gorge. That is, the areas known as Multnomah, Benson, Shepperd's Dell, McLoughlin and Crown Point. The Commission chose at that time to accept only the area north of the Oregon-Washington Railroad and Navigation Company track. Since the Commission did not wish to accept all of the city-owned land in the gorge, the city of Portland, in December, 1938, deeded to the state all

of its land north of the O.W.R. & N. track, which was parts of Multnomah, Wahkeena and Benson Parks. Another gift of 8.5 acres from Multnomah County was made on May 20, 1958. These gifts, totaling 84.3 acres, then became a state park which the Commission named Benson Park in honor of S. Benson who had given the land to the city.

Development was started in 1950 by construction of a standard latrine, car parking area, tables, stoves and trails. A swimming beach was provided at Multnomah Lake. A good supply of water was secured from U. S. Forest Service's system across the railroad track at Wahkeena Park.

The terrain at Benson Park is generally level with only two low areas in which small lakes were formed. One lake, Multnomah Creek Lake, is open to the river but the other lake, unnamed, is not open. The Highway Commission gave the State Fish Commission the right to use the closed lake for experimental purposes in the propagation of fish. This lease is dated August 13, 1959, and runs for 10 years.

Attendance at Benson Park during 1963 was 115,772 visitors.

The Union Pacific Railroad Company gave the Highway Commission an undeterminable permit #373 covering right of way for use of a water pipe line across the railroad right of way. Permit is dated June 11, 1951, and runs for an indefinite period.

The U. S. Forest Service gave the Highway Commission permission to tap its water line on the south side of the highway for water at Benson Park. Use permit is dated March 7, 1951, and runs for an indefinite period.

Beverly Beach State Park

Beverly Beach State Park was started on 16.72 acres of excess right of way land which was transferred to the Parks Division in 1942 and 1943. It is located on the easterly side of U. S. Highway 101, seven miles north of the city of Newport in Lincoln County.

The park area comprises all of the level land lying along Spencer Creek for a distance of two-thirds of a mile from the highway. It is covered with spruce, white-barked alder and other species of native growth, all of which give the park a distinctly woodsy appearance. The Commission approved naming the park Beverly Beach as the area had been known by that name for many years.

Beverly Beach now totals 68.66 acres. A former state highway serves as an entrance road to the park. This road is also used by the Oregon Pulp and Paper Company to serve its land located north and east of the park. The privilege to use this road was stipulated in the agreement covering that portion of the park land which was acquired from the Pulp and Paper Company.

An unusual feature of the park is its location. A highway bridge over Spencer Creek was constructed of sufficient span and height to permit visitors of the park to safely pass beneath it when going to and from the beach. Also, the park is so located as to have good protection from the strong northwest winds which are usually cool along the coast.

The terrain is nearly level as only the lowland was acquired. This provided sufficient space for large areas for picnicking and overnight camping. The facilities have been constructed subsequent to 1953 as use demanded. There are 216 overnight campsites, being 160 tent spaces and 56 trailer spaces, all with water, power and sanitary facilities. Also, there is a group camp which will accommodate 50 people. Other facili-

ties are roads, car parking areas and day use area on the westerly side of the entrance road, equipped with tables, electric stoves, water and sanitary facilities.

A twenty thousand gallon water storage tank was constructed on high land to the north of the park which was leased from the Oregon Pulp and Paper Company.

Two old cottages obtained with the land serve as homes for caretakers. An equipment storage shed was built on the south side of Spencer Creek.

The stream channel of Spencer Creek was deepened and widened to prevent flooding and to permit better drainage of the land.

The area was fenced in 1958 under contract, using a chain link-type fence.

Day use at Beverly Beach totaled 144,700 visitors and overnight use totaled 72,831 camper nights during 1963.

Permits in force at Beverly Beach are as follows:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
578	4-28-59	Columbia River Paper Co—use of entrance road	1-15-64
2011	8-14-58	Central Lincoln PUD—electric service	Indefinite
2017	9- 1-58	Pacific Tel & Tel Co—pay telephone	”
P-699	10-23-58	Oregon Pulp and Paper Co—reservoir and line easement	10-23-68
B-71401	8-15-58	Water right for domestic and irrigation use	
GR-2101	7-16-58	Water right for 17-foot well	

Blachly Mountain Forest Wayside

Blachly Mountain Forest Wayside is located on the north side of Siuslaw Highway 36, at the summit of the Coast Range of mountains, between Cheshire and Triangle Lake, approximately 18 miles west of the junction of Highways 36 and 99 in Lane County.

This wayside contains two 40-acre tracts, less the highway right of way, in the NE¼ of Section 12, Township 16 South, Range 7 West of Willamette Meridian, which were purchased from Lane County on March 21, 1931. The timber on this land, however, was purchased from Oliver LaDuke, et al, in 1930 to assure preservation of the good stand of fir trees.

Much of the adjoining land was owned by the federal government. In order to assure preservation of the timber on the adjoining land, the state negotiated a federal lease in 1931 covering 206.49 acres. However, in 1944 the government canceled the lease as a change in the law prohibited the leasing of O. & C. lands to states.

In revision of the highway, approximately 11.2 acres were taken for right of way, leaving 68.80 acres in the park at the close of 1963.

Blachly Wayside was so named because of its close proximity to Blachly Post Office which had been named to honor William Blachly, a local resident who pioneered to Oregon in 1854.

No active use is made of the area.

Blue Mountain Forest Wayside

Blue Mountain Forest Wayside is about 20 miles in length, located along U. S. Highway 30 (Interstate 80N). It begins near the summit of the Blue Mountains in Umatilla County and extends easterly to a point one mile west of Hilgard in Union County. The two-county area contains 2,151.46 acres and consists of intermittent strips approximately 500 feet wide on each side of the Old Oregon Trail.

Land purchases for this wayside through the Blue Mountains began in 1927 and continued through 1937—a period of ten years. There were two gifts for this wayside, one was 5.04 acres on February 25, 1927, from G. W. and Frieda Klopfenstein and the other was a 40-acre tract from the State Land Board on April 28, 1931.

The primary reason for acquisition of these lands was to preserve the beautiful effect of the evergreen forest and to prevent cutting of the pine timber along the highway. Preservation of the timber was particularly desirable as it is the azure-like appearance of the forested areas that gives the unusual color to the mountains which caused the early voyagers to call them the Blue Mountains. This evergreen forest was particularly attractive to the weary occupants of the early-day wagon trains. The traveler today finds it equally attractive.

Few people realize that this is the only evergreen forest on U. S. Highway 30 South (Interstate 80N) between Salt Lake City in Utah and The Dalles in Oregon, and on U. S. 30 west of the Missouri River.

This mountain range was known as the Blue Mountains as early as 1811. David Thompson of the Northwest Company of Canada, while voyaging down the Columbia River, was impressed by the unusual blue of these forested mountains as they lifted against the sky. He is reputed to be the one who first called this range the Blue Mountains and noted their presence in his journals. Again in 1820, David Douglas, the botanist after whom the Douglas fir is named, used this term in reference to these mountains. It is obvious how the wayside acquired its name.

No attempt was made to acquire lands through these mountains on which there was no timber; therefore, there are five portions of the highway where no wayside land was acquired.

On the Indian land which was acquired in 1929 there was a small restaurant or inn, known as Sunset Inn. It was located near mile post 254. This restaurant was poorly patronized and did not prove to be a satisfactory business. It burned, however, about 1932.

Visitors at this wayside during 1962 totaled 10,983. No count was made in 1963.

Permits as follows have been issued:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
5133	9-16-57	Eastern Oregon Electric Company	Indefinite
5190	10-30-57	Eastern Oregon Electric Company	"
5605	9-14-59	Eastern Oregon Electric Company	"
4402	6-26-57	Salt Lake Pipe Line Company	"
4415	6-28-57	Salt Lake Pipe Line Company	"
1795	11- 2-56	Happy Cat Bowman Club— archery range	5-6-63

Boiler Bay Wayside

Boiler Bay Wayside is located on Highway 101, approximately one mile north of the community of Depoe Bay in Lincoln County.

This 31.99-acre wayside occupies a promontory jutting into the ocean at the south side of the opening to Boiler Bay. The bay acquired its name because of an old marine boiler which at low tide can be seen near the shore. The *Oregon Geographic Names* says, "the boiler and shaft are remains of a small freighter, the J. Marhoffer, lost on May 18, 1910." The wayside is named after the bay.

The first acquisition for this wayside was 5.83 acres purchased from Lumberman's Trust Company on January 19, 1926. An area of 26.16 acres on the easterly side of the highway was obtained from Lord Peal of London on March 17, 1936, at a cost of \$50 per acre.

A loop service road allows cars to enter the park, thus permitting the traveler to view the spectacular wave action along the rocky shore, which is especially interesting during a period of heavy seas. During calm periods many people surf fish from the rocks.

About 50 feet back from the waters edge at the extreme point of this promontory, or headland, is what is called a blowhole. At high tide or during a storm at sea, water can often be seen spouting many feet into the air from this hole. Of course, this hole and the bluff at the northern edge of the promontory have been fenced to prevent accidents.

Several picnic tables, water and sanitary facilities have been provided at this interesting seashore viewpoint.

This popular wayside area had 249,388 visitors during 1963.

Permit #505 for a T.V. antenna and cable was issued to L. C. and M. E. Finley on November 8, 1957, at an annual cost of \$100.

Bolon Island Tideways Wayside

Bolon Island Tideways Wayside comprises all of the higher land on Bolon Island west of U. S. Highway 101. The island is located in the Umpqua River immediately north of the city of Reedsport in Douglas County. It acquired its name from an early settler on the island whose name was Bolon, according to McArthur's book of *Oregon Geographic Names*.

Bolon Island Wayside contains 11.41 acres of steep timberland. It was given to the state in 1934 by William C. and Jennie D. Chamberlain in memory of their two deceased children. A plaque in memory of the children was installed by the Civilian Conservation Corps. The Chamberlains requested, and the Highway Commission approved, that the area be named Tideways Park.

The only improvement at this wayside is a small area for parking cars, from which a foot trail to the top of the hill has been constructed. A viewpoint at the top of the hill enables visitors to view the beautiful surrounding territory.

Visitors during 1962 totaled 60,615. No count was made in 1963.

Permit #1710-A, to Willamina and Grand Ronde Railway, dated December 21, 1951, for crossing. Indefinite period.

Historic sign located at car parking place.

Bonneville State Park

Bonneville State Park is located at Bonneville Dam on the Columbia River, approximately 40 miles east of Portland in Multnomah County.

The park first consisted of a nice level, quite usable area which was obtained in January, 1931. However, this usable area was needed by the United States Government as a service area at the dam. The property was given to the government in 1933.

Bonneville Park now contains 51.05 acres, consisting of five fragmentary tracts ranging in size from 3.76 to 25.36 acres. The latter tract is a timbered area on the south side of the highway at Tooth Rock Tunnel.

On April 10, 1942, the federal government gave to the state 17.24 acres located on both sides of the highway. On that portion north of the road was a large home which had been built by the late Samuel Hill. This home was occupied intermittently for several years. At the time the Columbia River Highway was being rebuilt, in 1959, this home was sold. It was demolished and removed from the area because a portion of the land was needed in the construction of the new highway. To provide access to the remaining area would have been very expensive, if not impossible.

Flowage easements have been granted on all lands affected by the raising of the water level of Bonneville pool. Some were granted by the Highway Commission; others were granted by the previous owners of the lands.

There has been no active public use of the area.

Agreements as follows affect Bonneville Park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
2801	3-24-49	Corps of Engineers—reservoir and pipe line easement	Indefinite
9223	6- 6-28	Water right permit 8475—unnamed creek	
14102	12- 6-33	Water right permit 11133—unnamed creek	

Booth Wayside

Booth Wayside is located on both sides of Klamath Falls-Lakeview Highway, approximately 25 miles west of the city of Lakeview in Lake County. It consists of eight tracts of land, approximately 40 acres each, staggered along Antelope Canyon on the easterly side of Quartz Mountain.

The first acquisition for Booth Wayside was a gift of 50 acres from R. A. Booth, President of the Oregon Land and Live Stock Company and a former Highway Commission Chairman, on October 3, 1928. Total acreage in the wayside at the close of 1963 was 311.26 acres, which includes a pipe line easement on 0.67 of an acre, another gift of 43.20 acres from Lake County and six purchased tracts.

The land is moderately covered with pine trees.

The water system for the picnic area is 0.8 of a mile northwest of the western end of the park area, located on the N½ of Section 9, Township 39 South, Range 18 East of Willamette Meridian. It was completed in May, 1937.

Other improvements are an entrance road, small parking area, six overnight campsites, a few tables and stoves.

Day use in 1962 totaled 8,775 visitors. No count of overnight campers has been made except in 1960 and 1961 when there were 45 and 97 campers, respectively. No count of day visitors was made in 1963.

A perpetual pipe line easement #71-B from Oregon Land and Live Stock Company is dated September 30, 1936.

A water right permit #12268 was issued on September 22, 1936.

Bradley Wayside

Bradley Wayside is located on the lower Columbia River Highway about 22 miles east of Astoria at the summit of Clatsop Crest in Clatsop County.

This delightful area of 18.08 acres was first given to Clatsop County as a park by the heirs of the Bradley estate in 1921. By an agreement the Highway Commission obtained the area on March 25, 1922, but the deed giving title to the state was not signed until April 13, 1932. The Bradley heirs approved the deed subject to the same provisions as contained in the deed to Clatsop County.

Bradley Wayside is essentially a viewpoint overlooking the Columbia River and its Washington shore. It is covered with a good stand of fir timber and other indigenous species.

Developments are a car parking area, picnic area and a water system from a source some two miles to the west under permits #8454 and Q-748 from Kaiser Gypsum, Inc. Sanitary facilities and a caretaker's cottage were constructed in 1923.

A concessionaire was obtained who operated under a contract. Many extensions of the contract were made over a period of several years. This arrangement was never quite satisfactory neither financially nor from a park maintenance standpoint.

When the highway was reconstructed through Bradley Wayside, it was located south of the buildings. The moving of this road did not interfere with the viewpoint of this park nor did it affect the use of the picnic area. Instead, the provision of a good entrance road resulted in an increase of 15,000 visitors the following year.

The 1963 visitor count was 57,028.

The following permits affect this wayside:

Water right permit #9020, issued June 14, 1923 for 0.25 c.f.s.

Permit #393 for logging road issued to Kaiser Gypsum, Inc. on December 27, 1957, to expire March 4, 1965.

Permit 310 for power line, issued to Bonneville Power Administration on September 29, 1952, for an indefinite period.

Permit 1531 for pay telephone to Pacific Telephone and Telegraph Co., dated January 18, 1954, to expire when state requests.

Permit 8464 given by Kaiser Gypsum Company for water line, dated May 10, 1960, for indefinite term.

Permit Q-748 given by Kaiser Gypsum Company for water supply, dated June 2, 1960, for an indefinite term.

Buena Vista Ocean Wayside

Buena Vista Ocean Wayside is located on U. S. Highway 101 approximately two miles south of Gold Beach in Curry County. It is on both sides of a ridge at a saddle which is less than one-half mile south of Hunters Creek bridge.

The first acquisition for this wayside was a 6-acre tract purchased in June, 1930, at a cost of \$300. An additional 52.36 acres were added from time to time, making a total of 58.36 acres at the close of 1963.

The newly constructed highway bisects this wayside at the saddle

and continues in the same general area as did the old road. The western part of the tract is generally open, offering the traveler almost an unbroken view of the ocean. The top of the ridge and the eastern part of the tract are covered with young spruce timber and other native growth.

The spectacular views of the ocean and the desire to preserve the natural growth along this wayside prompted the Highway Commission to acquire this land.

The name Buena Vista is Spanish for beautiful view or good view. This wayside is appropriately named.

Day visitors during 1962 totaled 43,245. No count was made in 1963. There are no improvements at this wayside other than a small area for parking cars.

Easements and permits are as follows:

P-184, dated July 12, 1944, to Curry County for a road. Perpetual.

856, dated January 16, 1946, to S. O. Newhouse for private road. Perpetual.

3310, dated March 1, 1950, to Coos-Curry Electric for power line. Perpetual.

3380, dated June 19, 1950, to Coos-Curry Electric for power line. Perpetual.

4126, dated April 27, 1953, to Coos-Curry Electric for power line. Perpetual.

30385, dated March 10, 1961, to Oleta Walker for access to residence.

Bullards Beach State Park

Bullards Beach State Park is in the process of being acquired. It is located on U. S. Highway 101, approximately one mile north of Bandon in Coos County. The park area extends along the Coquille River from Bullards Highway bridge westerly to the Pacific Ocean.

The first acquisition for this park was 715.82 acres purchased from the Bureau of Land Management on March 13, 1962, at a cost of \$1,790. Another area of 356.54 acres was purchased on November 15, 1962. Other lands are in the process of being acquired and three transactions were completed in 1963 covering 128.96 additional acres, making a total of 1,201.32 acres in the park at the close of 1963.

No use has been made of the area and no developments have yet been made.

Camas Mountain Wayside

Camas Mountain Wayside is located on both sides of the Coos Bay-Roseburg Highway 42 at its summit of Camas Mountain in Douglas County. It is 14 miles west from Winston and approximately two miles east from the community named Camas Valley.

The name Camas is taken from that of a favorite food of the western Indians, the *Camassia bulb*, a plant related to the scilla, according to McArthur's *Oregon Geographic Names*. The word was derived from the Nootka Indian word *Chamass*, meaning "fruit" or "sweet." It was adopted into the Chinook jargon as *camas*, *kamass*, *lacmass*, and *lakamass*. The locality of Camas Valley, after which this wayside was named, is a place where the Indians gathered supplies of the sweetish bulbs of the blue-flowered "Lakamass."

This 160-acre tract of O. & C. land was leased from the federal

government in 1930 for a term of 20 years. The federal Act did not allow sale of such lands, but it did allow exchanges. Therefore, Douglas County made an exchange with the federal government and, in turn, sold it to the state. The transaction was consummated in 1947 at a price of \$2,437.80.

The area is covered with a good stand of fir trees. Other trees of minor importance are scattered throughout the area. A small portion of the 160 acres has been developed for a wayside stop. The one-half mile long corridor serves the purpose of a timbered wayside and rest area for the many travelers.

Oil, gas and sulphur lease #1699 to W. J. Adair, dated December 19, 1955, expires December 19, 1965.

Day use during 1962 totaled 4,023 visitors. No count was made in 1963.

Canyon Creek Forest Wayside

Canyon Creek Forest Wayside is located on both sides of Interstate Highway 5, approximately three miles south of Canyonville in Douglas County. Canyon Creek parallels the highway through the full length of the area.

The 80-acre tract, less highway right of way, was given to the state by Douglas County in 1943 for a wayside and to assure preservation of the heavy growth of moderately young fir trees on both sides of the canyon.

Developments at this wayside consist of an entrance road, small parking area, tables, water and sanitary facilities.

The area is heavily used but no actual count has been made.

Cape Arago State Park

Cape Arago State Park includes all of the southerly portion of the headland just south of the mouth of Coos Bay. It is at the end of the secondary State Highway 240, approximately 15 miles westerly from the city of Coos Bay in Coos County.

Lewis A. McArthur in his *Oregon Geographic Names* says, "Captain James Cook sighted it [Cape Arago] on March 12, 1778, and named it Cape Gregory for the saint of that day. Since 1850 this cape has been called Cape Arago, and is officially so known by the U. S. Board of Geographic Names. Dominique Francois Jean Arago (1786-1853) was a great French physicist and geographer. He was the intimate of Alexander von Humboldt." It seems obvious that William P. McArthur in his U. S. Coast Survey Chart prepared in 1850, applied the name Humboldt to the Bay in California and then the name Arago to the Cape in Oregon because of the well-known friendship between the two men, which friendship "lasted over forty years without a single cloud ever having troubled it."

The park area offers a commanding view in either direction of the magnificent coast line and offshore rocks as well as the broad expanse of ocean.

The entire 134-acre park was a gift in 1932 from L. J. Simpson and Lela G. Simpson, his wife, the Cape Arago Park Commission and Coos County. There are seven stipulations in the deed, one of which is that no timber shall be removed from the land. However, in 1933 Mr. Simpson decided that the timber, because of its age and deteriorating condition, should be removed. He approved a sale with the under-

standing that the proceeds would be expended in park improvement or the purchase of additional land. It was sold on August 15, 1935, to H. M. Counts at a price of \$3,000. In 1937 another sale of down timber was made to Mr. Counts at a price of \$750.

On February 6, 1936, the Highway Commission approved a lease to the U. S. Treasury Department covering five acres near the east side of the park for use by the Coast Guard to establish a radio station. The Coast Guard closed this park to the public on March 9, 1942, for the duration of hostilities. The Commission approved on April 27, 1943, entry and use by the United States Army for defense purposes.

A fire, possibly of incendiary origin, swept over a large portion of the park in September, 1944 and destroyed the newly started reforestation.

Cape Arago Park was vacated by the Army, Coast Guard and the radio group in 1945. They were relieved of further responsibility or obligation by paying an agreed price for cleanup and repairs. The price was \$2,984, with an offset of \$676 for equipment left in place, such as pipe line, motors, etc.

Telephone service at the park was provided in 1949 by use of the Coast Guard's line and was continued under agreement extensions from time to time. The Mountain States Power Company's line was extended to the park under an agreement signed February 7, 1950. The power company agreed to not only extend the power service to the park, but to repair and maintain the line as needed.

The Civilian Conservation Corps performed considerable work in the park during the period 1934-1937. This work included constructing roads, trails, fire breaks and fire hazard reduction, clearing a picnic area, setting up tables and stoves, constructing a water system and erecting a park foreman's cottage. The old sanitary facility was replaced in 1962.

Day use during 1963 was 138,596 visitors.

Cape Lookout State Park

Cape Lookout State Park has a special attraction to birdwatchers, trail trampers, and beach relaxers because there are trails, birds, and beaches aplenty in this 1,946.34-acre park. It is located off U. S. Highway 101, about 12 miles southwest of Tillamook, via Netarts and Whiskey Creek Road, along the northern part of the Oregon coast in Tillamook County.

The Wild Life Service has counted 154 species of birds in the park. A long trail leads to the summit of an 800-foot ridge and on down to the point of the cape. From this cape trail, birds can be seen flying to and from nesting and resting places. Each side of the west part of the cape falls abruptly to the sea, but is suitable for nesting by shore and sea birds. The northern part of the park is moderately level.

The beach is long and gently slopes into the water. This makes a fine stretch of beach for general use. The sand is hard and suitable for hiking, and the ocean here is suitable for bathing, fishing and clamming.

Main cover of the park consists of spruce and hemlock timber, with lesser species indigenous to the coast. Approximately 30 acres at the south end of the bay is flooded during winter at periods of high tides; hence tree growth is eliminated in that area.

First acquisition of land for Cape Lookout Park was a gift from the U. S. Lighthouse Service on September 3, 1935, of 975 acres. Six addi-

tional tracts were purchased, amounting to 381.63 acres, from 1938 to 1958, one of which was obtained from Crown Zellerbach Corporation in 1939 on which the company retained the timber for 25 years.

Another gift toward this park was 175 acres from the Hill Foundation of St. Paul, Minnesota, on August 9, 1951. The Foundation retained the mineral rights. That part donated by the Hill Foundation was named Louis W. Hill State Park as a subsection of the park.

An exchange of land with Crown Zellerbach Corporation was made in 1959 by giving to the Corporation an isolated 138.64-acre tract of stump land and \$3,066 in exchange for 58.15 acres of heavily timbered land adjoining the park. The 138-acre tract had been purchased in 1958 from Tillamook County. Another exchange of lands on February 18, 1963, with Timber Services, Inc., increased the park by 495.20 acres in exchange for 63.60 acres from Cascadia State Park. This transaction resulted in a net park acreage of 1,946.34 acres at the close of 1963.

Cape Lookout Park takes its name from that of the cape. Historians claim that the name Lookout was applied by John Meares, a sea captain, in 1788 to an area approximately 10 miles to the north, now known as Cape Meares. The U. S. Coast Survey charts of 1850 and 1853 show this area to be Cape Lookout and that name still stands.

Park improvements started early in 1952 by constructing a road into the area, a caretaker's cottage, a large car parking area, a day-use camp with water and sanitary facilities, bathhouse and a large overnight camp with all the necessary facilities. Overnight campsites total 196, with trailer sites numbering 53, together with picnic tables, water supply, stoves, fireplaces and comfort stations. There is also a group camp which will accommodate 100 people.

The road was surfaced with rock by Tillamook County after the state completed the grading. The Mountain States Power Company constructed a line into the park in 1952 with the understanding the state would pay a minimum yearly bill of \$335.76 for five years. Sand dune stabilization by planting of dune grass started in November, 1951, extending over a period of several years. Some dunes are as high as 50 feet. All bare, sandy areas have been planted. The planting was done by the boys from MacLaren School for Boys under an agreement whereby the state paid each boy \$1 for each day worked. The U. S. Coast Guard was granted a permit on July 28, 1943, to construct a telephone line parallel to and about 400 feet from the shore.

A B-17 bomber on coastal patrol October 12, 1943, struck the top of the cape, leaving only one survivor. Later a plaque was placed on the cape to honor those who lost their lives on that patrol.

In late 1949, Jackson Creek was diverted from flowing directly into the ocean by changing the channel into Netarts Bay. The cost was borne by Tillamook County and the Netarts Bay Oyster Growers. The purpose of the creek diversion was to freshen the water in the bay and possibly start a run of salmon and trout in Jackson Creek.

Dedication of the Louis W. Hill State Park took place on September 23, 1954, with several notable guests. Louis W. Hill, Jr., made the presentation and Marshall Dana, personal representative of Governor Paul Patterson, accepted. Main speakers were Otto E. Effenberger, Tillamook County Judge, and C. H. Armstrong, then Oregon State Parks Superintendent.

Since the dedication, many persons have visited the park to see the coastal forest and enjoy the sandy beach. The use of the Louis Hill Park

for recreation makes possible a permanent wildlife sanctuary on Cape Lookout. The cape itself, a finger-like projection about two miles long, is being kept in its primitive state with only a single trail leading to its northern tip.

A timber trespass by E. W. Homstad occurred in 1955 on the north-easterly part of the park for which he paid \$376.

Attendance at Cape Lookout Park during 1963 was 147,964 day visitors, 74,682 overnight campers and 1,168 in the group camp.

Cape Lookout Park is affected by the following permits:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
450	7-11-56	Crown Zellerbach Corp—use park road	7-11-64
1372	3-26-52	Tillamook County—agreement for use of road	Indefinite
1413	9-12-52	Mountain States Power Co (now P.P.&L.)	"
1814	1- 7-57	Pacific Tel & Tel Co—two pay phones	30-day notice
	10-30-43	U. S. Coast Guard—telephone line	Indefinite
	11- 1-62	Tillamook County—easement road	Perpetual
21681		State Engineer—water right 0.2 c.f.s.	
18861		State Engineer—water right 0.5 c.f.s.	

Cape Meares State Park

Cape Meares State Park contains 138.51 acres of land leased from the United States Government in November, 1938, under a Special Use Permit (with restrictions) for the purpose of cooperating with the Bureau of Biological Survey in administering the area as a joint National Wildlife Refuge and a state park project. (The Bureau of Fish and Wildlife is successor to the Bureau of Biological Survey.) It is part of the federally owned land at Cape Meares, located approximately 10 miles west of Tillamook in Tillamook County. It is timberland and lies on the north and easterly part of the cape. The remainder of the cape, containing Cape Meares Lighthouse, is owned by the U. S. Coast Guard.

Agreement #2468 with the U. S. Coast Guard, covering the use of 24.16 acres of land in Lot 3, Section 13, Township 1 South, Range 10 West W.M., was obtained on September 19, 1961. There are 13 provisions in this agreement relating to the use and responsibility of the U. S. Coast Guard and the state in the use of the land. Growing on this area is an unusually large, oddly branched spruce tree. Its diameter near the base is between nine and ten feet and each limb from three to five feet. Because of its unique shape and immense trunk size, this tree is known as the "Octopus Tree" and has created great interest. Total acreage in the park was 162.67 acres as of the close of 1963.

Cape Meares was so named to honor John Meares, who, in the latter part of the 18th century was a Lieutenant in the British Navy, a geog-

rapher, a Pacific coast explorer and a fur trader. He named several points on the Oregon Coast which later were difficult to identify. It is believed he applied the name Cape Lookout to the area now known as Cape Meares. However, George Davidson of the U. S. Coast Survey, who, believing the name Cape Lookout was well established to the promontory some 10 miles south, in 1857 applied the name Meares to the cape as we know it today. The park is named for the cape.

Views from the park cover the wide expanse of ocean, Three Arch Rocks, other offshore promontories, Tillamook Rock and Lighthouse, and the coastal refuge and breeding ground for migratory birds and other wildlife.

Improvements are an entrance road, small area for parking cars, sanitary facilities, trails and the necessary fencing to protect the users of the area.

As of 1963 no count has been made of the park visitors.

Cape Sebastian State Park

Cape Sebastian State Park occupies the promontory known by the same name, sometimes referred to as Cape San Sebastian. It is located on both sides of Highway 101, seven miles south of Gold Beach in Curry County. There is one isolated tract included in the main area, located midway between the cape and Hunters Creek, known as Colvin Wayside.

The property east of the old highway on the north side of the cape is heavily timbered, but that on the south side of the cape is covered with low-growing brush. The terrain is generally rolling with high, steep bluffs on the ocean side. Canyons cut the area in two places.

Acquisition of this scenic, coastal park began in 1925 by purchase of 241.80 acres from George W. Henry. Several areas were acquired during the period 1925 to 1940, and an additional tract, containing 34.83 acres, was acquired on December 11, 1963, from C. H. Young and S. O. Newhouse at a cost of \$1, bringing the total acreage in the park to 1,104.31 acres at the close of 1963.

Relocation of Highway 101 started in 1960. North of the cape the new road is in the vicinity of the old highway, then cuts through the ridge on which the entrance road was located midway between the overlook and the old highway and extends southerly near the ocean shore at Meyers Creek. A new connection to the overlook and car parking area was constructed.

The cape is essentially a scenic viewpoint on which there is a car parking area partially surrounded by a stone wall. From this headland and parking area, distant views may be had of the ocean and the coast line. On clear days, one can see to the north as far as Cape Blanco (43 miles) and to the south 50 miles, as far as Point St. George on the California coast.

Cape Sebastian got its name, and subsequently the park, from the fact that in January, 1603, Sebastian Viscaino, a Pacific explorer, sighted the white cliff and promontory. He named it in honor of the saint of that day, San Sebastian.

A permit was given to the Coos-Curry Power Co-op in 1950 to construct a power line across the park. The Co-op was charged \$4,615, the value of the timber destroyed when the line was constructed.

Park visitors average 22,000 per year.

The following agreements affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
3013	11-12-57	Newhouse and Young—private road	Perpetual
3308	3- 1-50	Coos-Curry Power Co-op—power line	”
5773	9-16-60	West Coast Telephone Co—tele- phone line	”

Carl G. Washburne Memorial Park

Carl G. Washburne Memorial Park is located on U. S. Highway 101, midway between Yachats and Florence, about two miles north of Heceta Head in Lane County.

The 1,211-acre tract was a gift to the state on April 13, 1962, under the will of Narcissa J. Washburne in memory of her husband, Carl G. Washburne, a former State Highway Commissioner (1932-1935) and a Eugene investor and businessman.

The State Parks and Recreation Division had long desired that this beautiful area be in public ownership for the enjoyment and pleasure of the general public. As far back as 1936 attempts were made to acquire the land. The only stipulation connected with the gift is that the area be named Carl G. Washburne Memorial Park.

The gently rolling hills, which actually are ancient sand dunes, are covered principally with a new growth of spruce trees. The portion west of the highway has a heavy undergrowth of coast huckleberry. When these huckleberry bushes put forth new growth it has a bright coppery appearance or bronze color. Because of this beautiful coloration, people many times have referred to this area as the Persian Carpet.

The area is cut by China Creek flowing through it in a northwesterly direction into the ocean near the extreme northern edge. It is also divided by the Coast Highway 101 with the larger portion to the west toward the ocean.

The Carl G. Washburne family constructed a modest home near the northeast corner of the property. This will serve as a park personnel cottage. The sandy beach along a portion of the shore furnished great pleasure to the Washburnes and will be a delight to the future patrons of the park. Many rock hounds explore the beach seeking agates and other beautiful rocks.

No developments have been made as of the close of 1963.

Carpenterville-Brookings Forest Wayside

Carpenterville-Brookings Forest Wayside is located on the old route of U. S. Highway 101. It is comprised of five separate tracts located three, four, eight, nine and seventeen miles north of the city of Brookings in Curry County.

All five tracts in this wayside were obtained to preserve the unusual stand of fir timber each contained. The property was purchased from the Brookings Land and Townsite Company on January 29, 1943, at a price of \$8,550 for the 510 acres. The area is generally cut by deep canyons forming steep, natural slopes.

The timberland has served to provide a natural setting for a pleasant, restful drive for the many travelers and visitors to the state.

After construction in 1962 of the new highway, located nearer the coast, the tortuous old route of Highway 101 was abandoned as a state responsibility. The old highway now serves the local travelers only.

Therefore, the Highway Commission believed the five tracts in this wayside should be sold as they would no longer serve the purpose for which the land had been acquired. To fulfill that thought, bids were called for on the five separate tracts in July, 1962. Satisfactory prices were received on four of them. No bids were received on the most northerly area. Bids for the four tracts totaled \$386,000. The 76-acre tract located nine miles from Brookings was paid for and has been deeded to the buyer. The three remaining areas were sold under a contract agreement to be deeded to the buyers when all payments have been made.

A total of 434 acres remain in the wayside at the close of 1963.

The Coos-Curry Electric Cooperative was given permits 3311, 5069 and 5281 for extension of a high voltage power line across two of the tracts. In the construction it passed through a heavy stand of timber on the tract located nine miles from Brookings, leaving much exposed to wind damage, thus necessitating cutting all of the trees on the south or west side of the line. Records show the Electric Cooperative purchased 473M B.F. Douglas fir at \$22, or \$10,406.

Original section corners were not to be found in many cases. It resulted in six trespasses between 1954 and 1958 for which the state collected \$1,888 during the expanded logging operations on adjoining lands.

There has been no active recreational use of the area.

Agreement #551, issued on November 18, 1958, gave Walter Haupt an access road. Agreement terminates on November 18, 1963.

Cascadia State Park

Cascadia State Park is located on the South Santiam Highway, about 28 miles east of Lebanon in Linn County. The South Santiam River and the highway parallel each other as they bisect this park property.

The park land is heavily timbered, except about 60 acres of meadow land on the right bank of the river. Fir is the principal species. A particularly heavy growth, estimated at four million FBM, covers the north hillside.

The first acquisition at Cascadia was 312.31 acres on February 22, 1941, from George Geisendorfer who had owned the land for many years. Mr. Geisendorfer had developed an area around the popular and fine soda mineral spring—Cascadia. He had erected a hotel to accommodate his guests, established a post office, constructed a camp area and developed a water system. The water supply was from a spring approximately one-quarter of a mile north of the northwest corner of his land. Mr. Geisendorfer had leased an area on the easterly side of his land to the Baptist Convention for a 50-year period and the Baptists had constructed facilities on the property.

After many years of negotiating for this property, Mr. Geisendorfer agreed to give title with the understanding that the state would pay him \$50 per month for the remainder of his life, pay \$15,000 to cover a mortgage against the property and \$4,000 to satisfy the lease to the Baptist Convention. Mr. Geisendorfer was 77 years of age at that time and his life expectancy was not great. The \$50 per month to him amounted to \$4,100 over a period of 82 months.

There were narrow strips of land between the highway and the river which were needed to protect the park from undesirable developments. These strips aggregated 9.39 acres. One was acquired in 1941, two in

1942 and another in 1946, bringing the total acreage to 321.70, and placing in state ownership approximately one mile of frontage along the south bank of the Santiam River.

On March 11, 1962, the state traded 63.60 acres of land at Cascadia to Timber Services, Inc., in exchange for 495.20 acres at Cape Lookout State Park. This transaction reduced Cascadia State Park to 258.10 acres as of the close of 1963.

Two homes had been built on the Geisendorfer property without written agreements with Mr. Geisendorfer. One was owned by Reverend D. V. Poling and the other by F. H. Pfeiffer. No agreements have since been made. These people were notified by the Chief Counsel to vacate the property but the Highway Commission deferred action on November 18, 1941. Subsequent discussions have been had between these people and the Chief Counsel, without results. The present status of the land on which these homes stand is in state ownership but the buildings, it is presumed, are privately owned.

Permission was given in 1942 for W. L. Jackson, owner of the Albany Democrat-Herald, and others to erect a monument at this park to the memory of the late Joseph Ralston, a pioneer and great leader in promoting construction of the Santiam Highway.

The road leading into the park utilizing a bridge across the Santiam River is heavily used by loggers and land owners residing on the north side of the river as well as by the park patrons. On April 4, 1941, the Linn County Court and Engineer recommended, and the Commission approved, that the road be made a state secondary highway, as the bridge needed repairs.

Cascadia School District No. 58, the local district, was granted a permit on October 11, 1951, for use of water for domestic purposes in excess of the amount needed for the park.

Improvements at this park include rebuilding the bridge on the entrance road, constructing a complete day use area, including sanitary facilities, tables, stoves, etc., and rebuilding the water system, including the intercepting tank at the spring and holding reservoir. Also, constructing an up-to-date tent camping area, including sanitary facilities, entrance road and car parking spaces. The soda spring has been improved by stone paving around it and installation of a hand pump. All of the old structures on the north side of the river have been removed.

It is assumed that Mr. Geisendorfer named this area after the range of mountains in which it is located. It was widely known by that name so the state made no change after acquiring title.

The public day use at Cascadia in 1963 was 119,048 visitors and the overnight use was 3,012 for the same period.

The following permits affect this park area:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
2456	11-11-61	Ben Phillips—use of water from spring	Annually
477	4-29-59	Ben Phillips—T.V. antenna site	\$25 monthly
262	8- 2-50	William Munkers—logging and private road	Indefinite
3655 & 1454	3-26-53	Linn County School District #58 —water use	3-26-78

Casey State Park

Casey State Park is located on the Crater Lake Highway about 29 miles northeast of the city of Medford in Jackson County. It is bisected by the beautiful Rogue River.

This 80-acre tract was leased from the federal government in 1932 and purchased in 1937. There were two squatters on the property when the lease was made. They were J. A. Casey, who had constructed a small restaurant and some other buildings, and E. H. Lamport, who had built a summer home near Casey's development. These people were given three-year leases, during which time they were to find other lands on which to move their buildings. Mr. Lamport was finally paid \$500 for his rights in 0.13 of an acre of land in 1946 and given the privilege of removing the building. Mr. Casey was paid the same amount in 1947 upon vacating the property.

On August 1, 1948, the Commission gave a 15-year lease to the Oregon State Board of Forestry covering 1.7 acres in the southwest corner of the park on which to construct a firewarden's home.

The Commission purchased a home located three-quarters of a mile eastward from the park on the Crater Lake Highway for use as a foreman's home and park headquarters. It was purchased from the California-Oregon Power Company at a price of \$7,500 on July 16, 1951. (See McLeod Wayside.)

Improvements at the park by the Civilian Conservation Corps were enlargement of the day use area and construction of sanitary facilities and central stove shelter. Other improvements are car parking area, additional tables, individual stoves, trails and a boat launching ramp.

An irrigation ditch running along side of and parallel to the highway was eliminated by a cash payment of \$2,575 to the owner. The irrigationist was able to secure water for irrigation purposes from a point downstream and use of a pump, thereby eliminating a long irrigation ditch which was expensive to maintain.

A new standard sanitary facility was constructed at Casey Park in October, 1962.

Day use at this park in 1963 totaled 167,576 visitors.

Water right #12456 was issued on December 14, 1936 for domestic and irrigation use of 0.50 c.f.s. from a spring on the hill across the road.

Catherine Creek State Park

Catherine Creek State Park is located on Medical Springs Secondary Highway 203, approximately eight miles southeast of the city of Union in Union County. It is bisected by the highway and Catherine Creek.

The 160-acre tract was a gift from Union County and the heirs of the E. S. Collins Estate in 1947. It comprises the floor of a small valley and extends high upon the timbered slopes to the north and to the south. The area is covered with pine, cottonwood and larch timber.

At one time this area was known as Presbyterian Flat. It was later identified as Collins Park, possibly because the property was once owned by E. S. Collins. On May 14, 1932, Mr. Collins deeded the land to Union County for park purposes. The funds which the county could supply were not sufficient for proper maintenance of the area; therefore, it was deeded to the state.

At the time the title was acquired by the state, there was a small cottage on approximately one acre of the land near the southeast corner of the tract. This cottage was being occupied by a county indigent who

was given a life tenancy by Mr. Collins. This cottage burned in March, 1956 and was never rebuilt.

The park was named for the creek which flows through the area.

Improvements at Catherine Creek include day use area, overnight camp, sanitary facilities, foot bridge across Catherine Creek and water system utilizing a spring located on the property.

Park usage in 1962 was 33,765 day visitors and 2,200 overnight campers. No count was made in 1963.

A permit to graze cattle on part of the park land was given to Royal Wilde in June, 1949. In consideration for this privilege Mr. Wilde was to construct a fence across the park land to keep the cattle out of the developed area. This permit, #2217, is now held by Oscar G. Rollins and can be canceled at any time upon 30-day notice.

Champoeg State Park

Champoeg State Park is located on the right bank of the Willamette River, seven miles downstream from the city of Newberg and 25 miles north of Salem in Marion County.

The first deed to the State of Oregon (Secretary of State) covering land in the present Champoeg park is dated June 15, 1901. It covers one square rod of land on which was placed a monument bearing the names of the 53 early-day settlers interested in forming a Provisional Government and petitioning Congress to extend federal jurisdiction over the Oregon Country. This parcel of land was a gift from John Hoefer and Casper Zorn.

An Act of the 1943 Legislature transferred the park land, 106.21 acres at that time, and the responsibility for the park from the Board of Control to the Highway Commission. Additional land acquisitions from time to time increased the area to 158.61 acres as of the close of 1963. These acquisitions include two purchases, one in 1956 and another in 1958, totaling 17 acres, and one gift in 1957 from Marion County of 35.4 acres including one mile of river frontage.

Champoeg park was built on part of the site of the old, flooded and washed out town of Champoeg. The park was named for the pioneer settlement.

According to McArthur's *Oregon Geographic Names*, it seems the name Champoeg is predominantly thought of as being of Indian origin. The meaning relates to plant or root. It could be of French origin in part, *champ* (field) and an Indian word probably *pooich* (root). Before the white man's arrival, the park site was the location of the largest village *champoock* of the Calapooya tribe. It was followed by the establishment of a warehouse and a gristmill by the Hudson's Bay Company by 1841. The French settlers, early employees of the Hudson's Bay Company living on the French Prairie near what is now Champoeg State Park, called the village *Encampment du Sable* (Campment of Sands), the only low approachable place to the river.

The present park site was chosen by the early settlers as a meeting place because of its accessibility by boat or other available means of transportation of that day. Many meetings were held from 1841 to May 2, 1843, resulting in a decision at the May 2nd meeting to establish a Provisional Government. It was formed that same year. A petition to establish a Territorial Government over the Oregon Country was made March 25, 1843. These resulted in the Territorial Government being established in 1848 and State Government in 1859.

The occurrences determined at Champoege meetings give the area an important place in the historical events of the state and are the occasions for the establishment of the park. First, in 1901 as a memorial park under the jurisdiction of the Secretary of State. The authority was changed in 1912 to the Board of Control. It was again changed in 1943 to the State Highway Commission for a state park.

Improvements at Champoege are roads, trails, large picnic area, tables, three sanitary facilities and a good well. A small overnight camp was constructed and a new headquarters building located on the south edge of the park near the county road. A family group camp to accommodate 50 people was constructed in the field west of the day use car parking area near one of the sanitary facilities. Several stoves and tables were constructed for use in the group camp. An arboretum was started in the open area south of the day use area. It is planted with trees indigenous to Oregon.

Much of the area along the river, possibly 500 feet in width, is planted to native Oregon flowers and shrubs. This was accomplished through the efforts of the Oregon Federation of Garden Clubs beginning early in 1957. In appreciation of the work of the garden clubs and the leadership of Mrs. R. E. Fowler, a plaque was placed on a bench near the river in the northeasterly part of the park.

A park pavilion was constructed by the Board of Control in about 1919.

Mrs. Alma E. Uzafove made provision in her will for a gift of \$1,500 to aid in the maintenance of Champoege park facility. Mrs. Uzafove was an Oregon pioneer who resided near Champoege park for many years. The money was received in 1945.

The Daughters of American Revolution constructed a "Pioneer Mothers Home" and supplied the furniture of the early days in Oregon. The home was constructed by permission of the Board of Control in 1931. In 1953 an application was made, and the Commission approved, for the Daughters of American Revolution to construct a tearoom to serve the patrons. Along with the approval of the tearoom, a description of the area used by the DAR was agreed upon and signed by the DAR and the Commission.

Henry Zorn, a farmer whose land adjoins the park land on the east, leased the open area for a grass seed crop. This lease extended over a period of ten years, ending in 1955.

The Aurora Centennial Corporation prepared and re-enacted in 1959 one of the eventful 1843 Champoege meetings—the meeting at which the voters approved the forming of a Provisional Government to continue until a Territorial Government established legal jurisdiction over the Oregon Country.

Power lines in the park were constructed by the state. In order to conform to the usual policy of line extensions, the Portland General Electric Company agreed in 1960 to pay \$250 for the remaining life in the 15-year old line and to extend and serve power where needed on their own lines, thus eliminating the pole line maintenance by the state.

In 1959 an agreement was entered into with the National Park Service to make a report on the historical aspects of the park, including the events leading to the establishment of the state government, and to make recommendations for developing the historical features of the park. It was believed that such a study was necessary because of the demands made by various groups with divergent thinking relative to

the type and kind of facilities necessary to show correctly the historical aspects. Also, interpretation of the 1959 law relating to historical interests permits greater stress to be placed on historical subjects. It was thought that the National Park Service, being a disinterested group, could do the job more acceptably to the majority of interests. The complete report was rendered in 1963.

The Sons and Daughters of Oregon Pioneers has maintained an interest in the park and its operation for many years. This organization has held its annual meetings on or near May 2nd of each year commemorating the May 2, 1843 meeting.

The Veterans Steamboatmen's Association has for many years met annually at Champoeg. The Association has been able to obtain many of the name boards of stern wheel river steamers long since out of service. These name boards were placed in the park pavilion for the benefit of the visitors.

Records indicate that attendance at Champoeg park during 1963 was 104,224 day visitors and 5,374 overnight campers.

Agreements as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
5781	10- 4-60	Pacific Power & Light Co.	Indefinite
1478	8-26-53	DAR—Use of land for Pioneer Mothers Home	Revocable
1625	4- 5-55	DAR—Garage	Indefinite
1897	9- 5-57	Aurora Mutual Telephone—booth	Rev. 30-day
2312	12-12-60	Publishers Paper Co.—Log boom moorage	Rev. 6-mos.
G-950	7-28-58	Water Right—6-inch well	
17072	10-16-45	Water Right—irrigation from river	

Chandler Wayside

Chandler Wayside flanks both sides of Fremont Highway 395 between Lakeview and Burns. It is located along Crooked Creek approximately 16 miles north of Lakeview in Lake County.

Two small tracts of land were given to the state in November, 1925, for park purposes only. One parcel was 1.30 acres from Mr. and Mrs. S. B. Chandler and the other was from Frank and Eva Loveless, containing 0.90 of an acre. This was the beginning of Chandler Wayside. Three years later, July 1928, the Chandlers gave an additional 61 acres which adjoined their original gift.

Preservation of the good growth of pine timber in Crooked Creek Canyon prompted acceptance of these gifts.

Relocating and straightening the highway isolated a small portion of the park land. This isolated 6.61-acre tract was returned to the Chandlers by deed dated November 18, 1938, leaving a total of 56.59 acres in the park.

Improvements are a small area for parking cars, tables, stoves and a water system by gravity from a good spring located on the land first given by the Chandlers.

Day use during 1962 totaled 37,803 visitors and overnight use was 4,749 campers. No count was made in 1963.

Cline Falls State Park

Cline Falls State Park is located on the McKenzie Highway (U. S. 126) four miles west of the city of Redmond in Deschutes County.

A portion of the present park area was obtained in 1936 by the Road Division for use as a gravel pit. Many years later, 1956, it was transferred to the Parks Division along with other adjustments to comply with the realignment of the highway. An exchange of land was made with J. A. Struss whereby a fraction of an acre was given to him in exchange for 2.75 acres. This brought the park acreage to 9.04 acres.

Cline Falls Park has been developed into a delightful picnic wayside. It is a long, moderately narrow strip of land with about 1,000-foot frontage on the banks of the famous Deschutes River. The combination of green trees, mostly juniper, locust and the stately poplar, bordering the crystal clear water of the Deschutes River makes a desirable picnic area and adds to the pleasure of its visitors.

The name for this park was taken from the falls of the same name located a very short distance north of the park.

Developments consist of an improved entrance road with oiled surface, car parking area, tables, stoves, water and sanitary facilities. Many trees have been planted throughout the area.

Day use totaled 61,888 visitors during 1963. Overnight camping facilities have not been provided.

Collier Memorial State Park

Collier Memorial State Park is located on The Dalles-California Highway 97, approximately 30 miles north of the city of Klamath Falls in Klamath County. The land lies at the confluence of Williamson River and Spring Creek on the west and north sides of the river. Spring Creek flows through the park for a distance of one-half mile.

The land acquired first for this park was 146.06 acres in 1945. It was a gift from Alfred D. and Andrew Collier of Klamath Falls as a memorial to their father and mother, Charles Morse Collier and Janet McCornack Collier.

The Colliers' influence was manifest in the acquisition of four separate tracts of land, totaling 202.97 acres, in 1958, 1960 and 1961, enlarging the park to 349.03 acres.

The name Collier Memorial Park was chosen for the area because of the nature of the land gift and because of the several other gifts.

The area has become a delightfully interesting park in a beautiful setting. The stately ponderosa pine trees and the crystal clear water of Spring Creek, flanked by the spacious green lawn appropriately fenced, quietly invite the traveler to linger a while. The headquarters building and logging museum blend with the timbered area on the west side of the highway. A plaque was placed near Spring Creek to the memory of Charles M. and Janet M. Collier, father and mother of the donors of the park.

The Collier brothers have shown great generosity through the years by their munificent aid to the park of land, buildings, power line and the establishing of a museum that the park might have the benefit of the best facilities and conveniences for its thousands of annual visitors.

Spring Creek is fed by a large spring approximately three miles to the northwest. The clear, cold water boils out of the mountainside at a constant flow and even temperature throughout the year. The highway bridge across the stream where it flows through the park has a design

altogether fitting to its location and surroundings. A fishermen's walk was placed on the creek side of the piers to enable those on a scouting venture to pass under the highway as well as those in search of the finny tribe. Some sit on the edge of the walk and dangle their feet in the cool, sparkling, tumbling water.

Alfred Collier was granted permission in November, 1947, to construct a logging museum on the west side of the highway. The six log buildings house the many pieces of old logging equipment which have been used in the woods from the early oxen-day period to the present time. The museum has on display hundreds of pieces, many of which were given to Mr. Collier by his friends, from oxen shoes to steam and gas powered tractors and locomotives. The theme of the museum is the evolution of logging equipment and a challenge to the visitor to do more with the vastly improved equipment of today. The number of display items and the museum continue to grow as interesting old pieces are acquired.

Andrew Collier, to satisfy his innermost desire to care for children's needs, installed at his own expense all of the play equipment in the park.

Cattle grazing in the park became a nuisance by 1956. The west side of the park property was fenced and a cattle guard placed on the local road to stop this intrusion.

The facilities at Collier Park include a logging museum, park cottage, day use and overnight camp areas with tables, benches, stoves, electric stove shelter, water, sanitary facilities, road and a car parking area. The overnight camp has 68 units.

The 186,892 day visitors and 6,740 overnight campers making use of the facilities at the park during 1963 are evidence of the popularity of this beautiful inland park.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
MC-1253	9-29-50	Calif-Oregon Power Co—power line (Now Pacific Power & Light Co)	60-day notice
6323	4-18-63	Pacific Power & Light Co— extend line	

Conde B. McCullough Bridgehead and Wayside

The Conde B. McCullough Bridgehead and Wayside is located along the westerly side of the old Coast Highway 101, beginning at a point 700 feet northerly from the end of the Coos Bay bridge and extending northerly along the old highway right of way approximately 6,300 feet. It contains 22.91 acres or all of the land between the highway and the Coos Bay-Haynes Inlet arm in Coos County.

The first acquisition for this wayside was 22.54 acres purchased in 1934. A small tract of land, 0.37 of an acre, was added in 1935, making a total of 22.91 acres.

The area was named in honor of Conde B. McCullough, a Highway Department Bridge Engineer, who was responsible for the design of the Coos Bay bridge, as well as all other bridge structures in the Oregon highway system from 1919 to 1935. After a short period of service in Costa Rica, Mr. McCullough was made Assistant Engineer and he continued in that capacity until his death in 1946.

The wayside area is a narrow, timbered strip with the usual native

growth. Preservation of the native aspect of bridge approaches has been the policy of the Highway Department.

A boat launching ramp was constructed at the north end of the strip. No active use has been made of the wayside area.

Coquille Myrtle Grove State Park

Coquille Myrtle Grove State Park is located on the Powers Secondary Highway, approximately 11 miles south of the junction of the Coos Bay-Roseburg Highway near the railroad station at Gaylord in Coos County. The park land lies between the road and the south fork of the Coquille River.

This 7-acre park is one of three myrtle wood tracts given to the state for park purposes in 1950 by Save the Myrtle Woods, Inc. Preservation of the extraordinary stand of old myrtle trees prompted the giving of the tract, as well as its acceptance and the naming of the area by the Highway Commission. The park area comprises seven acres of low, flat land which is flooded occasionally by high water.

Developments are a car parking area, several tables, stoves and other picnic facilities.

Day use during 1962 totaled 23,754 visitors. No count was made in 1963. Swimming and picnicking are the main attractions.

Crown Point State Park

Crown Point State Park is located on the old Columbia River Highway, 24 miles east of Portland in Multnomah County.

The first area obtained for this park was a gift of 1.71 acres from Multnomah County and the city of Portland in 1938. On this land is the famous Vista House, located on a promontory jutting out from the south wall of the Columbia River Canyon. This gift was followed by two additional gifts from Multnomah County in 1952, another in 1958 and a fourth in 1962, totaling 18.02 acres. Nine areas, totaling 250.68 acres, were purchased between the years 1945 and 1962, making a total of 270.41 acres in the park at the close of 1963.

A log cabin located on the Dimmitt property, the most recently purchased parcel, was dismantled and the land was leveled in order to provide more use space.

The park land is covered with fir timber interspersed with some maple, alder, willow and other trees of lesser value.

The distinctive, picturesque, old Vista House at Crown Point was built in 1916 with funds supplied by the County, augmented by small donations from many school children and other interested parties. The building project was completed through the efforts of Samuel Lancaster, John B. Yeon, Marshall Dana and others. The Vista House has won the esteem of the thousands of people who visit it each year. Many have written to tell of their appreciation of the spectacular, panoramic views of the Columbia River and the canyon as viewed from the vantage point of the majestic, old Vista House.

A bronze plaque was installed in the Vista House in 1929 by the Trail Seekers Council to honor Lieutenant W. R. Broughton of Captain Vancouver's Expedition and the naming of Mt. Hood on October 30, 1792. Also, the Daughters of the American Revolution was given permission in December, 1940, to erect a plaque in the Vista House to the memory of Madam Dorion, who, with her husband, acted as Indian guide and

interpreter for the Lewis and Clark Expedition at the beginning of the 19th century.

In 1918, while the property was still under the jurisdiction of Multnomah County and the city of Portland, a concession was started in the Vista House. Such items as tobacco, cigars, candy, gum, etc., were sold to the traveling public. This convenience was continued after the property was acquired by the state. The concessionaire was responsible for the maintenance of the building. This was an unsatisfactory arrangement as income to the state was no greater than the cost of the janitorial service and employment of the overseer.

Because of the badly run-down condition of the building in 1942, a contract was given to Jud Beardsley for extensive repairs to the Vista House. The job, Contract 2508, was completed in October, 1942. Installation of a heating plant was completed in 1955 at a cost of \$7,178.39, which eliminated the moisture problem in the building.

The Highway Commission chose to advertise in 1947 for a new concessionaire. As a result of bids received February 3, 1947, the concession was let to the Multnomah Falls Gift Shop, the highest bidder. Mr. and Mrs. Jack Flaucher, owners of the Gift Shop, were to pay 10½% of gross take from sales at the concession and furnish the janitorial work and such necessary supplies. This arrangement resulted in \$7,551.27 being paid for the year 1947. Revenue decreased each successive year. Due to this condition, permission was given the concessionaire to close the Vista House during the months of January and February of each year beginning in 1952. These were two months of slow business, due to little travel on the highway, and they were costly months for heating the building. The concessionaire was permitted to reduce his payments to the state by \$250 to cover the cost of fuel, commencing the winter of 1954-55.

This lease arrangement was continued by the Flauchers until 1961, when they sold their contract. The purchaser, Kyle Smith, continued under the contract with no change in the terms.

A suit contesting the right of the state to lease the Vista House for a concession was filed in 1957 by M. R. and Janice M. Moore, owners of a similar business located on adjoining property. The Court found in favor of the state.

Water for this park is obtained from the Corbett Water District.

Visitors at Crown Point during 1963 totaled 380,114.

Dabney State Park

Dabney State Park is located on the scenic, old Columbia River Highway near its junction with Base Line Road, approximately 16 miles east of Portland in Multnomah County. The land lies on both sides of the highway along the north side of Sandy River.

The original area of 70 acres was a gift to the state from Multnomah County in 1945. It is a delightful area for public use, being moderately low land divided into two benches south of the road. The lower bench is subject to flooding during periods of heavy river flow. This area is extensively covered with maple and other indigenous species. The river shore furnishes an excellent beach for wading, swimming and fishing. The parcel north of the road is covered with a dense, young growth of fir trees.

The park acreage has been increased from time to time. At the close of 1963 there were 78.65 acres in this park.

Improvements are an entrance road, car parking area, sanitary facilities, tables, stoves, water from the local water district, trails, swimming beach, cottage and a completely facilitated overnight camp.

The river bank has been ripped along the shore to prevent the stream cutting into the use area.

The name for this park was taken from the platted area comprising the same land and carrying the name of Dabney Park. All of the streets were vacated by the county in 1946.

Dabney Park is heavily used by residents of Portland and Multnomah County.

Attendance during 1963 was 260,680 day visitors and 9,251 overnight campers.

Water right #44807 covering 0.06 c.f.s. is dated October 30, 1947.

Darlingtonia Wayside

Darlingtonia Wayside is located on U. S. Highway 101, five miles north of the city of Florence in Lane County.

Purchase of a 16.54-acre tract from Arch B. and Leota L. Sanders on July 12, 1946, at a price of \$1,250, was the beginning of this park. The land is covered with a heavy growth of shore pine, spruce and other species of lesser value. An additional 1.38-acre tract was purchased in 1963 from Ernest M. and Beatrice L. Hendrick at a cost of \$1,750.

The original tract of land was acquired principally to preserve and show the unusual, bog-loving plants growing next to the highway and known as *Darlingtonia* plants.

This plant is a carnivorous type and often called the Cobra, or Pitcher Plant, because of its peculiar shape. It has a leaf, or cobra-like hood, from which it exudes an odor and secretes a nectar which is very alluring to flies, ants, bugs and other insects. Once its prey is inside the hood, it is impossible to leave as the hairy growth on the inside, pointing downward, successfully resists any turning back. A slick section of the tube, without glands or hairs, completes its downfall and the prey lands in the liquid that fills the bottom of the tube, or pitcher, where the insect eventually dies and is absorbed by the plant.

These spectacular plants grow only in damp, swampy places such as bogs where a continuous supply of moisture is assured throughout the year. They are native to a limited area in southern Oregon and northern California.

It is needless to mention why the area was named *Darlingtonia* Wayside.

No count has been made of visitors at this wayside.

Depoe Bay State Park

Depoe Bay State Park is located on U. S. Highway 101, in the community of Depoe Bay, approximately ten miles south of Oceanlake in Lincoln County. It is a long, narrow strip of land lying between the road and the bay just north of the entrance to the inner harbor.

The Sunset Investment Company donated the first parcel of land in this park. It was 2.90 acres deeded to the state on February 11, 1929. This placed in public ownership a parcel of land from which interested spectators may watch the coming and going of small fishing vessels as they pass beneath the highway bridge through a narrow rock-walled channel which connects the bay and a unique marine basin. The deep-

sea fishing vessels entering and leaving this picturesque little harbor attract visitors to the community and the Oregon coast.

Lincoln County donated a small triangular parcel of land, only a fraction of an acre, lying on the south side of the entrance to the inner bay, on December 16, 1941. Additional land on the north has been added, giving the state approximately 1,900 lineal feet of ocean frontage. The total park area as of December 31, 1963, is 3.35 acres.

A small area, less than 100 feet in width, of privately owned land separates the park property from the entrance to the inner bay at the bridge end. Over a period of several years many attempts were made to purchase this land at a price which could be justified by the Commission. At one time a restaurant was constructed on this land; however, it burned in 1946 and was never rebuilt. Attempts were again made to acquire the property, and in 1949 condemnation proceedings were instituted. As a result of the trial, the jury placed a valuation of \$14,500 on the property, which, once again, was too great for the Commission to justify.

The park land is very rugged and washed by wave action, leaving a very small area suitable for use. Near the northern end of the property, at times of moderate tides, the waves beating against the rocks create a spouting action casting spray as high as 30 feet into the air. This has been appropriately named the Spouting Horn.

Beginning in 1949, many demands were made for public rest-rooms at Depoe Bay. These demands continued repeatedly until 1956 when the Commission constructed a combined concession building and public rest-rooms to take care of the demands for such facilities and provide an income to offset the cost of operating the facility. The building was placed at the south end of the property near the entrance to the inner bay. The main floor of the building is occupied by the concession, the upstairs section provides an inclosed observation deck and the basement houses the sanitary facilities, heating plant and storage space.

Concession privileges were advertised and let to Oregon Gifts, Inc., on April 26, 1956, at a rate of 7% of the gross sales. The concessionaire is to pay all costs of operating the building. The Commission approved closing the facility during the months of January, February and March of each year, except Saturdays, Sundays and legal state holidays, beginning in 1958.

The Commission approved a sale of the concession lease to Mr. and Mrs. Richard Thomas on March 2, 1962, upon receipt of \$1,000 surety bond.

No other public use of the area is possible.

The following documents affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Term</i>
823	2-26-45	Coast Guard for storm warning flags	Permanent
1198	2-27-50	Port of Newport—construction and maintenance of breakwater	"
1729	9- 5-58	Oregon Gifts, Inc.—concession Sold to Richard Thomas 3-2-62	1-1-64

Deschutes State Park

Deschutes State Park is located on Interstate Highway 80N, at the confluence of the Deschutes and Columbia Rivers, 17 miles east of The Dalles at the Wasco-Sherman County line.

Discussions on this proposed project were started in 1955. Detailed studies were made in 1959 to determine possible use, entrances, construction costs, effect a possible power project with a large fluctuating discharge might have on the safety of the stream for park users, the sediment carried by the river, etc.

The prime movers in the project are The Dalles Chamber of Commerce and many interested people living along the banks and inland from the Columbia River.

The first land obtained was 30 acres, located on the east side of Deschutes River, purchased from the Columbia-Deschutes Power Company on January 25, 1963. An additional 5.10-acre tract was purchased on April 25, 1963, from Don and Dorathea Miller. These tracts adjoin and the latter contained a small home and some other buildings.

Detroit Lake State Park

Detroit Lake State Park is located on Highway 22, approximately 51 miles east of Salem in Marion County. It is on the north shore of the lake formed by Detroit Dam on the North Santiam River.

This captivating, lakeside park, nestled high in a canyon in the Cascade Mountains, is divided into two areas approximately one mile distant from each other. Lakeshore and Mongold are the names chosen for these areas. Lakeshore offers overnight camping facilities and Mongold is equipped for picnicking.

The entire acreage was obtained in 1955 from the Corps of Engineers and the U. S. Forest Service. An arrangement between the two agencies enabled the Forest Service, the owner of the larger portion of the land, to negotiate the Special Use Permit under which the state has use of the land. The original permit covered 100 acres of land for a period of 30 years. It was revised in 1959. The revised permit eliminated all land not being used at that time, leaving only 45 acres to be used by the state, but did not change the terms. The permit was again revised in April, 1963, to cover an enlarged area of 104 acres.

The park was named after Detroit Dam and the lake on which the park is located. McArthur's *Oregon Geographic Names* states that in 1891 the name Detroit was selected for a nearby post office because of several Michigan people residing in the area.

Drinking water is obtained under a special permit for use of water from Tumble Creek.

A heavy stand of young growth fir trees covers the park land and surrounding hillsides, making the park an enjoyable, restful place to camp or picnic. Boating, swimming and fishing are popular sports at this park.

Improvements at Detroit Lake Park are roads, car parking areas, swimming areas, trails, water and sanitary facilities. There is a wide boat ramp at Mongold, 400 x 200 feet, and a smaller one at Lakeshore, 50 x 350 feet.

Lakeshore area is equipped with complete overnight camping facilities, containing 32 trailer sites and 124 tent sites, or a total of 156 units with showers and laundry facilities.

Mongold area is equipped for picnicking. Overnight camping is not permitted.

Day visitors during 1963 totaled 173,323 and overnight campers totaled 44,295.

The following permits affect this park:

Number	Date	Name	Term
1633	4-12-55	U. S. Forest Service—use of land	30 years
	4- 7-58	Consumers Power Co.—electric service	10 years

Devil's Elbow State Park

Devil's Elbow State Park can be reached via U. S. Highway 101. It comprises land on both sides of Cape Creek, approximately 12 miles north of the city of Florence in Lane County.

The first acquisition for the park was 22.80 acres purchased from Laura T. and J. Hutchinson on November 20, 1930, at a cost of \$2,000. This parcel of land is part of the headland west of the highway and south of Cape Creek. An additional 7.49-acre tract was a gift from the U. S. Lighthouse Service on September 3, 1935. Another gift of 4.06 acres was given by Annie Stonefield, and others, on June 8, 1931, three tracts were purchased in 1939, and an additional 12-acre tract was obtained under a license agreement with the U. S. Coast Guard on August 29, 1963, increasing the park to 108.87 acres as of the close of 1963.

The park boundaries are very irregular. The use area, the only level land in the park, lies west of the highway bridge and fronts on Cape Cove. The terrain south of the cape and south of Cape Creek is extremely steep and precipitous. It is covered with salal brush where not too steep. The land north of the creek is moderately steep. This portion of the park contains some spruce timber and a mixture of native shrubs of lesser value.

In 1939 a small area in the southeast corner of the park was exchanged for an area of equal value located immediately east of the highway right of way at the northern end of the highway bridge. This was a desirable exchange in order to prevent commercialization of land east of the road.

The Commission deeded to the U. S. Forest Service in September, 1944, a 66-foot right of way for a forest access road from the highway eastward along the north bank of Cape Creek.

Origin of the name Devil's Elbow is uncertain. It is assumed, however, that the park was given this name because of the shape of Cape Creek channel near its outlet or the headland at Heceta Head Lighthouse.

Improvements at Devil's Elbow are picnic tables, individual stoves, car parking area, trails, sanitary facilities, 950-gallon concrete water storage tank and an entrance road.

Park usage totaled 103,760 day visitors in 1963.

Water right #12025 was obtained for use of 0.022 c.f.s. of water from an unnamed spring.

Devil's Lake State Park

Devil's Lake State Park is located on the shores of Devil's Lake, adjoining the city of Delake in Lincoln County. The 109.34-acre park is divided into two areas known as Devil's Lake Overnight Camping Area and Devil's Lake Day Use Area. These areas are quite widely separated and more fully described as follows:

Overnight Camping Area

The Overnight Camping Area is located near the north side of "D" River—the outlet of Devil's Lake. Three sides of the camp—the west,



Champoeg State Park—Champoeg pavilion and Pioneer monument.

Silver Falls State Park—Interior of concession dining room and myrtle wood furniture.





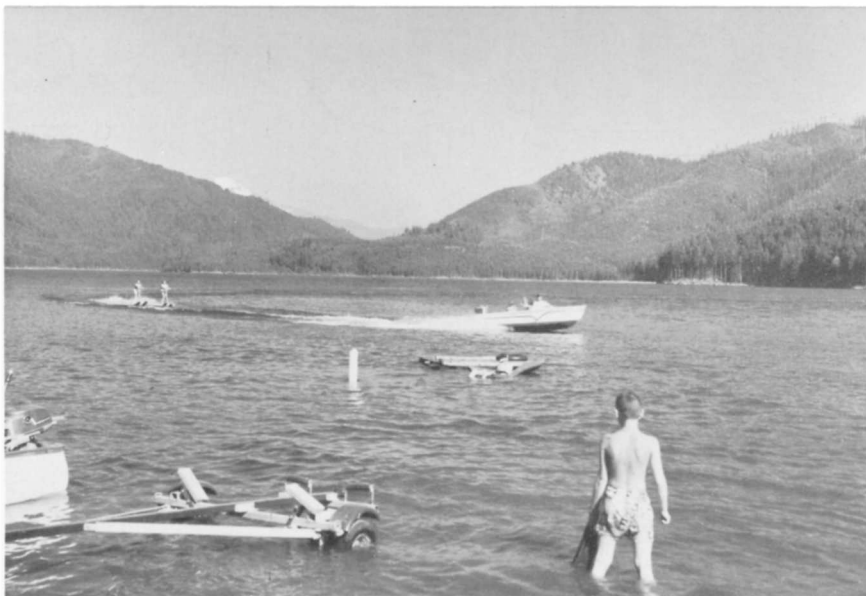
Silver Falls State Park—Showing picnic area above and trail under the falls.



Silver Falls State Park—Youth Camp pool.

*Cascadia State Park—Fern and tree-covered stream sides at
mineral springs.*





Detroit Lake State Park—Detroit Lake from boating facility.

Susan Creek State Park—Picnicking next to river.





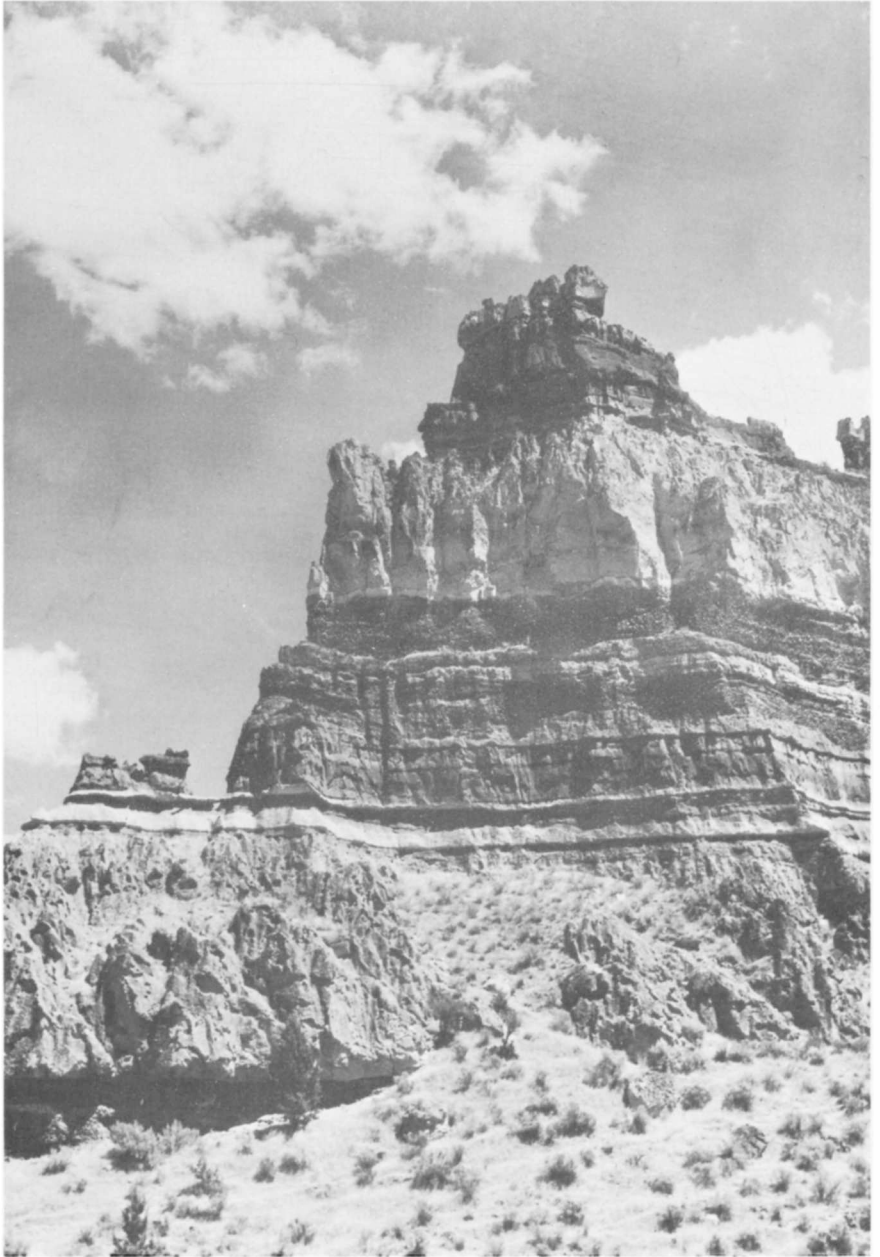
Elk Creek Tunnel Wayside—Showing creek and heavy timber growth.



TouVelle State Park—Swimming in Rogue River.

Tub Springs Wayside—Showing spring outlet and picnic area.



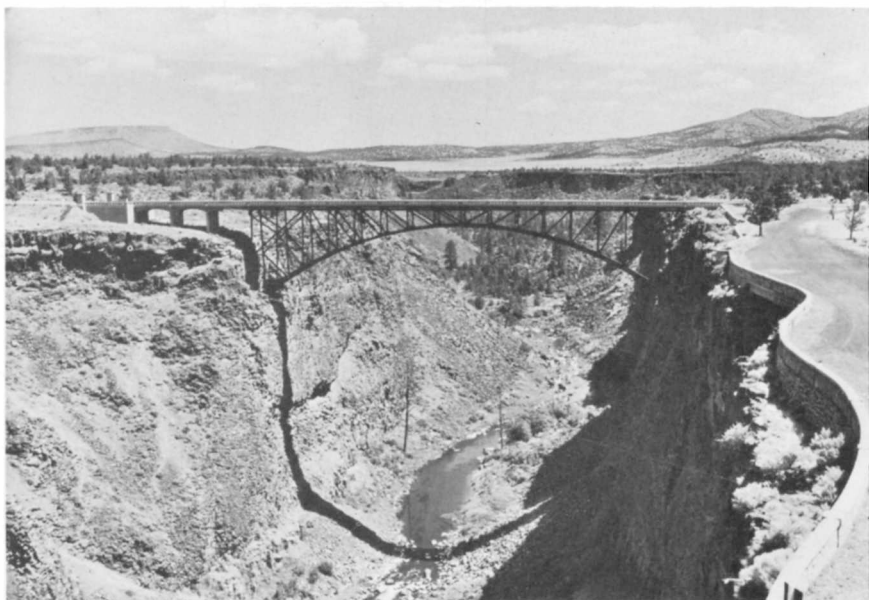


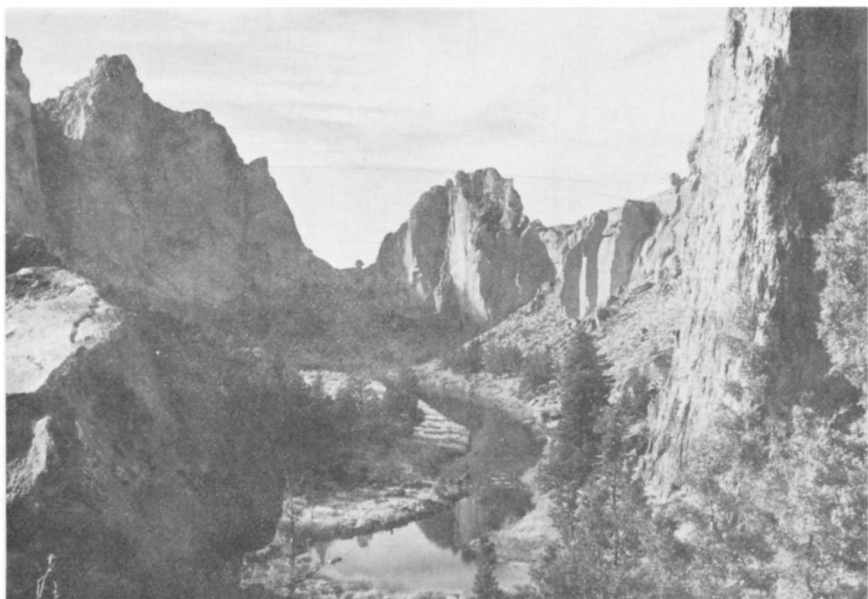
The Cove Palisades State Park—The palisades.



The Cove Palisades State Park—Indian pictographs along Crooked River in the park.

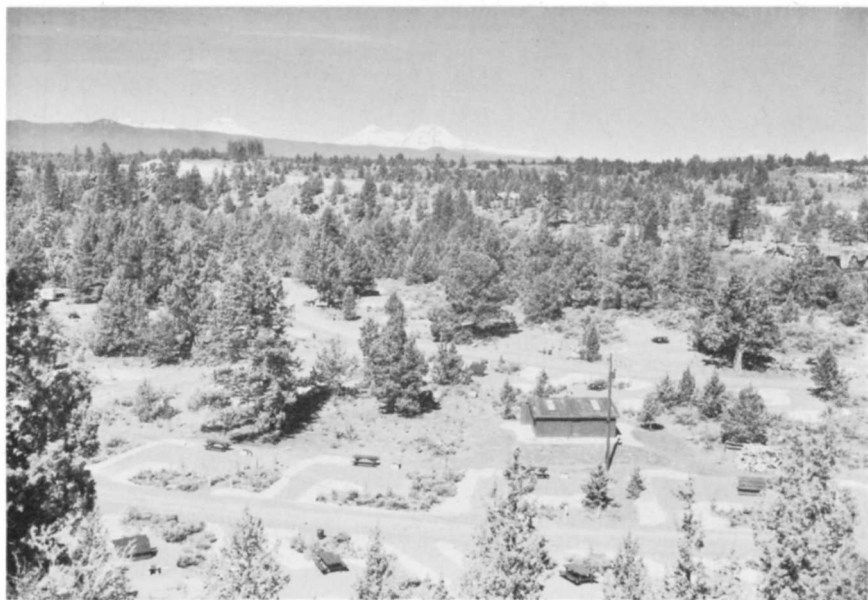
Peter Skene Ogden Scenic Wayside—Parking area, wall and canyon.





Smith Rock State Park.

Tumalo State Park—Overnight camp.





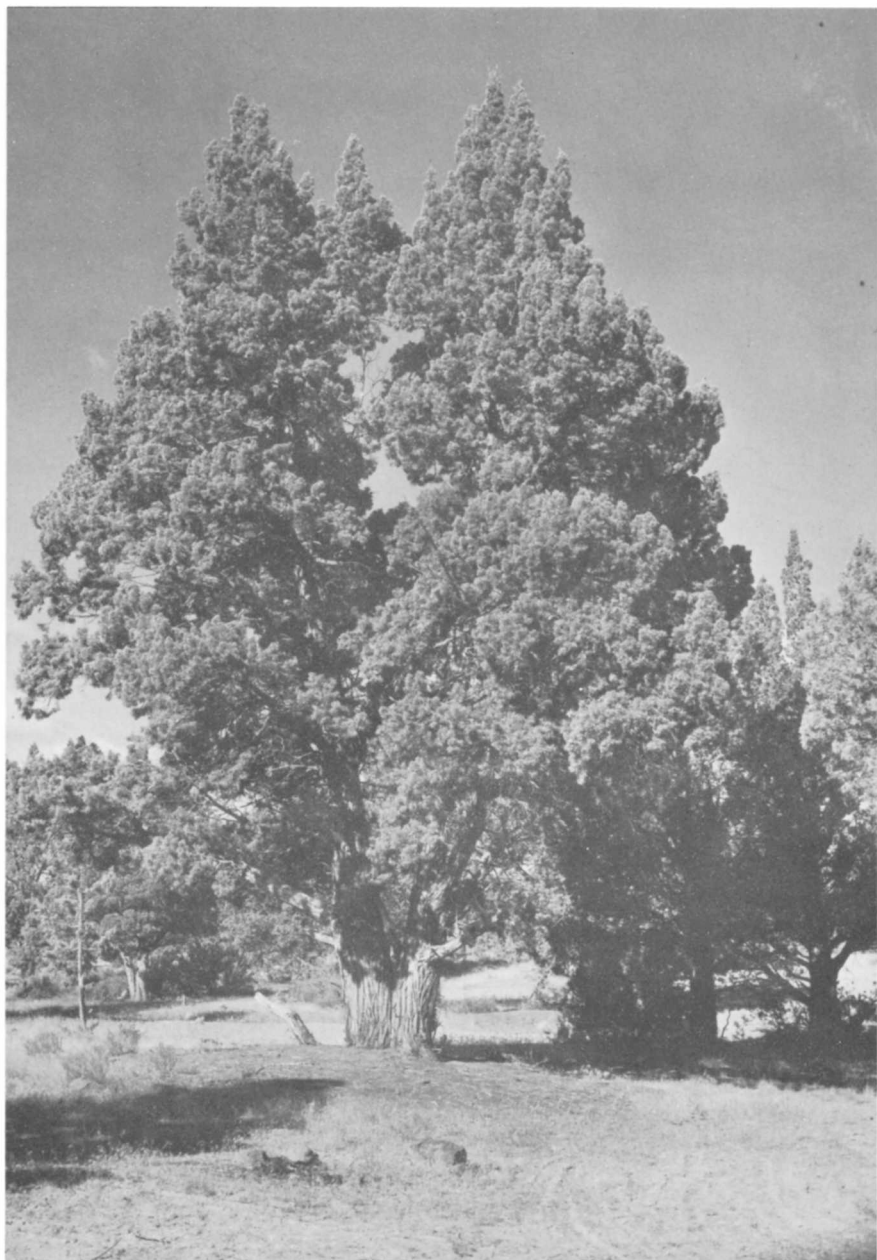
Cline Falls State Park—Picnic facilities along the river.

Collier Memorial State Park—Spring Creek below highway bridge.

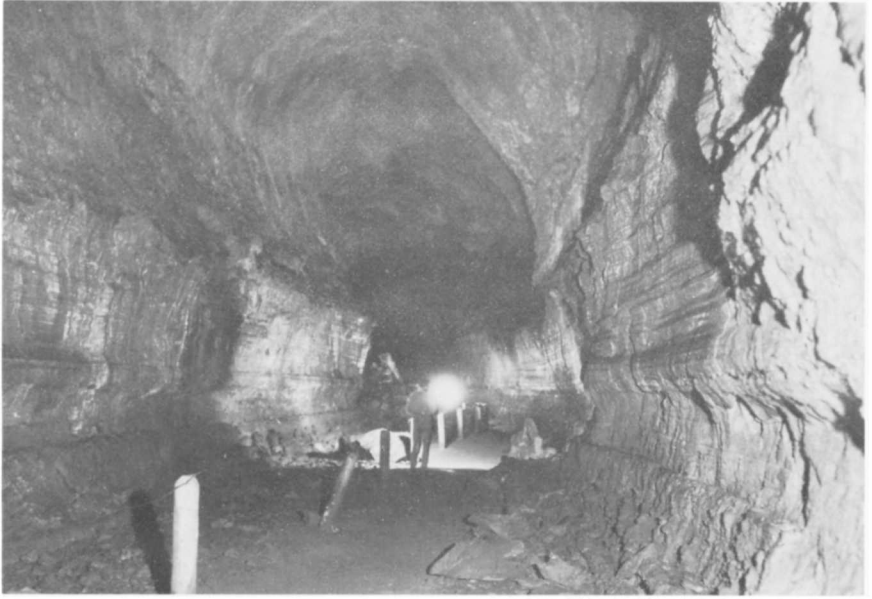




Redmond-Bend Juniper Wayside.



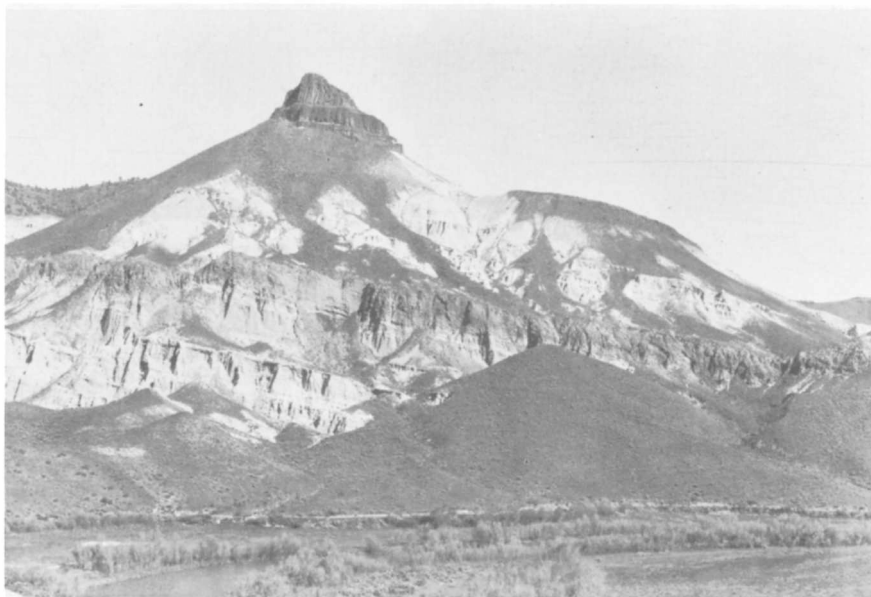
Redmond-Bend Juniper Wayside—Typical Western juniper.



Lava River Caves State Park—Cave showing lava markings and guide cable.

Painted Hills State Park—Showing alternate layers of colored material.





Thomas Condon-John Day Fossil Beds State Park—Sheep Rock.

Collier Memorial State Park—Showing large logging wheel marker.

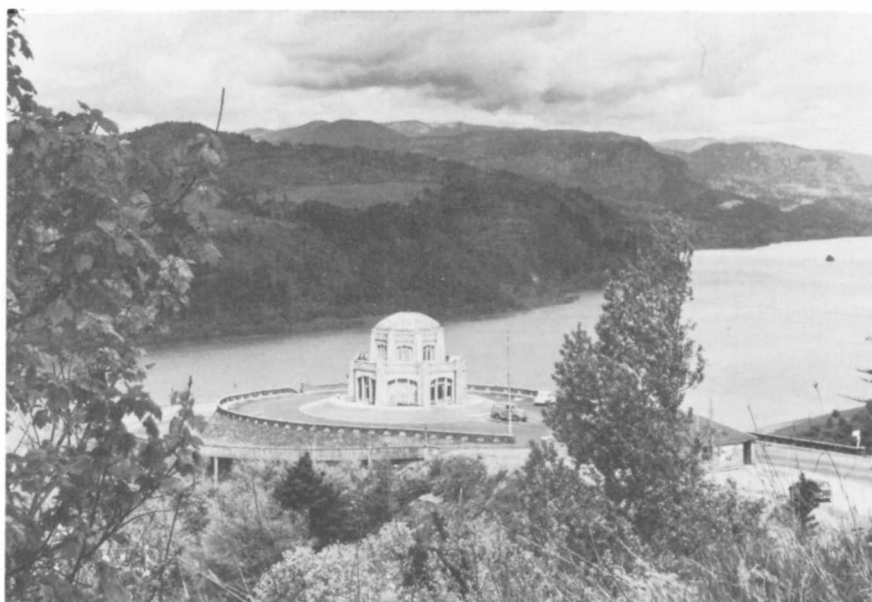




Collier Memorial State Park—Ancient steam locomotives.

Rooster Rock State Park—Swimming beach and Columbia River.





*Crown Point State Park—Vista House on brow of
Columbia River Canyon.*

Koberg Beach Wayside.



north and east sides—adjoin the city of Delake. The area is approximately 250 feet east of U. S. Highway 101 and can be reached via Lake Drive. It is near the lake and approximately one-quarter mile distant from the ocean.

The first acquisition for the park was a gift of 29.10 acres from the city of Delake on September 3, 1957. An adjoining 1.24-acre tract and an additional 0.16-acre lot located on the north side of Lake Drive were purchased in 1957. The last above-mentioned tract was given to the city of Oceanlake in 1961 for use in connection with the disposal plant. The net acreage in this portion of the park was 30.34 acres at the close of 1963.

The northern half of the area is covered with shore pine, alder, crab apple, etc. The southern portion is quite low, just slightly higher than the lake level. It is covered with reeds. A house located near the entrance road on this parcel is being used as a park ranger's cottage.

Drainage from a stream in the northernmost corner of the park was undesirable. This drainage was diverted and the low places filled in order to stabilize the soil. The small area in the stream bed north of Lake Drive was acquired on which to place a drainage pipeline and a sewer line between the park disposal system and Oceanlake's sewage treatment plant. An agreement with the city of Oceanlake for treatment of park sewage was entered into on December 12, 1960.

Improvements in this portion of the park are an overnight camp containing 97 tent and trailer spaces, tables, benches and sanitary facilities with showers and trailer sanitary hookups. Water is obtained from the city of Delake at the usual rates.

The park name was taken from the lake on which the park is located. The lake was named Devil's Lake because of an Indian legend which is to the effect that a giant fish or marine monster lived in the lake and occasionally came to the surface to attack some hapless native.

Overnight use in 1963 was 30,630 campers. Picnicking is not permitted in this area.

Agreements as follows affect this area:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Term</i>
Letter	3-21-58	Taft-Nelscott Water Dist.—water line	Annual
1979	12-12-60	City of Oceanlake—sewage disposal	"

Day Use Area

Devil's Lake Day Use Area is located on the south shore of the lake, approximately one mile east of U. S. Highway 101 on East Devil's Lake county road.

The first acquisition for this portion of the park was 6.20 acres purchased from J. L. and Hilda Holton on November 13, 1957. Additional lands have been added and the area contains 79 acres as of the close of 1963.

Tree cover on this portion of the park is sparse. It is principally Sitka spruce, alder and salal. Lake tules grow in a shallow, 800-foot wide arm of the lake on the westerly side of the park. A smaller arm of the lake extends southward approximately 500 feet near the east line of the park. The land between these two arms is good, sandy soil and the park is developed on it.

An interesting feature of this portion of the park is the view to the

north and east of the beautiful lake and the evergreen hillside as a background.

Improvements consist of an entrance road, car parking area, picnic facilities, sanitary facilities, electric stove shelter and a water system.

Day visitors during 1963 totaled 13,072. Overnight camping is not permitted in this area.

Permits as follows affect this area:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Term</i>
2117	7- 2-59	Pacific Power & Light—electric service	Indefinite
2108	6-29-59	Delake Water District	"
2108	11- 4-60	Delake Water District—change in rate	"

Devil's Punch Bowl State Park

Devil's Punch Bowl State Park is located on a point of land jutting into the ocean immediately west of the community of Otter Rock in Lincoln County. It is about eight miles north of the city of Newport and approximately one-quarter mile west of U. S. Highway 101.

The first acquisition for this park was 4.25 acres given to the state in 1929 by F. W. and Caroline P. Leadbetter of Portland. In 1935 the state purchased 0.19 of an acre adjoining the original tract. An additional 0.90 of an acre was donated to the state in 1952 by the Leadbetter estate. As of December 31, 1963, the park contains 5.34 acres, or all of the land which controls the view of Devil's Punch Bowl.

The area is essentially a viewpoint, particularly the southwest corner. It contains an unusual, yet very interesting feature—one from which the park name was taken. This special attraction is a large hole, or cavern, shaped like a punch bowl. There are two tunnel entrances into this bowl through which the wave action causes the water to flow in and out making a reverberating, thunder-like sound. The opening has been fenced to prevent accidents.

The entrance road into the park was made a State Secondary Highway in 1932.

The Civilian Conservation Corps constructed a water system for this park. They built a large concrete storage tank and piped water from a large spring at the edge of the old highway. Other improvements by the Corps are stone sanitary facility, trails, stoves, tables and a fence along the north, west and south sides of the park to prevent accidents.

Day visitors at Devil's Punch Bowl during 1963 totaled 228,528. Overnight camping facilities have not been provided.

Dyer Wayside

Dyer Wayside is located on the John Day Highway, approximately 10 miles south of the city of Condon in Gilliam County.

This wayside lies in Patill Canyon along a branch of Thirty Mile Creek. The deep, narrow canyon cuts through a thick layer of basalt rock, leaving vertical walls with an occasional accumulation of talus.

The park area contains only 0.6 of an acre and occupies all of the available space in the small narrow gorge. The land was a gift in 1931 from J. W. Dyer of Mayville and the area was named for him.

Providing pure water for this picnic area was a problem. A good spring on the property was used for many years, but sheep and cattle

being driven through the narrow gorge would break down the fences and pollute the water by their presence in the area. A new source of water was found in 1950 from a spring approximately 520 feet southeast of the park. Permit 20479 was issued by the State Engineer for use of .02 c.f.s. of water from this unnamed spring in Ramsey Canyon.

Improvements at this wayside are fences, tables, stoves and basic sanitary facilities. A car parking area was provided by widening the highway shoulder.

Realignment of the highway in 1963 took the entire area and eliminated the wayside.

Ecola State Park

Ecola State Park is located off U. S. Highway 101, along the Pacific Ocean, adjoining the northern boundary of the city of Cannon Beach in Clatsop County. The park extends along the ocean shore line a distance of approximately six miles. It includes the most westerly promontory in Clatsop County, known as Tillamook Head, and two other view points—Ecola and Indian Points.

The first land acquired for this park was 451.18 acres in 1932 from Ecola Point and Indian Beach Corporation. Rodney Glisan, Florence Minott, Caroline W. and Louise Flanders donated their one-half interest in the property. The other one-half interest was purchased from Allen Lewis at a price of \$17,500. Land for a trail over Tillamook Head was acquired, without cost, in December, 1947, by three easements as follows: 7.05 acres from Ida Fleming, 15 acres from Angora Club of Astoria and 1.95 acres from A. W. Kendall. A tract, containing 109.39 acres, was acquired from the U. S. Government Land Office on July 20, 1942, at a cost of \$1.25 per acre. Another tract of 80.62 acres, including the summit of Tillamook Head, was purchased from the government for \$2,195, only 50% of the appraised value. Clatsop County presented 112.80 acres to the state in 1948, and three parcels of land totaling 329 acres were purchased from Crown Zellerbach Corporation in 1940, 1948 and 1954, respectively, making an aggregate of 1,106.99 acres in the park as of the close of 1963.

The land is covered with a heavy growth of timber and brush indigenous to the Oregon country. Tillamook Head contains a heavy stand of old growth fir trees.

The terrain is generally rolling to steep. Land fronting on the ocean is steep and shows signs of slides. The portion on which the use area was located moved oceanward in early 1961, causing loss of facilities, roads and parking area.

The name Ecola is a part of the name of the corporation owning the land comprising the first acquisition for the park—Ecola Point and Indian Beach Corporation. However, Lewis A. McArthur in *Oregon Geographic Names* says, Captain William Clark on January 8, 1806, called the stream, now known as Elk Creek at Cannon Beach, Ecola or Whale Creek, but both names fell into disuse. Sometime prior to 1900 a promontory at the south edge of the park was named Ecola Point. He also states that a post office located at the mouth of Elk Creek was named Ecola in 1910, but the name was changed to Cannon Beach in 1922 because of confusion with Eola. The name Ecola came from the Chinook Indian word *ekoli* meaning whale. These reasons suggested the name Ecola, therefore the name Ecola was adopted for the park.

For many years a herd of Roosevelt elk as well as many deer have roamed through the park and the surrounding country with little fear.

Tillamook Head is one of the outstanding promontories of the Oregon coast line. Ocean views from several points in the park are superb. Sea Lion Rock, one of the many jagged rocks to dot the shoreline, is located one-half mile offshore and is a natural resting place for sea lions and shore birds. It is sometimes referred to as Arch Rock because of its shape. The setting sun lends an atmosphere of enchantment for the evening visitor.

The first real work in improving the park for public use was by the Civilian Conservation Corps. Starting in October, 1934, a camp for 200 men was established. The men located property lines and constructed roads, trails, car parking area, fire guards, camp buildings, caretaker's cottage and viewpoints. This was followed by a project under SERA doing similar work. Later, the roads were widened, car parking areas extended, picnic area enlarged and the water system improved to supply additional water.

The timber on the 1961 slide area was sold and the land drained. Because of the slide, the park was closed. It was opened for partial use in 1963.

A plaque was installed in Ecola Park to honor the donors of the land first acquired. However, the slide of 1961 damaged the base but the plaque itself was saved and is now in storage waiting to be relocated in the park. A rustic type sign giving information about Ecola and Oregon history was placed along Highway 101 about 300 feet south of the Cannon Beach junction. Still another rustic sign and a likeness of the cannon to which it has reference are located along Highway 101 at mile post 34.4.

Tillamook Lighthouse, located on an offshore rock, can be seen from the several viewpoints. The Corps of Engineers built a temporary road to Tillamook Head in 1944 and leased 25 acres on Tillamook Head for radar purposes during the war.

The boys from MacLaren School at Woodburn did cleanup jobs in the park, built trails to the beach at Indian Creek and improved existing trails. They started work in 1953 and continued till 1956.

A new road from the park use area to Indian Creek was constructed in 1954 after abandoning the old road. This project made a direct route from the park use area to Indian Creek and Tillamook Head.

A small overnight camp was placed in the park in 1953 but was abandoned in 1954 because of the objection by the donors, the Flander sisters, who thought it was not in accordance with their gift.

Day use at Ecola in 1963 was 177,052 visitors.

Permits as follows affect the park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
	3-24-41	Vernon William—pipeline across entrance road	
P 492	5-29-46	Crown Zellerbach Corp—Water line, easement to state	
	10-30-43	U. S. Coast Guard—telephone line	Indefinite
11596	2-26-35	Water right 0.03 c.f.s. water	
16921	3- 7-46	Water right 0.06 c.f.s. water	

Elk Creek Tunnel Wayside

Elk Creek Tunnel Wayside is located on the ridge at Elk Creek tunnel, three miles east of Elkton on Highway 38 in Douglas County.

The 200-acre tract was first leased from the federal government in October, 1932. Later, at the suggestion of the Highway Commission, negotiations were carried on by Douglas County to exchange county property for the desired federal O. & C. land. The tract was then purchased from Douglas County in April, 1947, at a price of \$3,047.20.

The above-cited method of handling the exchange was necessary because of the federal law relative to disposal of O. & C. lands. In substance, the law required that lands in the same county and of equal value be exchanged for the desired tract. At that time the state owned no land in Douglas County.

This property was acquired to protect the entrances to the tunnel from undesirable developments and to preserve the natural aspects of the approaches and the ridge through which the roadway passes.

No active use is made of the area.

Elliott R. Corbett II Memorial State Park

Elliott R. Corbett II Memorial State Park is a pristine area located in Jefferson County near its western edge. It is off U. S. Highway 20 a short distance east of the summit of the Cascade mountain range. The park includes the southerly portion of Blue Lake located approximately one-half mile west of Suttle Lake.

The entire 63.01-acre park was donated by Henry L. and Gretchen Corbett of Portland as a memorial to their son, Elliott II, who was lost in action during World War II. The gift was in two parcels, one given in 1953 and the other in 1954. It was stipulated that the area be named Elliott R. Corbett II Memorial State Park.

The land was given to the state with the understanding that basic facilities only would be constructed, together with a memorial marker. It was also understood that the park is to be preserved as a wilderness area. The Henry Corbetts gave \$2,000 to make the improvements in the park.

The old wagon road over the Cascade mountains passed through the park land. A small creek near the south side furnished drinking water and the nearby meadow land was used for overnight stays by the early-day wagon traveler. In later years, but prior to construction of the new road, it was used by a few of the hardy auto tourists.

The area is covered with lodgepole and ponderosa pine with a few lesser species of trees and shrubs found at that elevation. Deer are frequent visitors.

Only basic facilities have been provided, such as water, sanitary facilities, trails within the park and along the rim of the lake, and a good foot-trail from the road at the west end of Suttle Lake. The memorial plaque has been installed.

Use of the area has been small, probably by reason of the long trail to the facility. No count of visitors has been made as no adequate method of tabulating them has been found.

Ellmaker State Park

Ellmaker State Park is located on Highway 20, approximately one mile west of the community of Burnt Woods in the eastern part of Lincoln County.

The park land is cut by the highway and Tumtum River. A small stream from the northeast flows across the area to join the Tumtum River in almost the center of the park land.

The entire 80-acre park was given to the state for park purposes by Harlan D. Ellmaker on September 8, 1961. While Mr. Ellmaker often referred to this area as his "Garden of Eden," he asked that it be named Ellmaker Park.

The principal portion of the land is moderately level with some fringe areas extending onto the hills. A house, at one time Mr. Ellmaker's home, is located near the highway.

Approximately fifty percent of the area is suitable for cultivation and the remainder contains fir timber probably 30 years old.

The park has no development as of December 31, 1963.

Emigrant Hill Overlook Wayside

Emigrant Hill Overlook Wayside is located on the old Oregon Trail Highway near the top of Emigrant Hill in Umatilla County. It is approximately 14 miles east of Pendleton on the Umatilla Indian Reservation.

The 20.16-acre tract of land was obtained from an Indian allotment, a part of the Edgar Billy grant, in 1924, but the patent is dated September 6, 1940.

The land was obtained to provide a stopping place along the highway from which to view the checkerboard effect of the alternately cultivated and cropped lands over a broad area of Umatilla County.

A car parking area is the only development.

Little use is being made of the area now as the new highway, now Interstate 80N, has been constructed some distance to the west and south of this overlook.

Emigrant Springs State Park

Emigrant Springs State Park is located on what is seemingly the south side but actually the west side of the Old Oregon Trail, Interstate 80N, near the midway point between Pendleton and La Grande in Umatilla County.

The original tract of 14.10 acres was acquired by condemnation. The suit was instituted by Umatilla County Court and paid by the Highway Commission. The Court's award was \$2,500. This action was completed in October, 1924. Deed dated July 1, 1925, was from the Umatilla County Court.

A small additional area of 0.12 of an acre was purchased from L. L. Mann of Pendleton on May 22, 1926. This brought the total acreage in the park to 14.22 acres at the close of 1963.

Many park-minded people of the early twenties felt that this particular area on the Old Oregon Trail at the summit of the beautiful Blue Mountains should be in public ownership so that preservation of its historical and aesthetic values might be assured.

On March 27, 1925, the Highway Commission approved the request of Colonel F. V. Holman, President of Oregon Historical Society and a representative of the Sons and Daughters of the Oregon Pioneers, that the park be named Emigrant Springs. It was their feeling that this was an appropriate name for the historical place on the route of the Old Oregon Trail so popular as a watering and camping place for the many westward-bound wagon trains.

The area in general is covered with a good stand of yellow, ponderosa and lodgepole pine with the usual undergrowth of brush, etc. The abundance of rainfall in these mountains makes it possible to grow large green forest trees and many of the lesser varieties of natural cover. It is the first forest of evergreen trees seen by the early-day emigrants on their westward-bound trek. The color of this forest from a distance has a bluish cast, thereby suggesting Blue Mountains as a fitting name.

Two unsuccessful attempts were made by concessionaires to operate a store and lodging facility on this property during the initial years of state ownership. The park lodge, built in 1927 at a cost of \$19,314, burned in October, 1929. A replacement was constructed in 1930 at a cost of \$3,920.

The Civilian Conservation Corps constructed a camp in the park in 1934 and made some improvements. This work included constructing camp buildings, clearing away unnecessary brush, constructing park roads, trails and car parking areas, drilling a 6-inch well 370 feet deep, and constructing a day use area with three latrines, water system and sanitary disposal tanks.

After the Civilian Conservation Corps abandoned the camp, the buildings were used by the public for community activities and large picnic gatherings. One small building which had been used as an office was given to the Boy Scouts of Walla Walla. After a few years use it was abandoned and later removed.

New construction by the Parks and Recreation Division is a 50-unit overnight camp with 18 trailer sites and 32 tent sites. Up-to-date facilities were constructed and a new 8-inch well 295 feet deep was drilled. Additional facilities include coin-operated electric stoves with water heaters, covered with sturdy shelters. A new standard latrine was built in 1952. Public use of the sanitary facility in the park cottage was discontinued and that building was converted into a residence for the park ranger.

Day use at Emigrant Springs during 1963 totaled 136,920 visitors and overnight use totaled 14,915 campers.

The following permits and water rights affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
4472	10- 5-54	Eastern Oregon Elec Co-op— power line	Indefinite
4543	1-20-55	Eastern Oregon Elec Co-op— power line	"
7752	12-31-26	Water right—0.01 c.f.s.	Three small springs
Gr 2195	7-14-58	Water right—28 gal. per min.	6" well 370' deep
G 1847	6- 6-60 & 8-18-60	Water right—60 gal. per min.	8" well 295' deep

Erratic Rock Wayside

Erratic Rock Wayside is located north of Salmon River Highway in Yamhill County. Its location is further described as being approximately 1,100 feet north of the highway at a point six miles east of Sheridan.

The total acreage of 4.40 acres, including a strip of land 15 feet wide for a trail to the area, was purchased from Jacob and Anna Duerst and Marybelle and Lawrence Ramsby in 1956. Acquisition was at the sug-

gestion and insistence of the Geological Society of the Oregon County, the reason being that the large rock on the property, weighing possibly 40 tons, is not of local origin.

The Geological Society further believed that the large rock embedded in the hillside should be of great interest to the public, since it has no characteristics of any local stones or of any found within a range of several hundred miles from its present location, and is, therefore, termed an "erratic." Geologists believe it to have been rafted in ice during the ice age, possibly 20,000 years ago, from a point in Canada. At that time water covered the entire Willamette Valley. When the iceberg raft melted, the rock was deposited at its present resting place.

Other erratics have been found in the Willamette Valley, some at a much higher elevation than the one under discussion. These rocks show no wear from rolling or moving, giving proof to the accepted transportation theory.

The rock is on a barren point approximately 100 feet above the highway. An oil-surfaced trail was constructed from the old highway to the rock. The area was enclosed with a good fence. A geological marker was placed on a widened shoulder of the highway right of way.

The use of the area is small; therefore, no count has been made.

Evergreen Ranch Wayside

Evergreen Ranch Wayside is located on both sides of Crater Lake Highway approximately 13 miles east from Trail in Jackson County.

The lightly timbered, 40-acre tract was obtained by the Highway Commission in 1930 from Dunn & Baker, the contractors who built the original highway in about 1920. A source of suitable rock for road surfacing was found on this property in a cut next to the highway.

The land was used as a road foreman's headquarters during approximately the first fifteen years it was in state ownership. Then, in 1951 it was transferred to the Parks and Recreation Division. The rolling, timbered area has since been preserved for its scenic value to the traveler.

A ranch home on land adjoining the park boundary to the east was used as a highway stopping place for many years by travelers. It was named Evergreen Ranch and was well-known. Public use of the place, however, was discontinued prior to acquisition of the park property by the state. To properly identify the location of the wayside, the state named it Evergreen Ranch.

The original plan for this area was to combine it with Laurelhurst into one park. No active use of the land has been made.

Agreements as follows affect this wayside

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
1455	3-7-53	M. Bloomfield, C. H. Hickerson—pipe line	Perpetual

Farewell Bend State Park

Farewell Bend State Park is located in Baker County at the Baker-Malheur county line. It lies between the Oregon Trail Highway (Interstate 80N) and the Snake River on the shores of Brownlee Reservoir approximately four miles south of Huntington.

The first land for this park was a gift of 45.73 acres from the Idaho Power Company. Deed is dated November 28, 1958. An additional 3.57

acres was given by the Power Company in 1960. The state purchased in 1959 a 16-acre tract lying between the highway and the property given to the state by the Power Company. Total acreage in the park is 65.30 acres at the close of 1963.

A good crop of alfalfa and grass was growing on the land at the time the state acquired it.

The name Farewell Bend has a historical reference. The original route of the Old Oregon Trail left the beautiful Snake River at this point and started over the Blue Mountains. The river was never seen again by the pioneer on his westward journey. This evoked the thought that the pioneer said farewell to the river.

The terrain of this park is quite level and very suitable for park development.

The Idaho Power Company constructed a dam on the Snake River about 40 miles downstream from the park property. This dam impounds water in a lake which extends upstream past the park, furnishing a large body of water for recreational purposes. Fishing and boating are enjoyed as well as views of the scenic beauty of the deep, narrow canyon starting a short distance from the park. The water level in the lake remains constant during the recreational period, allowing for the greatest possible use by the park patrons.

Improvements at this park are an entrance road, car parking area, tree planting, trails, paved boat launching ramp 100 x 300 feet, swimming beach and day use area complete with water, tables and sanitary facilities. A concession to serve the boaters and other patrons of the park has been provided under an agreement with a concessionaire.

Attendance in 1963 was a total of 129,288 day visitors and 7,573 camper nights.

Permits and agreements as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
5595	8-17-59	Idaho Power Co—power line	Indefinite
5771	9- 8-60	Idaho Power Co—power line to trailer and building	"
2118	4-25-63	Idaho Power Co—power line to concession	4-25-73
2118	4-25-63	Idaho Power Co—adjustment of annual charge	4-25-73
2596	2-18-63	Bruce Kirkpatrick—boat concession	3-31-64

Fern Ridge State Park

Fern Ridge State Park is located on the shores of the lake formed by Fern Ridge Dam on Long Tom River west of Eugene in Lane County. It is composed of two areas known as Perkins Peninsula and Richardson Point.

Perkins Peninsula is approximately nine miles west of Eugene on the Eugene-Noti Highway. It is on a low peninsula jutting into the water at the southern end of the lake.

Richardson Point is about 17 miles west of Eugene at the northwest corner of the lake. It can be reached via Oregon Highway 220 to Elmira and then Territorial Road 200.

All of the land for the two areas was obtained from the Corps of Engineers under a lease agreement. The first lease was dated September 5, 1951, and covered 74 acres. However, this lease was revised on

September 3, 1959, to cover only 54 acres. It excluded land which was not particularly desirable for park purposes.

The Corps of Engineers named the lake Fern Ridge and the park was named for the lake. Perkins Peninsula and Richardson Point areas have been known for many years by these names.

The terrain at each area is generally level. It is sparsely covered with oak, fir and pine trees. Most of the fir and pine trees were planted by the park crew in 1954.

The most interesting feature of the park is the lake. The recreational features include fishing, boating, water sports and hiking. Many visitors enjoy the distant views of the gently rolling hills and fertile fields of the surrounding country.

All of the major facilities were constructed by the Corps of Engineers. These include the water system, sanitary facilities, tables, stoves, car parking areas, trails and boat launching ramps 20 x 100 feet with suitable floats at each area. The Parks and Recreation Division did the tree planting, the paving of the boat ramps and car parking areas, and improved and constructed some additional facilities, such as tables, stoves, kitchen shelter, etc.

Day visitors during 1963 totaled 178,952 at Perkins Peninsula and 145,160 at Richardson Point. Overnight use is not permitted.

An agreement with the Department of the Army dated September 5, 1951, for a period of 25 years, gives the State Parks and Recreation Division permission to administer this land.

Floras Lake State Park

Floras Lake State Park is located west of U. S. Highway 101, approximately four miles southwest of the community of Langlois in northern Curry County. The park land borders the southwestern tip of Floras Lake for about one-half mile and has a two and one-half mile frontage on the ocean.

The first land for this park was 1,397.91 acres purchased from the Blacklock Sandstone Company of San Francisco on February 5, 1943, at a cost of \$3,641. Another tract of 43 acres, completely surrounded by park land, was acquired in 1954 by an exchange of 21.76 acres from the southwest corner of the park land. An additional five acres were added in 1962 and further negotiations in 1963 resulted in the purchase of an additional 39.30 acres on April 2, 1963, from Genevieve R. Stewart, making a total of 1,463.45 acres in the park at the close of 1963.

A period of seven years was consumed in negotiating for the initial parcel of land. During that time the price was reduced from \$20,000 to \$3,641, which included approximately \$2,900 in back taxes and \$700 in miscellaneous costs. It is quite evident that the firm did not gain financially in the transaction.

The area was known for many years as Newburgh State Park. That name was used because Henry Newburgh, Secretary of the Blacklock Sandstone Company, was instrumental in the transaction whereby the state acquired the initial tract of land. The name was changed to Floras Lake State Park on April 3, 1962. Floras Creek flows into the ocean near the lake.

The terrain is generally level, in excess of the 100-foot elevation, with abrupt, steep slopes to the ocean. West of Floras Lake there is a gulch which runs in a northwesterly direction to the beach. The lake

drains to the north, back of a sand dune and then empties into the ocean.

The entire area, outside of the flight strip, is covered with shore pine and the usual salal and huckleberry brush.

Approximately 560 acres, located in the southeasterly part of the park, were leased to Curry County on July 7, 1943. The lease is for a period of 25 years and will expire on July 6, 1968. Curry County sub-leased part of this land to the Civil Aeronautics Administration as the Navy wished to build an airport on the property. When the war ended, the government relinquished its lease with Curry County but the lease from the state to the county remains in effect. The air strip and entrance road were constructed in 1943-44.

No active use is being made of the park.

Permits as follows affect the park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
	10-31-45	U. S. Coast Guard—telephone line	Indefinite
744	7- 7-43	Curry County—land for air strip	7-6-68
798	5-29-62	U. S. Army—survey	

Fogarty Creek State Park

Fogarty Creek State Park is located on both sides of Oregon Coast Highway 101 where Fogarty Creek flows into the ocean, approximately 16 miles north of the city of Newport in Lincoln County.

The first acquisition for this enchanting picnic area was 34.40 acres purchased from Kina Ross on December 21, 1954. Additional areas were purchased from time to time until the park has 104.04 acres of land as of December 31, 1963.

Fogarty Creek Park was named for the stream which flows lazily through the property the entire length of the park. The stream was named to honor John Fogarty, a former Lincoln County Judge.

Acquisition was principally for use as an ocean beach park. The beach area had been used by the public as a park for many years prior to acquisition of the land by the state.

A road easement through the park was held by Fred H. and Edna Taylor for access to their property, the E½ of SW¼ NW¼ of Section 33, Township 8 South, Range 11 West. It was given to the state in exchange for a strip along the south edge of the park land.

The old highway was abandoned and is now used as an entrance road into the park.

Fogarty Creek Park contains all of the land in the floor of the gulch through which the stream flows and the slopes on the west and north sides. It is well protected from the strong ocean winds. The tree cover consists of alder, spruce, shore pine and a few hemlock.

The land along the stream is low and required draining and leveling to make it usable. The elevation is about 15 feet—high enough to permit drainage.

The boys from MacLaren School assisted in the original development of the area, clearing away the brush and logs, draining the land, etc.

Other improvements consist of draining and filling low areas, clearing away all unnecessary trees, stumps and logs, constructing sanitary facilities, water system, trails to the beach, etc., stream protection against wave action, a large area for car parking, improved entrance road, picnic tables, electric stoves and power lines.

The beach, a wide, smooth portion of a long, interesting shoreline, is suitable for sun bathing, hiking and fishing. The broad expanse of ocean offers many interesting views.

Day use at this picnic area is approximately 184,000 visitors annually. Provisions for overnight camping have not been made at Fogarty.

Permits and agreements as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
P-634	4-23-56	Fred H. & Edna Taylor—road	Indefinite
1773 & 4867	7-30-56	Central Lincoln PUD—Electric line and service	"
4579	3-17-55	Pacific Tel. & Tel. Co.—line	"
620	12-11-59	A. J. Druhl—road (Transferred to J. H. Miesen)	12-1-63

Fort Rock State Monument

Fort Rock State Monument is located near the community by the same name. It is in the northwesterly part of Lake County, on a county road seven miles east of Fremont Highway 31, and 38 miles southeast of the city of Lapine.

The entire park area of 190 acres was obtained in 1962. The first was a gift of 30 acres from Reuben A. and Norma Long, who were early advocates of the establishment of a park at the site. The other was a gift of 160 acres with the usual 25-year reversionary clause from the Bureau of Land Management, first obtained by Lake County and then transferred to the state for use as a historical monument.

The supposed fort, remnants of an ancient volcanic crater, is about one-third of a mile across and lies in a somewhat crescent shape. One side of the fort is open and can be entered by car. The high side may be as much as 325 feet above the floor of the plain on which it stands, according to McArthur in *Oregon Geographic Names*. McArthur also says, "It has perpendicular cliffs 200 feet high in places." The old fort is a unique, picturesque monolith and an old landmark in the area. It can be seen for miles in all directions as it stands alone on the valley plain. The surrounding country is barren of trees but has an abundant growth of sagebrush.

There are a number of caves in the vicinity of Fort Rock, formed by volcanic action and in which has been found evidence of early habitation by man. Carbon tests of the artifacts found show them to be about 10,000 years old.

The Highway Commission approved the name of Fort Rock State Monument for the area on June 29, 1962.

Improvements are picnic facilities only and consist of a car parking area, sanitary facilities, tables and stoves.

No active use has been made of the area; therefore, there is no record of visitors for the year 1963.

Fort Stevens State Park

Fort Stevens State Park is located in the northwest corner of the state, off U. S. Highway 101 approximately 13½ miles west of Astoria in Clatsop County. It adjoins the south end of the old Fort Stevens Military Reservation at the mouth of the Columbia River.

The entire 792.70-acre park, including a strip of land 500 feet wide to the beach, was given to the state by the Clatsop County Court. One parcel of 788 acres was a gift in 1955 and the other 4.70 acres was a gift in 1960.

The area was named Fort Stevens State Park for the adjoining historical military reservation and because the area was well known by that name. Clatsop County had previously made a small development on the north end of Coffenbury Lake and named it Fort Stevens Park.

Among the interesting features of the park are several long, shallow lakes suitable for boating, fishing and swimming; the remains of the old British sailing ship *Peter Iredale* which went ashore in 1906; the long, broad ocean beach extending north to the Columbia River jetty and south to Gearhart; and the old historic Fort Stevens Military Reservation with its shore gun batteries.

The park land has a new growth of many varieties of trees, most of which were planted by the Civilian Conservation Corps in the early thirties. These plantings have reached as much as 30 feet high. Dune grass and small trees were planted in the area west of the park.

Developments at the park include a complete overnight camp area of 380 units, containing 119 trailer sites and 261 tent spaces with the necessary conveniences, a group camp area suitable for 200 people, a large day use area including tables, stoves and sanitary facilities, two swimming beaches with protective log booms outlining a safe water depth and serving as a protection against motor boats and other watercraft, an entrance road to the park, roads to the ocean beach and to the park developments, and suitable car parking areas at the day use area and near the beach. A boat launching ramp, 33 x 40 feet, was constructed on Coffenbury Lake. Another boat ramp in the park, 18 x 75 feet, is located on Crabapple Lake and still another, 9 x 84 feet, was built on Creep and Crawl Lake.

An attempt was made in 1957 to obtain Battery Russell, a part of the old Fort Stevens Military Reservation. It was unsuccessful because of federal complications relating to the deeding of the area to the State Game Commission. The Game Commission was willing to dispose of the area or lease it to the state.

Provisions were made in 1958 for a concession to operate in the picnic area on the east side of Coffenbury Lake. It was unsuccessful and the operator gave it up at the end of the 1960 season.

A claim was made in 1960 for the remains of the *Peter Iredale* wreckage by a Mr. Caldwell on behalf of a Mr. Hendricks who claimed to be the owner. The claim was never followed up in any way.

Some difficulties were encountered at the water sports areas between fishermen, swimmers and motor boaters. They were reasonably controlled by regulations.

Park usage in 1963 was 399,958 day visitors and 102,767 overnight campers.

Gangloff Wayside

Gangloff Wayside is located on the Oregon Trail Highway and adjoins the western edge of the city of La Grande in Union County.

The 2.49-acre tract was a gift to the state in 1924 from Mrs. Mary T. Foley as a monument to the pioneers of Union County. She requested that the area be named Gangloff and the Commission approved.

Mary Foley, according to information from Charles Reynolds of

La Grande, was a daughter of Augustine Gangloff, an emigrant from Alsace-Lorraine, who, as a lad, migrated to the United States and came to Western Oregon via the Oregon Trail. After having lived for several years at various places on the coast, Augustine Gangloff married in 1863, and with his wife, Anna, homesteaded 160 acres of land in the Grande Ronde Valley in 1864. Part of this homestead is now Gangloff Wayside and the rest of it is a part of the city of La Grande.

The Gangloffs built a log cabin on this homestead, raised livestock, planted an orchard and started the first nursery in the valley. Many of the present orchards came from this nursery. Early settlers who traveled the Oregon Trail passed this orchard and carried with them pleasant memories of its beauty and the fruit it bore.

For many years prior to state ownership of the land, the area had been used as an overlook or a point from which the traveler could view the beautiful Grande Ronde Valley and a portion of the thriving city of La Grande. It still serves the same purpose.

A bronze plaque on a large basalt stone was placed near the center of the wayside at the widest place in the parking area. It bears the following inscription:

GANGLOFF PARK. Dedicated
to the pioneers of Union County
by Mrs. J. E. Foley, 1924.

Use of the overlook has been heavy. No record of the number of visitors has been made as traffic is not channeled and therefore very difficult to count.

Gearhart Ocean Wayside

Gearhart Ocean Wayside is beach land located between the Pacific Ocean and the city of Gearhart in Clatsop County.

The entire area of 286.06 acres was purchased in 1939 from the Gearhart Park Company. It is tideland extending from Necanicum River north a distance of nearly two miles. It is the ocean front of the platted city of Gearhart.

Acquisition was to preserve the beach for public use. Its location is indicative of its name.

No record has been made of the attendance at this area.

Geisel Monument Wayside

Geisel Monument Wayside is located on U. S. Highway 101, five miles north of Wedderburn in Curry County.

The initial acquisition for this wayside was a gift of 2.15 acres from the Macleay Estate Company on December 24, 1930. An adjoining area of 1.90 acres was given to the state on January 6, 1931, by F. B. and Martha Postel. Total acreage in the wayside is 4.05 acres as of the close of 1963.

This wayside contains the graves of an Oregon pioneer, John Geisel, his wife and family. John Geisel and his three sons were massacred by the Indians in 1856 and McArthur in *Oregon Geographic Names* has this to say, "The Geisel massacre was the outstanding tragedy in the early history of Curry County."

The graves are marked with a monument and surrounded by an ornamental iron fence. A granite shaft is inscribed as follows:

“Sacred to the memory of John Geisel, also his three sons, John, Henry, and Andrew who were massacred by the Indians, February 22 A.D., 1856, ages respectively 45, 9, 7, and 5. Also wife and mother died September 20, 1899, age 75 years.”

Day visitors at this historical landmark totaled 11,919 during 1962. No count was made in 1963.

Permits as follows affect this wayside:

Number	Date	Name	Expiration
3292	2-3-50	Coos-Curry Electric Co-op.—power line	Indefinite

George W. Joseph State Park

George W. Joseph State Park is located in the scenic Columbia River Gorge, south of the old Columbia River Highway and five miles west of the community of Bridal Veil in Multnomah County.

The first acquisition for this park was 40 acres on September 11, 1934, a generous gift from George W. Joseph and his mother, Bertha L. Joseph. Another gift of 40 acres from the Josephs was received in 1942. The park was enlarged by purchase of an additional 70.12 acres from Multnomah County on February 5, 1959, increasing the park acreage to an aggregate total of 150.12 acres as of the close of 1963.

The Highway Commission decided that the Joseph family should be honored for these gifts, therefore the park was named George W. Joseph State Park.

A good stand of fir and maple trees on the property provides an area of dense shade, never touched by the rays of the sun, which is so ideal for a lush growth of sword fern, moss and other ground covers of a lichenous nature. This dell-like area is only a small part of the proposed acquisition to preserve the beautiful, pristine appearance of the Columbia River Gorge first suggested by the late Sam H. Boardman and later a project of the Columbia River Gorge Commission. Immediately north of this park land lies the Guy W. Talbot State Park and, insofar as use and the public are concerned, they are considered as one very interesting area.

Development at George W. Joseph Park consists of trails only, from which visitors may view nature's unusual display of shade-loving plants.

A separate record of park attendance has not been kept for Joseph Park.

Golden and Silver Falls State Park

Golden and Silver Falls State Park is located five miles beyond the end of Coos River Secondary Highway, about 24 miles northeast from Coos Bay in Coos County.

Preservation of the extraordinary stand of Douglas fir trees surrounding the two beautiful waterfalls was the motive for acquisition of the park.

The first land acquired was 112 acres, the Golden Falls area, from

the Waterford Lumber Company on June 29, 1936, after Coos County made the road from Coos Bay toward the falls a secondary highway and the state agreed to spend \$10,000 for improvement of the road. Two gifts from Coos County were made by deeds dated September 7, 1938, for 17.27 acres, the Silver Falls area, and May 11, 1955, for 28 acres, a timbered area, making a total of 157.27 acres for the park.

The park was named for the two falls within its boundaries, one on Silver Creek and the other on Glenn Creek. McArthur's *Oregon Geographic Names* says that Golden Falls was named to honor Dr. C. B. Golden, first Grand Chancellor of the Knights of Pythias of Oregon, one of the first visitors to the falls, and that Silver Falls was named in contradistinction to Golden Falls.

Much of the charm of this park lies in the canyon with the unusual falls on each creek and the thick stand of Douglas fir timber which not only surrounds the falls but covers the adjoining canyon walls in all directions.

The matter of improving the road for log-hauling purposes occupied the attention of the Commission from 1935 to 1940. The problem was solved by extending the secondary highway toward the falls and doing some improving. Rebuilding the steep, narrow and tortuous portion around the falls, after the bridge on Silver Creek collapsed, was discussed for two years, ending in 1959. The road was never rebuilt.

A bronze plaque was installed in the Silver Falls section of this park near the terminus of the trail to the falls in recognition of the generosity of the Weyerhaeuser Timber Company when giving the area to Coos County on August 14, 1935.

Improvements in the park consist of trails to the falls and a picnic area with the usual tables, fireplaces and sanitary facilities. A part of the work was done by the Civilian Conservation Corps in the mid-thirties.

Day use of the park in 1962 totaled 4,941 visitors. No count was made in 1963.

Governor Patterson Memorial State Park

Governor Patterson Memorial State Park is located on U. S. Highway 101, approximately 1½ miles south of Waldport in Lincoln County. It includes all of the land between the highway and the ocean for a distance of approximately one mile.

The first acquisition for this memorial park was 9.40 acres in 1931. It was purchased as a memorial to the late Governor Isaac L. Patterson, to preserve the pristine appearance of the area with its shore pine and other native growth, and to provide a picnic area in the vicinity of the north end of the park land. The four deeds conveying this land to the state are as follows:

Mary E. Patterson, a widow, one-third interest	\$313.33
Marion W. Donaldson, a widow, one-third interest	313.33
La Vena Bennett, unmarried, one-sixth interest	156.67
Walter Bennett and Marie Bennett, husband and wife, one-sixth interest	156.67
Total	\$940.00

Two small contiguous tracts were purchased in 1945 and 1946, which increased the park acreage to 10.23 acres.

The area was named to honor Oregon's former Governor Isaac L. Patterson who died in office. This is believed to be justifiable even though it is in direct opposition to the plan presented by the first Park Committee and adopted by the Commission on April 19, 1926.

Governor Patterson was a strong believer in preservation of scenic areas for the enjoyment of the public and future generations. He strongly advocated expansion of park development. He was first to appoint a Park Commission—although it was short lived—and his interests and actions placed emphasis on the matter of stepping up the acquisition of land and broadening the park idea, eventually leading to a park system comparable to any in the nation.

The use area of this park is mostly level with a good, natural stand of indigenous evergreen trees. The long, wide, hard, sandy beach has proved to be of great interest to the park patrons.

Improvements are for day use purposes, consisting of car parking area, entrance road, trails, tables, stoves and sanitary facilities. Water was obtained from the local water district.

Park usage in 1963 totaled 85,143 day visitors.

Guy W. Talbot State Park

Guy W. Talbot State Park is located in the scenic Columbia River Gorge, on both sides of the old Columbia River Highway approximately five miles west of the community of Bridal Veil in Multnomah County.

A gift of 125 acres from Guy W. and Geraldine W. Talbot on March 9, 1929, was the beginning of this enjoyable park area. This parcel of land has the distinction of being the first tract in Multnomah County to be obtained for a state park. Multnomah County donated 62.75 acres on November 13, 1935. The purchase of five additional areas has increased the acreage in Talbot Park to 241.23 acres as of the close of 1963. The last parcel of land added to this park was the B. B. Bennett property, for which negotiations were started in 1944 and not completed until 1959. This acquisition placed the impressive Latourell Falls and the lively stream below the falls entirely on state-owned land.

Preservation of the natural beauty and scenic features of the Columbia River Gorge is the reason for acquiring this land.

A plaque to the memory of Mr. and Mrs. Guy W. Talbot was placed near the use area in 1938 by their friends. Another plaque, on the county road near the northeast corner of the picnic area, was installed by the Bridal Veil Pioneer Association in 1941 as a memorial to Bridal Veil Pioneers. The park was named Guy W. Talbot to honor the Talbot family.

Improvements by the state and the Civilian Conservation Corps at this park are a car parking area, picnic area, tables, stoves, water, trails, two cottages and sanitary facilities.

The 1963 attendance was 52,072 day visitors.

Permits as follows affect the Guy W. Talbot park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Termination</i>
8176	7-19-40	B. L. & Geo. W. Joseph, Jr.— pipeline	Indefinite

H. B. Van Duzer Forest Corridor Wayside

H. B. Van Duzer Forest Corridor Wayside consists of two sections located along both sides of State Highway 18 in Polk, Tillamook and Lincoln Counties. One section begins at Rogue River and continues westerly a distance of 4.1 miles to a point 1½ miles east of the summit of the Coast Range of mountains. The other section begins at the summit of the Coast Range and runs westerly a distance of 6.8 miles to the first private development. The corridor varies in width from 400 to 2,000 feet from the center line of the highway.

Acquisition was principally to preserve the natural stand of fir timber for the enjoyment of the traveler. This particular stand of timber is especially interesting because it is one of the few remaining stands of native timber along Oregon's highways outside of U. S. Forests.

The suggestion to acquire and preserve the wayside came in 1932 from the Oceanlake Chamber of Commerce. The first area was 37.47 acres acquired in 1935. The land was not all obtained until 1963. The long acquisition period was necessary because of cost in relation to available funds for such purposes, combined with the information that a bill before Congress was intended to make funds available for such purposes. The bill failed to pass.

A total of 1,511.45 acres comprised the wayside at the close of 1963.

The Highway Commission believed in early 1939 that it was appropriate to name some area to honor H. B. Van Duzer, a former Highway Commission Chairman and an active and ardent contender that outstanding timber waysides should be preserved so future generations might see a sample of what much of Western Oregon possessed before its landscape was altered by man. The Highway Commission believed this area appropriate to honor such an individual and, therefore, named it H. B. Van Duzer Forest Corridor Wayside.

In 1939 the Commission approved a conditional sale of 1.8 acres of land to the State Board of Forestry for a fireguard station. The station is located approximately 1½ miles west of the summit of the Coast Range.

The U. S. Army from Camp Adair made use of the wayside for field experiences in 1943.

Winter winds have caused considerable damage, resulting in loss of many trees throughout the years. These trees have been promptly sold to the highest bidders at prices ranging from \$3 to \$23.50 per thousand.

There were several timber trespasses in the early 1950's and all offenders were dealt with according to the law. One trespasser paid \$7,678. Such action seemed to curb the practice as there has been no trespass in recent years.

Many permits have been issued for roads across the Corridor to adjoining lands, a few of which were detailed in the deeds at the time the land was acquired. One permit for a private well was given to James H. Smith whose land adjoins the state property at Rogue River.

Fire roads have been constructed on the back of the property. All entrance roads are gated and locked by using the State's master locks. On private entrances, double locks are used. By use of this system fires have been prevented and trespassing discouraged. The Fire Warden is given a special key to the locks.

A small, standard, roadside rest area was established on both sides of the highway at a point four miles from the west end of the Corridor.

Attendance during 1963 totaled 51,108 day visitors.

Permits as follows affect this area:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
11895	1-25-62	Bonneville Power Adm.—Road crossing MP 18.38	Indefinite
440	5-16-56	Matt Erickson—Road crossing	5- 3-66
1862	5-28-59	Miama Corp.—Fire road	5-28-82
1642	5-25-55	Longview Fiber Co.—Road crossing	Indefinite
1448	2-17-53	James H. Smith—Well and pipeline	2-17-78
817	8- 9-62	C. H. Winkel—Road crossing	5-15-67
28223	7-30-62	Water Right 0.08 c.f.s.	

Harris Beach State Park

Harris Beach State Park is located on U. S. Highway 101, at the north city limits of Brookings in Curry County. It contains land on both sides of the road from a point near Harris Creek south a distance of approximately one-half mile.

The first acquisition for this park was 17.58 acres purchased from Henry Cooper in 1926. An additional 123.40 acres were purchased from Carl Bauers in 1941. This area was acquired to provide an entrance to the ocean beach near Harris Creek, secure the viewpoint from the top of Harris Butte, preserve the azaleas and other interesting growth along the easterly side of the highway and to provide a place for overnight camping facilities.

A small area, 0.19 of an acre, was sold to the city of Brookings in 1960 for street purposes, leaving a net acreage in the park of 140.64 acres at the close of 1963.

Harris Beach Park is named to honor an early-day landholder who had owned the property for many years.

The overnight camp area is located on a moderately level bench at an elevation of approximately 160 feet above sea level. It is covered with low-growing azaleas, spruce, salal and other similar species indigenous to the coastal area.

Improvements include a two-way road to the beach, parking space and turn-around near the shore, trails, sanitary facilities, tables, stoves, headquarters building, cottage and a complete overnight camp with 84 tent sites and 26 trailer spaces.

Views of the majestic offshore rocks, the interesting bird rookery on Goat Island, the odd-shaped "Hunch Back" rock and many others are extraordinary. The fine, sandy beach is an enjoyable playground for visitors.

Day visitors at Harris Beach during 1963 totaled 386,328 and overnight campers totaled 43,322. Harris Beach Viewpoints recorded 6,639 visitors in 1962 but no count was made in 1963.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Term</i>
3309	3- 1-50	Coos-Curry Elec. Corp.—power line	Indefinite
2939	7-22-49	A. E. Anderson—pipe line crossing	7-22-74
5153	2-13-58	West Coast Tel. Co.—Tel. line	Indefinite

Hat Rock State Park

Hat Rock State Park is located off U. S. Highway 730, on the south shore of the lake formed by McNary Dam on the Columbia River near Cold Springs in Umatilla County.

The first acquisition was 175 acres purchased from Charles and Eileen Kik in 1951 at a cost of \$5,000. Later, in 1953, another tract of 191 acres was obtained from the Corps of Engineers under a lease agreement. Two other parcels of 0.16 of an acre and 3.07 acres were acquired for the park and the road, making a total of 369.23 acres in the park.

Acquisition and development of this area for recreational purposes was desirable because it is the area most suitable for development along the shore of McNary Lake.

The land obtained from the Corps of Engineers includes an arm of the lake about 1,600 feet in length and a large, prominent rock, a landmark of historical significance. This landmark, known as Hat Rock, was often referred to in diaries of the early-day western explorers and travelers. The rock itself is round with a flat top and vertical sides.

Hat Rock State Park was named after this large monolith, which, no doubt, acquired its name because of its likeness to a man's silk top hat.

The terrain is generally rolling, cut by an arm of the lake. The cover is sagebrush and of little or no value to the park. A road passes through the park to a home development on the shore of the lake north of the park.

A large, natural spring is located on the park land at normal water level near the southern tip of the arm of the lake. It flows at approximately 25 c.f.s., which furnishes plenty of water to supply the park and meet the present needs of the home development on the lake shore.

Improvements at Hat Rock include an entrance road, car parking area, trails, planting trees, swimming beach, bathhouse, guard fences, two sanitary facilities, water system, park cottage and headquarters building. All roads and car parking areas are oil surfaced. The Corps of Engineers constructed a road to the west side of the arm of the lake, a car parking area, boat ramp and a floating foot bridge, and prepared and seeded a nearby area to lawn, all as a part of the park facilities.

Park use in 1963 totaled 191,011 day visitors.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
3809	12- 3-51	Umatilla Electric Co.—power line	Indefinite
3792	4-12-56	Hat Rock Water Co.—pipe line	4-12-79
4155	3-24-53	Pacific Tel. & Tel.—phone line	3-24-78
22776	1954	Water right—0.225 + 7.00 c.f.s.—spring	
G 1824	4-10-51	Water right—0.26 c.f.s.—spring	

Hendricks Bridge Wayside

Hendricks Bridge Wayside is located on McKenzie River Highway 126, approximately 13 miles east of the city of Eugene in Lane County. It is at the east end of Hendricks Bridge across the McKenzie River.

A gift of 12.15 acres from Lane County in 1932 marks the beginning of this delightful picnic area. Another gift from the County in 1956 brought the total acreage to 12.18 acres. These areas are two of the many generous gifts from Lane County.

Acceptance of this land was desirable to provide facilities for picnicking on the banks of the beautiful McKenzie River and a place to

launch and remove boats from the stream. The land is covered with a good stand of large maple and spreading myrtle trees with lesser numbers of fir and alder.

Origin of the name Hendricks, for which the bridge is named and subsequently the wayside, is not known. It is believed to have been the name of an early-day resident of the area.

Improvements consist of an entrance road, car parking area, tables, stoves, water, sanitary facilities and a boat ramp. A 6-inch well, 39 feet deep, with a capacity of 30 gallons per minute, was drilled in 1953.

Day use during 1963 totaled 75,579 visitors. Camping facilities have not been provided.

Hilgard Junction State Park

Hilgard Junction State Park is located on Interstate Highway 80N, at the Starkey Highway junction on the Grande Ronde River about eight miles west of La Grande in Union County.

The first land obtained for this small park was a lease on five acres in 1951 from the U. S. Forest Service. A year later an adjoining 1-acre tract was given to the state by Mt. Emily Lumber Company, making a total of six acres in the park at the close of 1963.

The park was named for the surrounding area and the Union Pacific Railroad siding nearby.

This restful, riverside area was obtained principally because it had been used for many years by the public for picnicking and overnight camping. The cool stream and surrounding countryside make this park an interesting, peaceful place for an outing.

The level, sparsely-timbered area now supports day use facilities and a small overnight camp. Other improvements are a good entrance road, car parking area, water and sanitary facilities.

Day visitors at this park in 1963 totaled 51,076.

Hoffman Memorial Wayside

Hoffman Memorial Wayside is a small strip of land lying between the Coos Bay-Roseburg Highway 42 and the South Fork of the Coquille River. It is located at the junction of Powers road approximately 12 miles south of the city of Coquille in Coos County.

The 4-acre tract was given to the state in 1948 by E. F. Hoffman of Myrtle Point and 20 other heirs of Henrietta Hoffman as a memorial to his mother. A covenant in the deed reserves unto the grantor the right to place and maintain an underground water pipeline between the river and the highway.

The park land is low and it usually floods during the months of December and January. It has a good stand of old myrtle trees which constitutes the entire tree cover.

Improvements at this wayside include tables, stoves, sanitary facilities, memorial plaque and widening of the highway shoulder to provide space for car parking.

Day use in 1962 was 8,355 visitors. No count was made in 1963.

Holman Wayside

Holman Wayside is located on the north side of Highway 22 at the eastern edge of the community of Eola in Polk County.

The 8.62 acres of timbered land was purchased from Thomas C. and

Cora J. Holman for \$1,000 on April 17, 1922. Its historical interests and acquisition of the moderately large spring on the land prompted the purchase.

The old military road of the 1830-40's passed through the property. The cold spring water was used for the needs of the men and their horses and the area as a resting place. A round metal tank was placed in the area for use as a watering trough for the thirsty draft and riding animals. It was used during most of the century before the automobiles and trucks replaced the horse-drawn vehicles.

By reason of Mr. Holman's long-time ownership of the land and his willingness for the public to continue to use the area and the spring, Herbert Nunn, a former Highway Engineer, recommended that the area be named Holman Wayside. The Commission approved.

The wayside, by reason of its cool, restful surroundings, including the nearby Willamette River with its natural green banks, has been a popular gathering place for community and family affairs.

Improvements include an entrance road, car parking area, guard fence, trails, improvement at the spring, sanitary facilities, tables and electric stoves.

Day use during 1963 totaled 71,558 visitors. There are no provisions for overnight stays.

Water right permit 7822, dated February 27, 1927, for use of 1.0 c.f.s. of water from a spring.

Howard J. Morton Memorial State Park

Howard J. Morton Memorial State Park is located on both sides of Highway 126, along the McKenzie River at Finn Rock, approximately 38 miles east of Eugene in Lane County.

The entire 24.40-acre park was a gift from Mrs. Winifred K. Morton in three separate tracts in three successive years—1955, 1956 and 1957. The property was given with the understanding that it would be perpetually set aside and maintained in its natural state for the use and enjoyment of the public. No improvements were to be made and no cutting of trees, except to clear the underbrush to improve the appearance of the property and to provide for a small picnic area. An appropriate, dignified-appearing sign designating the area was to be erected along the highway.

Mrs. Morton further requested that the area be named Howard J. Morton Memorial State Park in honor of her husband, a long-time forester of the McKenzie River area. The Mortons resided near the McKenzie River most of the years since 1900.

The densely forested, pie-shaped area extends some distance north of the river onto the hillsides. The river forms the hypotenuse of the triangle and gives the park about one-fourth mile of river frontage. A small island in the river, included in the park land, is accessible only at low water periods. A spring, located high upon the hillside in the northwest portion of the park land, forms a beautiful waterfall for the enjoyment of park patrons before the water ripples on down the hillside, beneath the highway and into the McKenzie River.

Tree coverage consists of fir, maple and alder with underbrush of various indigenous shrubs.

The picnic area is located along the bank between the river and the road. Improvements are the usual picnic facilities, an appropriate sign

showing the name of the park and a car parking area made possible by widening the road.

Day use during 1963 totaled 7,960 visitors.

Hug Point State Park

Hug Point State Park is a strip of land 80 feet wide, lying between Highway 101 and the ocean beach in the southern portion of the community of Cannon Beach in Clatsop County.

The 1.30-acre park was at one time a right of way strip on which Clatsop County constructed a road that cars might drive on and off the fine beach south of a projecting rock, or point, known as Hug Point, around which point cars could pass only at low tides. The beach entrance ramp became difficult to repair and the use ceased. The County then donated the strip of land to the state as a park after grading and base surfacing the entire width of the property from the highway to near the bluff at the shore. It was accepted by the Commission by deed dated October 21, 1957.

Acceptance of this gift of land was to fulfill a need for a park in the area and to permit many people access to the small but very beautiful beach which otherwise would become a private beach for the local land-owners.

The number of visitors, totaling 81,508 in 1963, affirm the need for a park in this vicinity.

The full width of the property is used for car parking. Picnic facilities were placed at the end near the beach for summertime use. They consist of pit latrines, tables and benches. There is no water.

Humbug Mountain State Park

Humbug Mountain State Park is located on both sides of U. S. Highway 101, approximately six miles south of the city of Port Orford in Curry County. It is also bisected by Brush Creek.

The first area obtained for this rugged, 1,820.74-acre park was 30.6 acres in 1926 from Carl White at a cost of \$1,500. Eleven other purchases were made, the last one being 146 acres from the Oregon State Game Commission in 1950 at a price of \$11,000. The park also includes 290 acres obtained from the General Land Office in 1931 at a cost of \$1,450.

The land is covered with a good growth of moderately young fir timber, some low-growing brush and other species of ground cover indigenous to the coast region.

Much of the terrain at this park is steep. Two moderately level areas are suitable for park use. They are located approximately one mile apart, being the west mile of the floor of Brush Creek Canyon and the southeast one-quarter mile of park land. The floor of the long, narrow canyon separating these two areas is barely adequate for the highway and the stream.

Humbug Mountain State Park has nearly four miles of shore line, approximately one-half of which is not accessible because of the high, steep bluffs, such as the westerly side of Humbug Mountain at the southwest corner of the park.

The park was named for the 1,748-foot high Humbug Mountain, a prominent landmark in the community.

Nine permits were issued between the years 1928 and 1952 for logging road crossings. Annual permits were issued between 1939 and

1952 for grazing 50 and 100 head of sheep, primarily for the purpose of eliminating a fire hazard.

The burning of slashings on logged-off, privately owned property adjoining the park land spread out of control in 1950. The fire entered the park at the southeast corner, causing some loss of timber on the south and east slopes of Humbug Mountain. It destroyed most of the new growth and all of the brush in the burn area.

A sale of down and dead timber in 1957 netted \$440. Another fire in 1959 destroyed all of the timber in the northern part of the park. Salvage timber was advertised and sold for a sum of \$39,900.

A food concession contract, consisting of the sale of dairy products, etc., to park patrons, was awarded to J. B. Kosta in 1958. It was later transferred to H. Knapp who operated it during the 1959 and 1960 summer seasons. It was given up at the close of the 1960 season as an unprofitable venture.

Development of the park was started by the Civilian Conservation Corps in 1934 by constructing park buildings, roads and a trail to the top of Humbug Mountain, building tables, benches and fireplaces, and providing water for the park. These were enlarged by the Parks Division.

In 1952 an overnight camp was constructed with all facilities for an up-to-date camp. It became very popular, requiring extensions from year to year, and in so doing it was necessary to utilize the day use area for sufficient space. The day use area was then moved one mile to the southeast where a very delightful and interesting area was provided. The overnight camp provides a total of 93 units, 30 trailer sites and 63 tent spaces.

The park use in 1963 amounted to 26,861 overnight stays and 54,848 day visitors.

Permits as follows affect Humbug Mountain State Park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
3401	6-27-50	Bonneville Power Adm.—power line	Indefinite
3413	8- 8-50	Coos-Curry Elec. Co-op.—power line	"
4129	4-29-53	Coos-Curry Elec. Co-op.—power line	"
5385	9-25-58	West Coast Tel. Co.—telephone line	"
6301	5- 7-63	West Coast Tel. Co.—telephone line	"

Hutchinson Wayside

Hutchinson Wayside is located on Highway 225, approximately 10 miles southeast of the town of Elkton in Douglas County. It includes all of the land between the highway and the Umpqua River for a distance of one-half mile.

The 6-acre tract of native myrtle, ash, etc., was a gift in 1946 through the generosity of J. Ross Hutchinson and his wife, Ida May Hutchinson.

The land is relatively low and subject to floods during periods of high water. All facilities are removed during the winter months.

Naming this delightful picnic area Hutchinson Wayside was to honor the donor, a Douglas County Commissioner at the time.

Improvements consist of a car parking area which was made possible by the widening of the road, water supply, tables, stoves and sanitary facilities.

Day use in 1962 was 1,233 visitors. No count was made in 1963.

Illinois River State Park

Illinois River State Park is located west of Redwood Highway 199, at the confluence of East and West Forks of Illinois River, approximately one-half mile south of the city of Cave Junction in Josephine County.

Two parcels of land were purchased in 1961. The first was a one-acre tract with a small home. The house was later removed. The other was a 97-acre tract through which flows the West Fork of the Illinois River. A 20-year lease was entered into with the Bureau of Land Management on May 15, 1962, covering 80 acres adjoining the purchased land on the north. The lease is at the rate of 25 cents per acre per year. The East Fork of the river flows across this tract and joins the West Fork near the northwest corner of the park, forming the Illinois River. The total park area is 178 acres.

Acquisition of the area was to establish a usable park along the Redwood Highway. The park was named for the Illinois River on which it is located. McArthur in *Oregon Geographic Names* says the river was named for three miners who emigrated from the State of Illinois in 1847 and discovered gold on the river.

The terrain is quite level with somewhat higher land between the two streams rising above the winter flood level. The land near the East Fork of the river is bare, providing a suitable area for swimming and fishing.

The park in general is covered with a sparse stand of pine, fir, oak and other indigenous trees. There is very little undergrowth.

Developments include an entrance road, water system with a reservoir, car parking area 120 x 400 feet, sanitary facilities, tables, stoves, power line extension and clearing. The swimming area on the river has proven to be a popular spot.

Day visitors during 1963 totaled 27,096. Overnight camping facilities have not been provided.

Jackson F. Kimball State Park

Jackson F. Kimball State Park is located on a section of Secondary Highway 232, a short distance north of Fort Klamath Junction in Klamath County. It contains a large spring, the headwaters of the beautiful Wood River, noted for its transparency and deep blue coloration.

The 19-acre, fir and pine timbered tract was a gift to the state in 1955 by the State Board of Forestry. It was known at that time as the Jackson F. Kimball Park, named to honor a well-known, early-day timber man who advocated better practices for good forestry management. The Highway Commission accepted the recommendation of the Board of Forestry and adopted the name, Jackson F. Kimball State Park for the area.

An exchange of land with the State Board of Forestry was made in 1963 for road purposes. The Board of Forestry was given 0.65 of an acre in exchange for 1.09 acres. This increased the park acreage to 19.44 acres at the close of 1963.

Improvements in the park are a car parking area, entrance road and

such basic facilities as tables, stoves and sanitary facilities. There are six tent sites in the overnight camp area.

Attendance during 1962 totaled 10,989 day visitors. No count was made of the day visitors in 1963. Overnight stays in 1963 totaled 1,321.

Jennie B. Harris Wayside

Jennie B. Harris Wayside is located on State Highway 26, a short distance east of McKenzie Bridge in Lane County.

The small, 4-acre tract was a gift in 1944 from Judge Lawrence T. Harris of Eugene as a memorial to his wife, Jennie B. Harris, with a request that the area bear her name.

The wayside extends from the highway north to the banks of the McKenzie River. It has a 333-foot frontage on both the highway and the river. This wayside is a beautifully timbered area and a delightful place to rest, fish and picnic.

Developments are an entrance road, trails, picnic tables and stoves. A bronze plaque was installed at the entrance with the following information:

JENNIE B. HARRIS
STATE PARK
—◇—
THIS AREA WAS GIVEN
TO THE STATE OF OREGON
FOR PARK PURPOSES
by
LAWRENCE T. HARRIS
IN MEMORY OF HIS WIFE
—◇—
FEBRUARY 1, 1944

Day use in 1962 totaled 1,821 visitors. No count was made in 1963.

Jessie M. Honeyman Memorial State Park

Jessie M. Honeyman Memorial State Park is located on U. S. Highway 101, approximately two miles south of the city of Florence in Lane County. It lies on both sides of the coast highway and on the shores of Woahink and Cleawox Lakes. The Canary county road, leading from the Coast Highway to the community of Canary, passes through the park north of Woahink Lake.

Acquisition of the area was to preserve the unusual shores of the two lakes for the enjoyment of the public and to provide an interesting playground for the traveler and the local people.

The park was named to honor Jessie M. Honeyman in recognition of her work and leadership throughout the state relative to highway beautification and the need for parks and rest areas along Oregon's highways.

The first area obtained was a 163-acre tract in 1930, purchased from Rena Robinson at a price of \$5,000. Three other purchases make up the 522.39-acre park. The last purchase was in 1936. In order to clear an uncertain land description, a deed was issued, without the transfer of land, to T. J. Flippin in 1957.

The entire park area is covered with a heavy growth of fir, spruce and hemlock trees and a thick undergrowth of salal, thimbleberry,

huckleberry and rhododendrons. Water lilies grow in the smaller lakes and shallow sections of the larger bodies of water. The terrain is slightly rolling with ridges forming the higher land between the many, various size fingers of the lakes. The elevation of Cleawox Lake is 72 feet and of Woahink Lake is 36 feet.

An overnight camp with 242 tent sites and 61 trailer sites is located in a timbered draw extending south from Cleawox Lake. Evidence of the popularity of the area is the 1962 record showing a total of 101,865 overnight stays during that year. The day use area contains several tables, three electric stove shelters, interesting lakeside trails, playfield, large bathhouse and a float to which a springboard is attached. A fence was installed in 1954 to control visitors when the lifeguard is not on duty. Boat ramps were constructed on both of the lakes.

Charges for use and control of swimming facilities were instigated in 1940 with a fee of 10 cents for each person under 14 years of age and 15 cents for each adult. In 1946 the fee was raised to 10 cents and 20 cents, and again in 1953 it was raised to 20 cents and 40 cents. Season tickets were issued beginning in 1954 at \$4 and \$6 per year.

The high, stout fence constructed on both sides of the bathhouse building to points on the lake shore approximately 100 feet from the swimming beach was to control night swimmers and unauthorized beach guests which could cause legal problems. Many objections were registered by local people and city officials of Florence but the Commission believed such action to be necessary. As a result of the many objections raised by local residents and others, the Commission made a study of the swimming problem and what was being done elsewhere. The Commission then ordered that signs be placed at all places within the parks where such use was being made warning people that swimming was at their own risk. At Honeyman Park, where a lifeguard was provided, control was to continue as in the past.

The Civilian Conservation Corps did considerable work in the park in the 1930's. The Corps constructed a large, stone bathhouse (accommodating 10,016 people in 1958), day use area with stove shelters, shoreline trails, water system, foreman's cottage, swimming beach and float, roads and car parking areas. They also planted shrubs along Highway 101 and Canary road within the park boundaries and widened the entrance road. The Corps also constructed a water level control dam at the outlet of Woahink Lake after an agreement was made with Mr. and Mrs. James Ford, owners of the lake shore. The CCC camp closed on June 1, 1941.

The Three Rivers Girl Scout Council constructed a camp on land owned by the U. S. Forest Service located west of the state park land. Entrance to the camp is via the park road and then across an arm of Cleawox Lake. The Girl Scouts were granted a 5-year permit in 1956 to use a small part of the park land adjoining their development. The permit was renewed for another 5-year period ending June 25, 1966.

There were many complaints, particularly in 1958, from owners of trailer courts and older motels in the vicinity that overnight camps in the park were competing with their businesses. This resulted in a study being made in which it was found that there was a shortage of such facilities in the vicinity. A count showed that 196 trailers were turned away from Honeyman park during the month of August, 1958.

The highway entrance to Honeyman park was channelized in 1962 for safety purposes.

After the Columbus Day storm on October 12, 1962, a sale was ordered of the blown-down timber.

Use in 1963 totaled 822,176 day visitors and 108,756 overnight stays.

Permits and agreements as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Term</i>
2055	6-20-57	Central Lincoln PUD—Elec. service	
2186	2-23-60	Pacific Tel. & Tel. Co.—phone lines	Indefinite
MP 383	11-26-54	Three Rivers Girl Scouts—Boat house	11-26-64
1753	6-25-56	Three Rivers Girl Scouts—Use of land	6-25-66
Permit	4-15-36	James W. Ford, Jr.—Check dam on outlets to Woahink	
5377	11-13-37	J. W. & E. C. Ford—Easement for water regulator	Revocable
2055	6- 1-61	Central Lincoln PUD—Service to overnight camp	Indefinite

Joaquin Miller Forest Wayside

Joaquin Miller Forest Wayside is located on Highway 101, south of the Siuslaw River bridge, adjoining the southern edge of the community of Glenada in Lane County.

The first land acquired for this wayside was 108.16 acres, a gift from Lane County in 1935. Another gift from the county was 0.84 of an acre in 1959. The state purchased 4.55 acres from the county in 1936 at a cost of \$100. In order that the county might construct a road along the southerly edge and across the southwest corner of the park the state deeded 1.80 acres to the county on March 6, 1959. The total acreage in the wayside at the close of 1963 was 111.75 acres.

This wayside was named to honor Joaquin Miller, a pioneer poet, who owned the land from 1906 to 1916 and who has been referred to in newspaper articles as the picturesque "Poet of the Sierras."

The terrain is moderately level to rolling and is partially timbered. The trees suffered much damage from winter winds in 1943 and again on October 12, 1962. Arrangements were made after each storm to salvage the logs. The remaining timber consists principally of hemlock and spruce with the usual heavy undergrowth of salal, thimbleberry, huckleberry, etc., so prevalent along this section of the coast.

No active use has been made of the area.

The following permits affect this area:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
1308	9-24-51	A. E. Hendrickson—road to private land	Indefinite

John B. Yeon State Park

John B. Yeon State Park is located on both sides of the upper Columbia River Highway, approximately 37 miles east of Portland in Multnomah County. Its location is further described as beginning at a point near the community of Warrendale and extending eastward approximately two miles to Tanner Creek near the Bonneville Power Project.

Establishment of this park was begun in 1935 by the purchase of two parcels of land. One was an 8-acre tract from Eric Enquist and the other was 107 acres from Crown Willamette Paper Company. Additional acreage has been purchased through the years and as of the close of 1963 a total of 284.48 acres comprises this park.

The terrain is generally steep and heavily timbered but cut by several gulches. Preservation of the good stand of maple, fir and other trees of the less valuable varieties is the reason for acquisition of these lands. There is no desirable area of suitable size for park development, therefore, no active use of the park has been made.

Naming of this area was to honor John B. Yeon, a Portland citizen who gave generously of his energy, his experience and his wealth, and who deserves considerable credit for the forward-looking program which resulted in the development of the Columbia River Highway east of Portland. He also served as Oregon State Highway Commissioner from November, 1920 to March, 1923.

The picturesque falls on McCord Creek, which passes through the property, is the principal attraction. Trails to the falls and other scenic viewpoints have been provided.

As a result of a resolution passed by the 1929 Oregon Legislature, a parcel of land now at Bonneville Dam, the Waldo Alcorn property, was named to honor John B. Yeon. When the dam was being constructed in 1933-34, the area was needed by the government. The Highway Commission then transferred the name to an area approximately one-quarter mile westerly, which area is now known as the John B. Yeon State Park.

No count of visitors was made in 1963.

John Day River State Park

The proposed John Day River State Park is located on the south side of Interstate Highway 80N, near the confluence of John Day and Columbia Rivers, 23 miles west of Arlington at the Gilliam-Sherman County line.

Inasmuch as access is controlled by reason of federal participation in construction costs, discussions were had with the interstate highway authorities, beginning in about 1957, as to the possibilities of the project and participation in it.

A recreational study, a joint accomplishment with the Corps of Engineers, was made in 1958 relating to the development possibilities of nine areas between mile post 111 and the town of Boardman, all of which will be affected by the John Day Dam. Later, a comprehensive study of the John Day area was made by the Parks Planning Section. This study pointed out the possibilities of establishing a park, the objectionable features to be considered, the construction possibilities and access.

In March, 1959, the U. S. Army Corps of Engineers, advised it could develop the east side, on which a figure for cost of construction and access had been set up for the project. The participation by the U. S. Bureau of Public Roads was being determined. The schedule for completion of the dam indicates the park cannot be ready for public use earlier than 1969.

There have been many discussions from time to time, such as conferences with federal authorities and Army Engineers and hearings by the State Parks and Recreation Advisory Committee with local people

and civic groups. Such meetings have continued when controversial points arose or some action seemed to be necessary.

No construction on the park project had been made at the close of 1963.

Juniper Waysides

Protection and preservation of the age-old juniper trees along Central Oregon highways was desirable for the benefit of ourselves and our visitors in future years.

This preservation was accomplished by an agreement in 1942 between the United States Grazing Service, then a division of the Department of the Interior, and the State Highway Commission for the protection of 2,760 acres of juniper waysides, or approximately eleven miles of timberland along three Central Oregon highways.

This agreement was the Grazing Service was continued until 1949, when it was changed to a Joint Statement of Policy signed by the Regional Administrator of the Bureau of Land Management and the State Highway Commission.

The joint statement of policy sets forth several things each party is to do to preserve these strips from sale, fire, cutting, disease, insect pests, etc., and the elimination of commercial advertising, waste or offensive material of any kind and all encroachments tending to defeat the purpose of the policy.

The joint policy is effective until canceled by either party.

Federally-owned strips of land covered by the joint statement of policy are along the following highways: One-fourth mile in depth on each side of the Oregon State Highway between Bend and Horse Ridge, the McKenzie Highway between Sisters and Redmond and the Ochoco Highway between Redmond and Prineville.

Klamath Falls-Lakeview Forest Wayside

Klamath Falls-Lakeview Forest Wayside is located on both sides of Klamath Falls-Lakeview Highway, 23 miles east of Klamath Falls in Klamath County.

The entire 80-acre wayside was obtained from the Bureau of Land Management by patent issued on April 14, 1958. The land was first leased from the BLM in 1932 at a cost of \$10 per year. The lease expired in 1952 with no possibility of having it renewed. However, in 1956, the Bureau of Land Management needed two city lots owned by the state and located in the city of Lakeview. The Bureau proposed an exchange of lands. After due consideration it was determined that the lands were of equal value and an exchange of titles was completed in 1958.

The land acquired by the state is a part of a proposed forest wayside to extend over Quartz Mountain and was desired in order to preserve the stand of old, yellow or ponderosa pine trees. The location of the land suggested the name adopted for the area.

The terrain is rolling and cut by various small draws. The cover is a moderate growth of ponderosa pine trees in fine condition.

No active use has been made of the area.

Koberg Beach Wayside

Koberg Beach Wayside is located on Interstate Highway 80N and includes a basaltic promontory on the south side of the Columbia River about two miles east of Hood River in Hood River County.

The wayside comprises three areas totaling 87.55 acres purchased in 1951 in connection with construction of the Columbia River Highway. One tract of 22.57 acres was obtained from the Koberg family. On it is a large rock, approximately 100 feet high, from which a great quantity of road material was taken for use in constructing the adjoining freeway. An enjoyable beach area extends from this point downstream various distances, depending on the height of the water. The other two areas are excess right of way land. One is approximately one mile east of the Koberg tract and contains 54.58 acres and the other contains 10.40 acres located at the west edge of the town of Mosier. An easement was obtained on a strip of land 30 feet wide from a point 1,122 feet south of the railroad right of way to the park on which to place a water reservoir and a pipe line to furnish water for the park.

This wayside area was acquired for three principal reasons—to develop a swimming beach on the Koberg tract, to provide a wayside rest area for the weary traveler and to preserve the land in its present state so that no objectionable use could be made of it.

Realignment of the highway between Hood River and Mosier left the old highway blocked at Mitchell Tunnel. The old right of way was abandoned to the county, and by so doing, the wayside strip along this section of the road was given to the county. Deed was written in 1953.

The recreational area was owned for many years by the Koberg family who developed the beach as a commercial playground with swimming and other sports. They constructed a large, rustic type dance hall to furnish entertainment for the people of Hood River and the surrounding country. This recreational area was known as Koberg Beach, therefore the state continued that name. The dance hall was removed in 1954.

It was not until 1962 that the entrance road, parking area and sanitary facilities were constructed and the area made ready for full use.

Attendance in 1963 totaled 65,972 day visitors.

Permits as follows affect this wayside:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
33687	7-11-61	Apple Growers Assn.—water line	Perpetual
2444	10-21-61	Pacific Power & Light—electric facilities	"

Lake Owyhee State Park

Lake Owyhee State Park is located off U. S. Highway 26, approximately 33 miles southwest of Nyssa in Malheur County. It lies on the shores of the lake formed by construction of a dam across Owyhee River near the eastern border of Oregon. This beautiful, scenic lake, being used for irrigation purposes, is approximately 52 miles long and hardly a mile wide at any point.

The park land, a total of 730 acres, was obtained under a lease agreement with the U. S. Bureau of Reclamation. The lease is dated April 28, 1958, and runs for a period of 50 years.

The terrain is rough, steep and covered with sagebrush. There are two places where the slope of the land is such as to allow construction of park facilities. One area is at Gorden Gulch and the other is on a point jutting into the lake a short distance north of Cherry Creek.

The park was named for the lake on which it is located and the lake,

no doubt, was named for the river which forms the lake. Lewis A. McArthur in *Oregon Geographic Names* says, "there seems to be no doubt that Owyhee River was named for two Hawaiians who were killed by the Snake Indians in 1819. The name Owyhee was used a century ago for Hawaii. On February 18, 1826, Peter Skene Ogden, then on his second expedition into the area, used the word Owyhee for the river."

Developments include an entrance road constructed by the State, Malheur County and several individuals, at a cost to the state of \$140,000. Two areas, known as Gorden Gulch and Cherry Creek, are partially developed. Car parking spaces have been provided at both areas, trees have been planted and boat ramps have been built. At the Cherry Creek site a picnic area was seeded to grass, and picnic tables, benches and stoves were provided. A small overnight camp with the usual facilities was constructed. Gorden Gulch area is equipped with picnic facilities. Water was piped to the area from a nearby spring.

The State Game Commission constructed a 600-foot long, concrete boat ramp approximately one-third of a mile south of the dam on the east side of the reservoir. Two boats can be launched at the same time and it permits access to the water even under extensive drawdown conditions.

A bronze plaque was installed at the Cherry Creek area honoring the late V. W. McCormack, one of the first members of the State Parks and Recreation Advisory Committee appointed in 1957. Lake Owyhee State Park was one of Mr. McCormack's principal interests.

A private development located immediately south of Cherry Creek includes an excellent motel, restaurant facilities and boat rentals.

The park development at Lake Owyhee is the result of insistent, long drawnout discussions, beginning in 1946, with members of the County Courts and the Portland, Ontario, Nyssa and Vale Chambers of Commerce. It is located on the shores of a long, narrow lake which displays an ever-changing picture. Many unusual, picturesque and colorful side canyons, each one seeming to be more beautiful than the last, dot the shoreline. The entire Owyhee Gorge with its honeycomb formations, massive cliffs, towering pinnacles and sharp, pointed spires of many brilliant colors and varying hues is a great joy to the visitor. Its scenery is more vast and quite different from that in other Oregon parks.

Attendance at the park during 1963 totaled 82,864 day visitors and 1,854 overnight stays.

Permits as follows affect Lake Owyhee park:

Number	Date	Name	Expiration
1959	4-28-58	U. S. Bureau of Reclamation—use of area	4-28-2008

Lane County Wood Tract State Park

Lane County Wood Tract State Park is located midway between U. S. Highway 101 and that part of the ocean shore line known as Heceta Beach, approximately three miles north of the city of Florence in Lane County.

The 40-acre tract was purchased from Lane County on November 17, 1941, ostensibly for the supply of wood growing thereon. It is a level, sandy tract on which an abundance of shore pine and rhododendrons are growing. The area was deeded back to Lane County in 1963.

Lang State Park

Lang State Park consists of five separate areas along Interstate Highway 80N, approximately 13.4, 13.8, 16.7, 17.7 and 18.1 miles west of Hood River in Hood River County.

These five tracts vary in size from as little as 1.14 acres to as much as 67.78 acres, with a total of 161.67 acres in the park. All of the land was excess right of way obtained before building the road.

Most of the land is not suitable for park development. Retaining it in public ownership does preserve the lush growth of green trees and shrubs in the Columbia River Canyon which has long been the expressed desire of the Columbia River Gorge Commission.

The terrain is generally steep, sloping upward south of the highway. The timber cover is fir, maple, alder and other indigenous trees and plants.

No active use is made of the area.

Laurelhurst State Park

Laurelhurst State Park is located on both sides of Crater Lake Highway 62, approximately 37 miles northeast of the city of Medford in Jackson County.

The great Rogue River cuts through the park land. The use area is located on the north bank of this famous river in a meadow-like area approximately 15 feet above the stream level. Access to the use area is via Laurelhurst county road from the Crater Lake Highway.

Laurelhurst Park has a beautiful setting along the rushing waters of the river and extending up the steep slopes of the heavily timbered hillsides past the highway. The swiftly moving stream flows so rapidly through the park that fishing is the principal use. Many park visitors enjoy the beautiful views of this turbulent stream as it rushes headlong on its journey toward the ocean.

The first acquisition for the park was 23.64 acres, purchased from Roy B. Vaughn on November 15, 1937, at a cost of \$886.50. Four other parcels have been purchased, the last being in 1961, to make up the 316.88 acres in the park.

The Highway Commission approved on August 13, 1959, the transfer of a small parcel of land to Jackson County in order that the county road running through the park might be straightened.

The park was named Laurelhurst, presumably after the road by which it can be reached.

Improvements consist of a picnic area and an overnight camp with 36 tent sites and all necessary facilities, such as water, tables, stoves and sanitary facilities.

Day use during 1963 totaled 34,544 visitors and overnight use was 9,924 campers.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
2126	7-20-59	Copco—Electric service	By mutual agreement
491	9- 3-57	U. S. Geological Survey—water gauging station	8-12-82

Lava River Caves State Park

Lava River Caves State Park is located on the east side of U. S. Highway 97, approximately 12 miles south of the city of Bend in Deschutes County.

The 22.50-acre park was a gift from Shevlin-Hixon Lumber Company in 1926 in order that the area might be preserved for the benefit and enjoyment of the general public and future generations. The area contains a very unusual cave which, it is believed, was created thousands of years ago as the result of volcanic action. The late Ira A. Williams, a noted geologist, had the following to say:

"Lava River Tunnel is the conduit through which, while the supply lasted, the molten stream of lava continued to flow down the slope until it drained away, just where we do not know, though more than likely through some outlet at a lower level in the ancient canyon of the Deschutes River.

"The ceilings and walls of the cave were marked and glazed by the molten stream, which lowered in intermittent stages. Eventually the supply was exhausted and portions of the lava stream hardened against the cave walls, solidified in pools in the channel bed and in places covered the bed with the ragged remnants of the flow.

"Volcanic sand, which exists in various depths on the floor of the tunnel and finally chokes the bore completely, may have been raised by earthquake tremors through crevices from beds known to exist below the lava or it may have filtered in through cracks from above. Quite smooth in some instances, the sand surface changes in other locations to one of varied relief (Sand Gardens) caused by the eroding action of water dripping from the ceiling during the wetter seasons of the year.

"The tunnel opening was produced by the collapse of a portion of the roof, possibly as the result of an earthquake. Lava River Tunnel extends in two directions from this opening, the main tunnel extending northwestward on a gradual slope toward the Deschutes River and the other in an easterly direction. The east section is closed. The tunnel is from twenty to thirty-five feet in width and about the same in height. Throughout the year the temperature inside the cave remains about 40 degrees F. and freezing seldom occurs beyond the 1,200 foot mark."

A good stand of old ponderosa pine trees covers the land. There is the usual undergrowth indigenous to the region.

Judge Robert A. Sawyer, a former highway commissioner, was particularly interested in the Lava River Caves area. Through his urging the Bend Commercial Club built concrete steps and walks at the area. A rustic-type log building was constructed in 1927 by state forces at a cost of \$840. It is located near the cave and has a cistern to hold water. No water is available in the area and it must be hauled from some distance away.

Lanterns were rented at 5 cents each to aid visitors in seeing inside the cave. At first these receipts were a part of the compensation paid to seasonal employees.

An effort was made to extend the mile-long cave to determine its use feasibility. No additional openings or points of interest were found so the project was abandoned.

The U. S. Forest Service removed approximately 50 diseased and dangerous trees from the park in 1948.

A guide to conduct tours into the cave was first employed in 1951 because of the many visitors and the hazards involved.

An informational sign with wording prepared by Lawrence C. Merriam, Jr., was placed near the opening to the cave to inform visitors about the cave and its formation.

A cave-in occurred on June 14, 1952, at a point 560 feet from the portal. Luckily, no one was in the cave at the time. The cave was blocked off at this point pending further possible damage.

A concession for the sale of novelties, gum, candy, etc., was permitted during the 1955 summer season. It was not successful and the operator discontinued the business at the close of the season.

Developments consist of trails, steps at the cave entrance and guide line throughout the cave, guard fences around the entrance, etc., roads, tables, benches, sanitary facilities and a log cabin for park use.

Day visitors during 1963 totaled 48,024. Overnight camping facilities have not been provided.

Lewis and Clark State Park

Lewis and Clark State Park is located on both sides of Sandy River at the east edge of the community of Troutdale in Multnomah County. It is bisected by the Union Pacific Railroad tracks and adjoins the right of way of Interstate Highway 80N.

The first land obtained for this 56.03-acre park was a gift of one acre from Multnomah County in 1936. Another gift of 0.4 of an acre was received from S. H. and Ellen B. Martin in 1961. There were seven purchases, three of which totaling 3.94 acres were from the State Land Board and the remainder was excess right of way land acquisitions with the costs proportioned.

Preservation of a popular smelt fishing site of long-time use and the interesting picnic and camping area prompted acquisition of this land.

The area was named in honor of the long-used camping place at the mouth of the Sandy River where the early 19th Century Explorers, Lewis and Clark, camped on November 3, 1805, for several days while examining the Sandy River. They called the stream Quicksand River. According to *Oregon Geographic Names*, it appears that the name was shortened about 1850 to Sandy River. The river, however, was originally named Barings River by Lt. W. R. Broughton of Vancouver's Expedition on October 30, 1792.

The area is generally open ground. Native trees grow along the river, on the steep banks above the use area and south of the railroad tracks.

During the spawning season of the tiny smelt in early spring, the park is overrun with visitors. This, however, is of short duration. During the short period when the smelt leave the Columbia River and enter the Sandy on their way to spawning grounds, thousands of people flock to this area to net a fair supply of these tiny fish. Nets fastened to the end of long poles are used to dip the finny denizens from the water. Buckets, kettles and such articles are sometimes used successfully when the run of fish is heavy.

Improvements at the park include a road through the use area on the east side of Sandy River, car parking space, tables, stoves and

sanitary facilities. Many trees were planted in the area and a small overnight camp to accommodate 13 tents was facilitated.

Day visitors during 1963 totaled 233,454. Overnight camping was provided in 1961 and the total campers during 1963 was 5,540.

Permits as follows affect this park:

Number	Date	Name	Expiration
RR 378	8-3-51	Union Pacific RR Co.—Road under bridge	Indefinite

Lincoln County Ocean Wayside

Lincoln County Ocean Wayside is located on the east side of U. S. Highway 101, a short distance south of the city of Waldport in Lincoln County.

The 41.04 acres of land in this wayside was purchased on October 22, 1938. It is that portion of the old, abandoned Spruce Production Railway right of way from a point approximately one-half mile south of Waldport to Big Creek, a distance of about four miles. The right of way varies in width from 60 to 130 feet.

Acquisition of this right of way was part of an original plan to acquire all of the land on the west side of the highway within the boundaries of this section of road, which together with the long stretch of fine, sandy beach suggested a park to be named Lincoln County Ocean Wayside. Exorbitant prices for the lands in this area prevented fulfillment of the original plan. However, two tracts of land between the highway and the ocean were acquired. One is now known as Governor Patterson Memorial Park and the other as Beachside Park.

If it becomes necessary at some time in the future, the railway right of way can be used for widening the highway.

The terrain is generally level to rolling. Shore pine, salal and other similar trees and shrubs cover the area.

No active use is made of the land.

Permits as follows affect this wayside:

Number	Date	Name	Expiration
2008	7-21-51	G. F. Webb—road appr. to pvt. prop.	Indefinite
9273	3-12-59	W. R. Smalley—road appr. to pvt. prop.	"
11056	2- 3-61	Clyde Smith—road appr. to pvt. prop.	"
11437	6-29-61	Harlan C. Zeek—road appr. to pvt. prop.	"
790	11-27-61	Leo Cox & Chas. Fry—leveling	"
5556	6-10-59	Central Lincoln PUD—crossing	"
12182	5-15-62	Allen Miller—road crossing	"

Lincoln County Wood Tract

Entire tract returned to Lincoln County February 25, 1957. (See South Newport for details of transaction.)

Lindsey Creek State Park

Lindsey Creek State Park is located on the south side of Columbia River Highway (Interstate 80N), 14 miles west of the city of Hood River in Hood River County.

The first land in this park was 19.5 acres at a cost of \$6,000, transferred to the Parks Division from the Right of Way Division. It was part of a tract purchased from Dan and Ruth Harper on November 17,

1943. Four additional tracts were acquired, one of which was a gift of 4.71 acres from Ruby Wells Mead on September 25, 1951, and the other three, containing a total of 110.8 acres, were transferred to the Parks from the Right of Way Division. The park contained a total of 135.01 acres at the close of 1963.

Preservation of the aesthetic value of that portion of the Columbia River Gorge prompted acquisition of the park land.

The Highway Commission gave to the Corps of Engineers, in February, 1940, the flowage rights of that portion of the park which would be covered by backwater from Bonneville Dam.

The park was named for Lindsey Creek which flows into the Columbia River at the park. McArthur says the stream is reported to have been named for one John Lindsey, who took up a claim near the creek. Lindsey was at one time a fireman on one of the river steamers.

Improvements consist of a small roadside picnic area with tables, stoves, benches, water and sanitary facilities. Overnight camping facilities have not been provided.

Attendance during 1962 totaled 38,628 day visitors. No count was made in 1963.

Loeb State Park

Loeb State Park is located on both sides of the Chetco River and both sides of the county road, approximately nine miles northeast of the city of Brookings in Curry County.

The first land acquired for this park was a gift of 160 acres from the State Board of Forestry on July 11, 1958. Another tract of 120.23 acres, containing a good stand of redwood trees, was acquired from the U. S. Bureau of Land Management by a recreational patent on December 18, 1962, at a cost of \$2.50 per acre. This tract was set aside by the federal authorities for recreational purposes in about 1908. These redwood trees are probably the most northerly grove of redwood trees in the United States.

An additional 40-acre tract was purchased on April 29, 1963, from Elmer Bankus at a cost of \$15,000. It is described as the SE $\frac{1}{4}$ of NE $\frac{1}{4}$ of Section 13, Township 40 South, Range 13 West of Willamette Meridian. This acquisition made a total of 320.23 acres in the park at the close of 1963.

It is the expressed intention to acquire, if possible, a tract of land lying north of the original tract, in order to connect the two larger areas, and thus obtain for the benefit of the park a level, usable area on which is growing another fine stand of redwood trees.

The first area was obtained because of the heavy use of that portion of the tract lying between the road and the river for camping, fishing, swimming and boating purposes, and to preserve the unusual myrtlewood grove, particularly in the use area.

The Highway Commission objected to the acquisition because of the costly project of rebuilding and oiling the eight miles of entrance road, a county road, and an expensive survey to establish the property corners. The original corner markers of this land and those within a radius of several miles in each direction were lost during logging operations in the 1920's.

To overcome the Highway Commission's above-mentioned objections to acceptance of the area, Curry County improved and oiled the road to the park and the State Board of Forestry re-established the property corners.

Because of an agreement between the State Board of Forestry and Alfred A. Loeb of Portland, the previous owner of the land, the Board of Forestry requested that the park be named Loeb State Park. The Highway Commission approved.

A plaque relating to acquisition of the park by the State Board of Forestry was constructed between the highway and the river about one-fourth of a mile south of the use area.

The park land along the river has many moderately level areas but the land away from the river or along the canyon walls is steeply sloped. It does possess a good stand of growing timber.

The cover on the cut-over areas and the higher ground of the land first acquired is principally new growth fir; the lower elevations are covered with myrtle, maple, alder, etc. The land last acquired has a good cover of mature fir and redwood trees.

Developments at this park are the usual picnic facilities and a small overnight camp with 15 tent sites and the necessary facilities. Rate per night is 75 cents.

Attendance in 1963 totaled 21,986 day visitors and 4,951 overnight stays.

Lost Creek State Park

Lost Creek State Park is located on U. S. Highway 101, approximately six miles south of Newport in Lincoln County.

The park comprises the abandoned right of way of the old Spruce Production Railway from about Thiel Creek south a distance of two and one-half miles to a point near Beaver Creek, plus two strips of land between the highway and the ocean. The railway right of way is approximately 66+ feet wide.

Gifts in 1933 of two parcels of land, combined with a desire to preserve the natural growth of shore pine and other native shrubs on the land and an eagerness to conserve the beach for public use prompted the establishment of Lost Creek State Park. One gift was 0.69 of an acre from Lincoln County and the other was 0.12 of an acre from Ben E. Smith. Lincoln County gave two more gifts for this park—one small parcel of land in 1943 and another in 1945. Acquisitions continued through 1947. As of the close of 1963, acreage in the park aggregates 78.37 acres.

The railway right of way could eventually be used for highway widening if necessary.

The park was named for the creek which flows through the area.

Development of a park at this location was urged by the Isaac Walton League and others in 1952. After a study was made, the Commission approved developing it as a picnic area. Improvements include a car parking area, tables, stoves and sanitary facilities.

Day visitors in 1963 totaled 85,434.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Termination</i>
9215	2-19-59	C. R. Willbanks—road to private land	Indefinite
9776	8- 4-59	J. C. Plankington—road to private land	"
10777	9-13-60	E. M. Scott—road to private land	"
700	1-11-61	Harold Pruner—plantings	12-31-68

Mackin Gulch Forest Wayside

Mackin Gulch Forest Wayside is located on both sides of Interstate Highway 5, about 30 miles north of the city of Grants Pass at the summit of the grade between Grave and Wolf Creeks in Josephine County.

The entire 430-acre area was given to the state in 1941 by Josephine County in order to preserve the natural growth of timber as a part of the wayside beautification idea prevailing at that time.

The wayside is divided into two areas. The larger area contains 360 acres and is located at the summit. It is covered with a good stand of fir trees and ground cover species of less value. The other area is to the north about one-half mile distant. It contains 70 acres and is covered largely with madrona trees and some smaller species.

The name for this wayside was taken from that of the gulch over which the road crosses. The gulch area is identified with the early mining period. Numerous piles of waste still stand as mute evidence of abandoned hopes of many a hapless miner in years past.

Several log-hauling permits have been issued to cross the area near the north end.

No active use is made of the wayside.

Permits as follows affect the area:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
3452	10- 5-50	COPCO—power line	Indefinite
4114	4-13-53	COPCO—power line	"
725	5-21-61	BLM—maint. & use existing road	12-31-64

Maria C. Jackson State Park

Maria C. Jackson State Park is located a short distance off Sitkum County Road, 22 miles east of Myrtle Point, near the community of Sitkum in Coos County. This county road is a part of the old Coos Bay Wagon Road, the promoters of which obtained a large amount of federal land. Much of it was later recovered by the government.

This 42-acre tract was given to the state on May 17, 1950, by Maria C. Jackson, a member of Save the Myrtle Woods, Inc. That organization requested the area be named for Maria C. Jackson because of her donation and her intense desire to preserve some of the natural stands of the beautiful, old myrtle trees in Oregon.

In general, the area is level with only a small portion extending onto the hillside at the southwest corner. Brummet Creek flows through the property.

The park has a good stand of virgin myrtle trees interspersed with some maple and alder.

An agreement with the Bureau of Land Management was entered into on June 4, 1956, wherein the Bureau was to construct a logging road across the westerly side of the park and extending south across an adjoining farm to the county road. The portion south of the park is always to be open for public use by agreement.

Improvements are a small picnic area with the usual facilities.

Attendance during 1962 was 1,128 day visitors. No count was made in 1963.

The following permits affect the park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
16014	6-4-56	U. S. Bureau of Land Management— road	Indefinite

Maud Williamson State Park

Maud Williamson State Park is located on the west side of Salem-Dayton Highway 221 at the junction of Hopewell County Road in Yamhill County.

The 20-acre tract first acquired was a gift from Maud Williamson by her will dated January 4, 1934. The bequest retained a life tenancy in the property for her brother, Albert Williamson. The wording of the will was such that legislative action was required in order to give full title to the Highway Commission. This was done at the 1937 legislative session and the transaction was completed on June 30, 1937.

A 50-foot strip of land along the west side of the park and a rectangular area at the southwest corner, a total of 3.9 acres, were purchased in 1961. These acquisitions squared the park area and increased the acreage to a total of 23.90 as of the close of 1963.

The terrain is level and covered with a good stand of Douglas fir trees. Much farm land surrounds this park.

One share of stock in the Hopewell Water District was purchased from the widow of Albert Williamson in 1944. Later it was found to be of little use to the state, so it was sold in 1954.

Maud Williamson State Park was named in honor of the donor who willed it to the state in memory of her mother, Ruby T. Williamson. A monument was placed in the park commemorating the gift.

The park is developed for both day and overnight use. The usual car parking area, tables, stoves, water and sanitary facilities have been provided. A horseshoe court and a ball diamond add to the recreational activities available to the park visitors.

An old house, for many years the home of the donor, was on the property at the time the state acquired title. It was rented for several years but later was used as a residence by the park caretaker.

Day use in 1963 was 34,832 visitors and overnight camping was 3,620 stays. Cost is 75 cents per car for tent camping.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>
GR-2069	1958	Water right—36 gal. P.M. 6" casing, 93' deep

Mayer State Park

Mayer State Park is part of an area known as Rowena Heights. It is located on Interstate Highway 80N, approximately 10 miles west of the city of The Dalles in Wasco County.

The first land acquired for Mayer Park was 260 acres given to the state by Mark A. Mayer in April, 1924. Negotiations were started as early as 1921 by Mr. Mayer to purchase land to be donated to the state for use as a park. He had difficulty in obtaining a part of the land he had selected, as the owner was holding out for an exorbitantly fantastic price, he claimed. However, late in 1921 the Highway Commission sanctioned a proposal of a condemnation suit through the Wasco County Court, which followed and favored Mr. Mayer. This culminated a very unusual transaction in order to enable Mr. Mayer to donate 260 acres of land to the state for park use.

There have been other acquisitions of small acreages for this park, such as two areas totaling 8.3 acres located on the north side of the railroad in 1952 and 1956 at a total cost of \$2,872, and another 40-acre

tract in 1961 at a cost of \$26,570. These transactions brought the total area to 308.30 acres as of the close of 1963.

In general, the area is quite rough with a great difference in elevation between the land near the river and that on top of Rowena Point. The cover is scattered ponderosa pine and oak with indigenous brush as an undercover.

The park development is located on an arm of Bonneville Lake north of the Union Pacific Railroad Company track. It consists of a swimming area, boat ramp 40 x 55 feet, picnic tables, stoves, sanitary facilities and water. Entrance is via Lyle Ferry Road.

Day use at Mayer in 1963 totaled 74,728 visitors. Overnight camping facilities have not been provided.

Agreements as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
33604	1-29-62	Robert J. Hatch—rental of house	30-day notice

McLeod Wayside

McLeod Wayside is located on Crater Lake Highway, approximately eight miles northeast of Shady Cove on the banks of the beautiful Rogue River about one mile east of the community of McLeod in Jackson County.

This 80-acre tract of land was obtained from Jackson County in March, 1948, at a cost of \$360. It was intended to become a part of a large Rogue River park being contemplated at that time. The proposed park was to include all of the land in the canyon from Laurelhurst Park to Trail.

The land is moderately steep, except a small area along the river where a small development has been provided for day use.

The ground cover is scattered oak trees with a few maple and fir along the river.

The California-Oregon Power Company obtained permission to construct a home and other buildings on the property before it was acquired by the state. These buildings were later purchased from the company at a price of \$7,500 and used as park headquarters and a foreman's home. (See Casey State Park.)

Developments are a small area for parking cars, picnic tables, stoves and comfort stations. The State Game Commission constructed a boat ramp and a car parking area.

Day use in 1963 totaled 30,154 visitors.

Permits as follows affect this wayside:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
1736	4-27-56	State Game Commission—boat ramp and parking area	4-30-66

McLoughlin State Park

McLoughlin State Park is located south of Interstate Highway 80N, approximately 34 miles east of Portland at the community of Dodson in Multnomah County.

The first acquisition for this park was a gift of 82.3 acres, including the entrance road, from the city of Portland in 1957. Purchase of an additional 80 acres in 1961 increased the park land to 162.3 acres.

Sam J. and Jessie E. Gorman gave the initial tract of land in this

park to the city of Portland in 1922 with the understanding that it would be forever used as a park and would be known and designated as McLaughlin Park, in honor of Dr. John McLaughlin, a Hudson's Bay Company factor of great influence in the early settlement of Oregon. Records show that Dr. John McLoughlin spelled his name with an "o" instead of an "a" as shown in the deed from the Gormans to the city of Portland. Therefore, the area was officially named McLoughlin State Park when the land was acquired by the state.

The land is covered with a moderately good growth of young fir trees and other species indigenous to the Columbia River area. It is gently sloping, except in the south portion where it becomes quite steep.

The land was offered to the state as a park in 1947 and again in 1951. However, it does serve the idea of preservation of the Columbia Gorge and was accepted in 1957.

Construction of tables, benches and fireplaces was done by the Civilian Conservation Corps. These facilities have long since succumbed to the elements.

No active use is being made of the park.

Millicoma Myrtle Grove State Park

Millicoma Myrtle Grove State Park is located on the East Fork of Millicoma River, approximately 18 miles east of Coos Bay and about one mile from the east end of State Secondary Highway 241 in Coos County. The area is bisected by the Coos River Secondary Highway 1.

The 15-acre tract of myrtle trees was a gift to the state in 1950 from Save the Myrtle Woods, Inc. Donating this land to the state was part of a plan of that organization to obtain and place in protective custody several good stands of old myrtle trees growing in the southwest corner of Oregon. Myrtle is a hard wood highly prized for use in manufacturing novelties.

The name Millicoma Myrtle Grove State Park was selected for this area because of its location and the beautiful myrtle trees thereon. Millicoma is an Indian name and, according to McArthur's *Oregon Geographic Names*, the meaning is not known.

The terrain is quite steep, except for a small area near the river where a small day use facility has been provided.

The cover is principally myrtle with some maple, alder and other trees indigenous to southwestern Oregon.

A plaque was erected at this park indicating that the land was purchased by Save the Myrtle Woods, Inc., with money donated by the Oregon Federation of Garden Clubs, and given to the State of Oregon in 1949. (Deed is dated May 17, 1950.)

Day use in 1962 totaled 6,927 visitors. No count was made in 1963. Overnight camping facilities have not been provided. However, this area is often used in conjunction with an adjoining campground known as Nesika Park provided by Weyerhaeuser Company.

Muriel O. Ponsler Memorial Wayside

Muriel O. Ponsler Memorial Wayside is located on U. S. Highway 101, about 16 miles north of Florence in Lane County. It lies at the mouth of China Creek between Heceta Head and Cape Perpetua.

The entire area was a gift in 1939 from J. C. Ponsler of Florence as a memorial to his late wife, Muriel. It was given with the understanding

that the area would be used forever as a park, would be known as Muriel O. Ponsler Memorial Park and would be open and free to the public at all times.

This two-acre wayside extends from the highway to the ocean and contains a small area east of the highway on which a good spring is located. The land slopes gently toward the beach and borders on China Creek where the creek empties into the sea. In the days of placer mining in the Northwest large colonies of Chinese panned for gold in many sections. China Creek was one of these areas and thus acquired its name.

The park land is covered with salal and huckleberry bushes.

Development of the area for picnic purposes was made by the Civilian Conservation Corps. Improvements are a circular entrance road, water system, sanitary facilities and an ornamental stone fence on each side of the park entrance.

A stone and cedar monument was erected showing the name of this park and a plaque of caste bronze material on a rock drinking fountain was installed indicating the area was a gift to the State of Oregon and the public from Jack C. Ponsler in memory of his wife, Muriel, in April, 1939.

Day use in 1963 totaled 60,429 visitors.

Permits as follows affect this wayside:

Number	Date	Name	Expiration
7732	12-29-39	Carl G. & Narcissa J. Washburne— pipe line	Perpetual

Myrtle Preserves

There are three myrtle tracts on highways in Coos and Douglas Counties where agreements have been written to preserve the beautiful myrtle trees growing within view of the traveler. They are as follows:

Norway Myrtle Preserve located on Highway 42, between Coquille and Myrtle Point in Coos County. Five agreements were written in 1946 and 1947, covering 56.98 acres.

Sweet Myrtle Preserve located on Bandon-Coquille Highway in Coos County with one agreement written in 1946, covering 16 acres. The agreement is with A. J. Sweet, the owner, thus giving the name to the preserve.

Umpqua Myrtle Preserve located along the Umpqua River on the Reedsport-Drain Highway 38 in Douglas County. There were two agreements written in 1947, covering 4.85 acres.

In order to preserve the stands of myrtle trees, agreements were entered into whereby the property owners would preserve the trees and the state would keep the undergrowth cut and removed, thereby furnishing an unusual attraction for Oregon visitors.

These myrtle preserves are a series of small tracts along the highways on which great numbers of the beautiful, symmetrically shaped, globular, evergreen trees (*Umbelluria Californica*) are growing. The leaves on these trees are thick and glossy, smooth on the edge and very aromatic when crushed. The white flower clusters are quite inconspicuous and have a waxy appearance. The wood is considered hard and, when dry, shows different shades of color. It is used extensively in the manufacture of various novelties.

The myrtle tree grows extensively along streams and the low portions of adjoining hillsides. Myrtle seeds have furnished food for wild animals and, in the early days, domestic hogs fattened on them.

The myrtle is one of the most beautiful evergreen trees indigenous to the southwestern part of Oregon and western California. In Oregon they are found in Coos, Curry and Douglas Counties.

Nehalem Bay State Park

Nehalem Bay State Park is located a short distance west of U. S. Highway 101 and comprises the entire sand spit lying north of the outlet of Nehalem Bay, between the bay and the ocean in Tillamook County. The spit lies immediately south of the ocean-beach community of Manzanita.

The first acquisition for this park was a gift of 497.63 acres from Tillamook County on July 23, 1938. This generous gift has been followed by seven more donations from Tillamook County, totaling 48.06 acres and ranging in size from a fraction of an acre to a 40-acre tract. Many more areas have been purchased. The acquisition period extended from 1938 through 1961 and involved 60 separate acquisitions. An additional 0.23 of an acre was purchased on December 28, 1963, at a cost of \$6,250. Park acreage at the close of 1963 totaled 832.32 acres. Three townsites were involved, being Necarney City, Sunset Beach and Seabright.

The terrain is generally level with sand dunes, covered, in the main, with planted beach grass.

The area was obtained to preserve the sand dune and beach area for future public playgrounds. The beaches on both sides of the long spit are well formed for public use.

The area was first named Nehalem Sand Spit State Park. However, in May, 1957, the Commission changed the name to Nehalem Bay State Park.

A proposed new section of U. S. Highway 101 will pass through the park, providing a direct route for the road.

Tillamook County and the State Board of Aeronautics were given permission by an agreement dated January 16, 1958, to construct and maintain a 2,400-foot flight strip within the park and a road to the strip from the north. The tenure of this permit is 25 years. The Board of Aeronautics was to construct a fence along the westerly side of the strip.

A permit was issued to the U. S. Coast Guard on October 30, 1943, to construct a telephone line through the park land. This line is part of a system which spans the entire length of the Pacific Coast.

The boys from MacLaren School at Woodburn planted beach grass at the north end of the park. This was done during the wet seasons, beginning late in 1954 and extending over a period of several years. An area in the northernmost part of the park was provided for the boys camp. The school constructed the camp and the road leading to it.

A huge chunk of beeswax, 15 x 16 inches, was uncovered by the boys from the correctional school in 1955. It was partly shattered by a bulldozer. However, plainly marked on it are symbols of the little-known Spanish galleon trade between Mexico and the Philippines from 1565 to 1815. The seven-month voyage, a monopoly of the Spanish crown, was the most remote and hazardous in history.

Beeswax was used for candles in religious ceremonies. Chunks of beeswax found on the beaches bear Latin symbols, indicating religious significance.

The following is quoted from a story written by Ben Maxwell, Salem historian, relating to the finding of a block of beeswax in the park:

"In Oregon's prehistoric times, students believe, a Manila Galleon plying between the Philippines and Acapulco in Mexico was cast ashore here and that beeswax forming deck cargo was washed to the beach. The date of this wreck cannot be determined with certainty nor is the name of the old galleon positively known. There are those who believe this ship was the San Francisco Xavier, a galleon that cleared Manila in 1705 and failed to reach Acapulco.

"During the past century quantities of the wax have been discovered on Nehalem peninsula, many of the larger pieces being inscribed with symbols that long puzzled investigators. Now it is known that these were marks of trade understood by the consignor and the consignee in Mexico.

"The large piece recently unearthed by state park employes contains two common marks found on Nehalem beeswax, the N and a diamond. Other pieces bear markings implying an ecclesiastical significance. This may be explained by the fact that the church in the Philippines during the 17th century also engaged in commerce and exported commodities from the East to Mexico. Odor of beeswax remains strong at a point of fracture in the state park specimen."

No active use has been made of the park.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
4941	10-22-56	Pacific Power & Light Co.—power line	
2895	8-17-48	Pacific Tel. & Tel. Co.—telephone line	Indefinite
1935	1-16-58	State Board of Aeronautics—flight strip	1-16-83

Neptune State Park

Neptune State Park is located on both sides of U. S. Highway 101, approximately three miles south of Yachats in Lincoln and Lane Counties. It extends along the coast line from near Cape Perpetua south a distance of approximately two and one-half miles, almost to Bob Creek.

This two and one-half mile stretch of ocean front has an irregular shore line of rugged, craggy rock ledges and precipitous cliffs against which King Neptune angrily splashes the huge, white, frothy waves of the mighty Pacific at almost regular intervals during the winter season, thus suggesting the name Neptune for this park area.

The entire 331.22-acre tract was purchased from Viola Lee Pratt on June 11, 1938, at a cost of \$60,000.

The terrain along this section of the Oregon coast is rough with only a few places suitable for park development. A small overnight camp on the east side of the highway and a picnic area on the west side have been provided near Cummins Creek.

Tree coverage on the entire tract is mostly spruce and alder with a few maple scattered throughout the area. The undergrowth is salal and salmonberry.

Improvements include a small overnight camp with 14 tent sites arranged in a rather unique design. The irregularity and unevenness of

the ground, combined with the density of the tree cover, gives the occupant a feeling of privacy and seclusion in a woodsy, ocean-front retreat. Comfort stations have been provided, and the usual facilities, such as water, tables, benches, stoves and suitable places for parking a car and pitching a tent are located at each camp site.

The picnic area, as previously mentioned, is located almost directly across the highway from the overnight camp. It contains tables, benches, stoves, sanitary facilities and a car parking area around which a stone fence has been built. Access to the beach and trails to viewpoints and choice fishing spots have been constructed.

Maintenance headquarters for Neptune Park is located at Gwynn Creek, approximately one-half mile north of the use area. It includes an equipment and storage shed and a small residence.

The U. S. Forest Service constructed a road across the park land in 1949, another in 1952 and a third one in 1962. All are covered by permits.

Attendance at Neptune State Park during 1963 totaled 79,312 day visitors and 4,755 overnight stays.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
1153	8- 2-49	U. S. Forest Service—logging road	30-day notice
1377	4-21-52	U. S. Forest Service—logging road	"
824	9-19-62	U. S. Forest Service—logging road	Indefinite
Agmt.	7-13-39	West Coast Power Co.—power line	"
4351	4-16-54	Central Lincoln PUD—power line (Trnsf. of West Coast & Mt. States permits)	"

Nestucca Sand Spit State Park

Nestucca Sand Spit State Park is located at the end of a county road near Pacific City in Tillamook County. It comprises all of the spit south of the platted area of Pacific City, west of the Nestucca River and north of the outlet of the river.

The first land obtained for this park was 136.5 acres purchased from Carie Hultenburg, et al, in December, 1961, at a price of \$10,660. Four other parcels have been purchased since that time, one of which was 38.68 acres from the Bureau of Land Management at a cost of \$107.50, and another was 117.41 acres from the State Land Board at a cost of \$3,500. Two other areas were purchased, one containing 45.15 acres at a cost of \$5,000, and the other nine acres at \$800. Total acreage in the park as of the close of 1963 was 346.74 acres.

An application to the U. S. Forest Service to acquire an additional 96 acres was still pending as of the close of 1963.

Improvements by the state consist of planting beach grass and shore pine trees. This was done to stabilize the sandy areas. Tillamook County was given permission to construct a boat ramp and car parking area on the land owned by the U. S. Forest Service.

No active use has been made of the park.

North Santiam State Park

North Santiam State Park is located one-half mile south of State Highway 22, approximately four miles west of Mill City in Marion County.

A gift of 61.08 acres from Marion County on August 30, 1937, was the first acquisition for this park. To this was added 3.26 acres in 1952 and another 10 acres in 1958, both parcels having been purchased from Keith and Margaret Phillips. This increased the park acreage to 74.34 acres as of the close of 1963.

The entire park area is wooded, being covered with fir, maple, alder and the usual underbrush so typical of the Santiam canyon. A small portion of the park land near the river was formed by the deposit of river gravel and sediment. The shoreline is covered with coarse rock.

North Santiam Park and the highway which serves it are named for the river. The Santiam River, according to *Oregon Geographic Names*, was named for the Santiam Indians, a Kalapooian tribe living near the Santiam River, the remnants of which were moved to the Grand Ronde Agency in 1906.

Much of the attractiveness of the park can be attributed to the beauty of the green timbered surroundings and the crystal clear water of the river. The park is a favorite spot on the river for fishermen to try their luck. The trail downstream, quite easily traversed, adds to the fisherman's enjoyment as well as the pleasure of those who wish to hike.

Park improvements include more than one-half mile of oiled entrance road, car parking area which has been fenced, trails in the park and downstream along the river, and the usual picnic facilities, such as tables, benches, stoves, water and sanitary facilities.

Attendance in 1963 totaled 37,676 day visitors. Overnight camping facilities have not been provided.

Norway Myrtle Preserve

See "Myrtle Preserves" for story regarding this area.

Ochoco Lake State Park

Ochoco Lake State Park is located on the south side of Highway 26, along the northern shore of Ochoco Lake, approximately seven and one-half miles east of Prineville in Crook County.

Ochoco Lake was created by construction of the Bureau of Reclamation's irrigation dam on Ochoco Creek, a tributary of Crooked River. Lewis A. McArthur says in *Oregon Geographic Names* that Ochoco Creek and other geographic features in Central Oregon are said to have been named for a Snake or Piute Indian Chief. It is said that the word "ochoco" was a local Indian word for willows. The park was named for the lake.

The entire 9.8 acres in the park were purchased from R. W. and Frances Lakin on December 9, 1954, at a cost of \$8,750. The area contains a point of land jutting into the lake a short distance, the top of which is quite level but both sides slope sharply into the water. The park facilities are on the level area.

Tree cover is rather sparse. It is mostly juniper trees with a few scattered ponderosa pine and a variety of underbrush known locally as "grease brush."

Ochoco Lake is the principal feature of the park. It affords many pleasurable sports, such as fishing, boating, swimming, wading and water skiing. These activities, combined with the warm, dry climate of Central Oregon, draw many campers and picnickers to the area. The lake has been stocked with fish on several occasions by the State Game Commission.

Improvements are an overnight camp with 22 tent sites, a picnic area, entrance road, car parking area, boat ramp 45 x 400 feet, tables, stoves, benches, water and sanitary facilities.

A floating pier, constructed by the Prineville-Crook County Chamber of Commerce, is anchored to park land and is attended by park maintenance men during periods of rising and lowering of the water.

Attendance at the park during 1963 totaled 187,768 day visitors and 9,764 overnight stays.

Ochoco Wayside

Ochoco Wayside is located on both sides of Highway 126, near the west edge of the city of Prineville in Crook County.

The first acquisition was a gift of 32 acres from Columbus J. and Fannie Johnson on December 24, 1930. In fact this area is a moderately high promontory overlooking the city of Prineville, Crooked River Valley, Ochoco Valley and the Ochoco Mountains. Another gift of 219.19 acres from Crook County on July 5, 1939, brought the acreage in this wayside to 251.19 acres as of the close of 1963.

The area is a part of the barren slope extending from the plateau to Crooked River. The terrain is generally steep to moderately steep. A few scattered juniper trees are growing on the area.

This wayside was named after the beautiful Ochoco Valley, of which it offers a commanding view. The entire area is closely connected with Oregon history.

Improvements are an entrance road, small area for parking cars and a stone wall along the steep portion of the car parking area.

Attendance during 1962 totaled 31,236 day visitors. No count was made in 1963.

Permits as follows affect this wayside:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
3476	10-19-50	Central Electric Co-op—power line	Indefinite
2199	5-16-60	Crooked River Bowmen—archery range	„

Ona Beach State Park

Ona Beach State Park is located on both sides of U. S. Highway 101, approximately eight miles south of the city of Newport, at the outlet of Beaver Creek, in Lincoln County.

The purchase of three parcels of land from Lorraine Randall, aggregating 126.84 acres, at a cost of \$34,035 in the years 1958 and 1959, was the beginning of this seashore, riverside park. One gift from Lincoln County of 10 acres on January 23, 1963, and four purchases, two in 1959, a third in 1960 and a fourth in 1963, totaling 21.38 acres, increased the park to 148.22 acres.

Ona Beach State Park has a very unusual, attractive setting. The green timbered hillside on the south, a part of the park land, the tide-affected, slow moving Beaver Creek flowing through the area, and the long, broad, sandy beach contribute to the pleasures of the park visitor. The unhurried waters of the stream often entice the fisherman to try his luck or quietly invite the pleasure seeker to go canoeing. At one time clams were abundant along the beach but the many seekers of the bivalve have greatly reduced the number.

The name Ona was applied to a post office on Beaver Creek about three miles upstream from the present park location. *Oregon Geographic*

Names says, "It is shown as a post office in 1890, and did not have an office in 1944 nor for some years prior. Ona may have been named with a Chinook jargon word. The jargon word Ona generally refers to the razor clam." These facts prompted naming the park Ona Beach.

In the stream valley the terrain is flat, but to the south the ground rises rapidly to an elevation of more than 100 feet. A good stand of trees, principally spruce, covers the southern hillside and an area along the stream where its course forms a loop.

Park improvements include three car parking areas with entrance roads to each. Two parking areas are located west of the highway on both sides of the creek and the third is on the east side of the highway and north of the stream. The one east of the highway is used principally by boat trailers and fishermen. A boat launching facility 50 x 75 feet is located at this place. Other improvements are trails throughout the park and a picnic area with tables, benches, electric stoves, water and sanitary facilities. Two small cottages for use by park employees were constructed on the high ground near the south line of the park land. Power lines were constructed to the park facilities.

A request from Charles Hart to purchase a 100-foot strip of land along the north side of the park was rejected in 1959 as the Highway Commission desired to wait until Mr. Hart had a definite plan for developing his land.

Attendance during 1963 totaled 108,970 day visitors. Overnight camping facilities have not been provided.

Permits as follows affect the park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
2011	4-16-59	Central Lincoln PUD—electric service	(See combined contract)
5226	5-22-61	Seal Rock Water District—water line	Indefinite
11831	12-31-61	Lundy Bros. Inc.—road crossing to sawmill	"

Oswald West State Park

Oswald West State Park is located on both sides of U. S. Highway 101, approximately ten miles south of Cannon Beach in Clatsop and Tillamook Counties. It comprises a considerable portion of Neahkahnie Mountain.

The first acquisition for this quiet, secluded and most delightful park was a gift of 120.37 acres from E. S. and Mary Collins on November 12, 1931. There were six additional gifts toward this park as follows:

<i>Donor</i>	<i>Acreage</i>	<i>Date</i>
George E. and Julia P. Huntley	45.85 acres	February, 1932
Tillamook County	120.00 "	November, 1935
Samuel and Beulah K. Reed	97.30 "	December, 1935
Tillamook County	32.84 "	July, 1938
Tillamook County	10.00 "	June, 1939
Beulah K. Reed	2.22 "	February, 1943

Eighteen other parcels of land were purchased from 1935 to 1950 ranging in size from five acres to 354 acres. An exchange of lands with the State Board of Forestry in 1951 increased the park holdings by 111

acres of good timber land and gave to the Board of Forestry stump land of equal value along the Sunset and Wilson River Highways. (See reports on Sunset Highway and Wilson River Highway Forest Waysides.) Another exchange of lands was made in 1954 with Arch Cape Land Company in order to clearly establish the park boundaries. This transaction gave the Arch Cape Land Company 5.47 acres in exchange for 6.38 acres of equal value. These acquisitions and exchanges resulted in a total of 2,501.92 acres in the park as of the close of 1963.

In April, 1943, the timber from part of the land which had been given to the state by Mr. and Mrs. Sam Reed in December, 1935, was sold to Donaldson & Koppish, logging contractors, at a price of \$767.40 and 320 acres of nearby stump land. Approval for the sale was given by Sam Reed's widow. The Commission believed the trees could not withstand the winter winds since all of the surrounding land had been logged.

The U. S. Coast Guard requested, and the Commission approved in 1944, permission to construct small shelters along the beach. These shelters were approximately 6 x 6 feet and were removed after the war.

To eliminate a fire hazard at Oswald West Park, the Commission approved a sale in 1951 of down and dead timber to Baty and Brown of Seaside at a price of \$1,252.50.

Authority to construct and use a roadway across a portion of the park land was given to St. Helens Pulp and Paper Company in 1951, and in October, 1954, the State Board of Forestry was given an easement for use of the same road in connection with fire protection and timber management.

Many requests were received from local communities for construction of a road to the top of Neahkahnie Mountain. The Commission believed that it was not in the best interests to construct the road because of the steepness of the required grade, and that it was not justified because of the costs. The requests were not approved.

The name first selected for this area was Short Sand Beach State Park. It was changed to Oswald West State Park in March, 1956, to honor former Governor West (1911-1915) for his intense interest and great leadership toward legislative action in 1913 which set aside nearly 400 miles of Pacific Ocean shore line for public use and vested ownership in the State of Oregon. There were many urgent requests to restore the original name but the Commission was not convinced it was a proper move.

The terrain is rough and elevations are from sea level to 1,795 feet at the top of Neahkahnie Mountain. All of the park land, except the logged portions of Neahkahnie Mountain and its south slope, is covered with a good stand of timber. Two streams of notable size flow through the park and gradually converge at a point within the park above high tide line. These streams are named Short Sand Creek and Necarney Creek. Approximately one-quarter mile of fine, sandy beach extends northward from the outlet of these creeks. About midway of the four miles of shore line is a large promontory named Cape Falcon. Lewis A. McArthur in *Oregon Geographic Names* indicates that the cape was probably discovered and named by Captain Bruno Heceta in 1775 but the records are too meager to correctly identify the point. The entire area is a magnificent sea front made up of bold headlands and cliffed indentations with a single exception of Smugglers Cove at Short Sand Beach, a somewhat sheltered fiord which lies between protruding headlands sheltering the bay and the use area of Oswald West State Park.

The history of Oswald West State Park would not be complete without some reference to the romantic tales about Smugglers Cove and the mysterious treasures buried on Neahkahnie Mountain, two outstanding landmarks along the northern coast line, and the romantic, mysterious part these places might have played in the early history of Oregon.

When and how the name Smugglers Cove came to be applied to this particular location is obscure. There are many tales of smugglers using this cove for their illicit enterprises. McArthur in *Oregon Geographic Names* says, "This snug little harbor is between Cape Falcon and Neahkahnie Mountain and its short shore has been called Short Sand Beach for many years. It is not a landing place but fish boats sometimes anchor there in rough weather. The name Smugglers Cove is purely romantic as there is nothing to indicate that smugglers ever used the place."

Neahkahnie is an Indian name and there has been much controversy about the meaning. McArthur has this to say, "Neahkahnie Mountain is a place of romance and mystery. Tales of buried treasure, marooned Spaniards, galleons laden with beeswax candles and suchlike, have drawn the attention of the white man for three-quarters of a century. Chunks of engraved wax and curious letters on half-buried stones have been all the more mysterious. . . . Neahkahnie Mountain presents a bold front to the Pacific, and stands 1,795 feet above the water, an imposing sight."

Buried treasure on Neahkahnie Mountain? Whether fact or fiction, its summit presents a magnificent panorama of the ocean, its beaches, headlands, bays and streams. W. A. Langille wrote, "Superb views are offered of the forested mountains of the coast range, with Saddle Mountain, Humbug Mountain and Onion Peak to the north and northeast and a sweeping view of the array of lesser peaks to the east and southward. Along the coast line to the north, there is visible the mouth of the Columbia River, bold Tillamook Head and the offshore lighthouse and all the intervening points between it and protruding Cape Lookout."

Improvements at the park include a car parking area near the highway, a trail to the top of Neahkahnie Mountain, trails along the mossy, fern-covered banks of both creeks from the highway to the beach and another trail of equal interest near the shore from Short Sand Creek to Cape Falcon. The Civilian Conservation Corps did much of this trail construction during the late 1930's.

Day use facilities are located near the highway and along Short Sand Creek. They include tables, benches, stoves, water and sanitary facilities. An overnight camp area, unique in its site and design, is located between the two creeks, near their confluence and approximately one-quarter mile west of the highway. It is unusual because the camper must carry his needs from the highway to the camp or use the brightly-colored wheelbarrows which are provided for such use and wheel his equipment and supplies from the parking area to the camp, along a wide, paved foot trail which dips under the highway bridge and follows down the creek bank, amid tall, stately trees to a shaded, well protected site. Cars are restricted to the parking area at the highway. This overnight camp area is very primitive and quaint, yet pleasing. Its remoteness in reference to the highway and the accompanying traffic noises enhances a feeling of being many, many miles into the wilds, far from civilization with its hustle-bustle, hurry-scurry atmosphere. Water, stoves, tables, benches and latrines are provided.

Attendance during 1963 totaled 185,317 day visitors and 3,751 over-night stays.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
569	3-26-59	Crown Zellerbach—logging road	12-31-64
452	3- 8-39	The Preston Co.—logging road crossing	Indefinite
1609	12- 8-54	Board of Forestry & St. Helens P&P Co.—road	Perpetual
1435	11-25-52	Shults & Markham—pipe line crossing	11-25-77
3897	10-19-54	R. M. McLaughlin, Sr.—pipe line crossing	10-19-79

Otter Crest Wayside

Otter Crest Wayside is located at the crest of Cape Foulweather, on the west side of the old route of U. S. Highway 101, approximately eight miles north of the city of Newport in Lincoln County.

The 1.48-acre tract was a gift from Wilbur S. and Florence C. Badley on February 20, 1928. It was their desire that the area be preserved as a viewpoint for use and enjoyment by the general public. The deed has a number of restrictive clauses.

Otter Crest, a bold flat-topped rock rising 453 feet above tide, has a splendid outlook of the rock-bound shore. Looking northward from this promontory there is a particularly fine view of near and distant surf bound shores and rock cliffs, backed by high, steep slopes. Looking southward there is a stretch of wide, sandy beach that reaches from Devil's Punch Bowl to the lighthouse. McArthur in *Oregon Geographic Names* says, "Sea Otter formerly inhabited the offshore rocks." Today seals, sea lions and countless sea fowl can be seen.

The location of this wayside at the crest of Cape Foulweather, combined with the name of a low rock approximately one-half mile offshore, evoked the name Otter Crest for this outstanding viewpoint.

A car parking area, completely fenced for the safety of the visitor, is the only improvement at this wayside. The donor, Wilbur Badley, has a building at the northwest corner and operates a sales business catering to the public.

The property lines of this wayside have been a point of controversy for many years. Considerable time and money have been spent in an endeavor to correctly establish the north line, without results.

Attendance at the area during 1963 totaled 103,272 visitors.

Painted Hills State Park

Painted Hills State Park is located north of Ochoco Highway 26, along the banks of Bridge Creek about nine miles northwest of the town of Mitchell in Wheeler County.

The entire park-owned land, 13.2 acres, was purchased on June 23, 1947, from L. T. and Golda Howard, title holders, and R. R. and Dorothy Every, contract purchasers, at a cost of \$66.

In connection with the park land transfer, the grantors who owned approximately 2,800 acres of land surrounding the park, granted and vested in the general public a right and privilege to go upon, visit,

examine and enjoy the Painted Hills and the area surrounding the same and the privilege to explore the fossil deposits and other geological formations, but no fossils or other objects of interest, scientific or otherwise, may be removed for commercial purposes.

The Painted Hills area is a locality of exceptional scientific importance and one of great popular appeal. Fossils of tree leaves and plants that grew millions of years ago, considered to be of the Eocene period, are found here in the Clarno formation.

Ralph W. Chaney of the University of California, Department of Paleontology, on August 26, 1939, had this to say in a letter to the State Parks Superintendent: "I know of no place in the world where the contrast between the present and the past is more fully emphasized. From the junipers of today we may go back to the giant redwoods of the past by digging into the volcanic shale of the hilltop. Evidence of great volcanic activity may be seen on all sides, including the striking colors of the Painted Hills. A place so filled with the lore of Earth History should surely be set aside as a permanent possession of the State of Oregon."

John Merriam of Carnegie Institute of Washington, D. C., wrote the State Parks Superintendent on October 19, 1939, and said, "I have known the Painted Hills region near Bridge Creek for 40 years . . . In no other place do I know of a situation in which there is a finer expression of the change of climate and of life."

An interesting article about the area by Phil F. Brogan appeared in *The Oregonian* on January 27, 1946. It said in part: "Blood-red water raced through a western tributary of Wheeler county's Bridge creek recently when torrential rains swept the storm-sculptured lands near Mitchell. But ranchers of the valley were not alarmed. Occasionally the Bridge creek tributaries run green. Frequently they are brown. Blue water is not uncommon, and even yellow floods have been reported. Occasionally the flows of the streams of many hues blend, then surge down the winding canyon to a junction with the turbulent John Day river. The colored waters originate in the Painted Hills, one of Oregon's most unique formations . . ."

"The Painted Hills are predominantly red, and erosion has shaped the area into huge domes. These beds are soft, and even moderately heavy rains start the mud moving in streams. Bands of yellow cross some of the Painted Hills.

"Facing the red hills, with their bands of yellow, are the pinnacled bluffs of the middle John Day series, in which are sealed away the stony remains of rhinos and oreodons, three-toed horses and ancestral camels, giant pigs and great cats. The Painted Hills change in color with wet and dry seasons, and they alter their hues under sunshine and clouds. Scientists from far parts of the world have visited the area. Few Oregonians have ever heard of the locality."

From the foregoing description it is easily understood why the area was named Painted Hills.

Improvements include tables, benches, stoves and an entrance road. The 13.2-acre tract was fenced. It has been difficult to maintain facilities in the park as floods and stock grazing in the area do much damage.

Attendance during 1962 totaled 5,703 day visitors. No count was made in 1963.

Pass Creek Wayside

Pass Creek Wayside borders the west side of Interstate Highway 5, approximately five miles south of the city of Cottage Grove and one mile south of the community of Divide in Douglas County.

The entire 15 acres in this wayside was a gift from Douglas County on November 14, 1942, to assure preservation of the good stand of maple, alder, fir and cedar trees on the hillside and along the stream bed passing through the property.

Pass Creek is a descriptive name which was applied in the early days to the stream on which the wayside is located because of the fact it heads in a comparatively low divide between the waters flowing into the Willamette River and those flowing into the Umpqua River.

No improvements have been made at this area and no direct use is being made of it.

Peter Skene Ogden Scenic Wayside

Peter Skene Ogden Scenic Wayside is located on both sides of The Dalles-California Highway 97, approximately nine miles north of the city of Redmond at the county line between Jefferson and Deschutes Counties. The land lies in both counties and is on both sides of the beautiful, picturesque Crooked River Gorge.

The first two parcels of land obtained for this scenic wayside were gifts from the Oregon Trunk Railway, one in 1925 and the other in 1926, aggregating 16.9 acres. The next parcel acquired was 45.96 acres from the Bureau of Reclamation on February 5, 1929. An additional 40-acre tract was purchased from the State Land Board on August 26, 1930, at a cost of \$2.50 per acre. In order to clear an unintentional encroachment which took place prior to state ownership, five acres were deeded to an adjoining landowner who had erroneously placed his farm buildings on the park land, outside of his holdings. At the close of 1963 there was a total of 97.86 acres in Ogden Wayside.

The park land includes that part of the Crooked River Canyon where both the highway bridge and the railroad bridge span the deep gorge. The canyon is 400 feet wide and 304 feet deep from bridge deck to stream bed, with vertical walls. A masonry parapet wall skirts the south rim beside the parking place and extends from the highway bridge to within a short distance of the railroad bridge. A path along the wall provides easy access and a safe place from which to view the deep, narrow chasm of the geologically interesting Crooked River Canyon. The park setting is picturesque, the area commodious, comparatively level and exceptionally well situated for park development. The easterly half of the park land is covered with juniper but the westerly portion is contrastingly bare. The immediate locality and general surroundings possess many unusual scenic features that are of extraordinary geologic interest and there is an over-all historic background.

Water rights for 19 acres came with the land acquired from the Reclamation Service. In 1942 the Commission sold the rights for 14 acres, leaving five for the use of the park.

The area was named Peter Skene Ogden Scenic Wayside to honor the courageous man who rescued the survivors of the Whitman massacre in December, 1847, and to commemorate Ogden's explorations into Central Oregon in the days when hostile Snake Indians almost constantly harassed the White men when starvation continually threatened them.

McArthur's *Oregon Geographic Names* says that Peter Skene Ogden was born in Quebec in 1794; he entered the Oregon country in 1818 at the head of a trapping party with headquarters at what is now Astoria; he was one of the first to describe and name geographic features in Eastern Oregon; he died in Oregon City on September 27, 1853, and is buried in Mountain View cemetery in Oregon City.

Peter Ogden, known as "The Old Whitehead" to all the Indians west of the Rocky Mountains, or "M'sieu Pete" to his canoemen and servants, is credited with having discovered and named Mount Shasta, California, in 1827, the Humbolt River in Nevada in 1828, and the city of Ogden, Utah, which is named in his honor.

Improvements at the area consist of a parapet wall and path, as above mentioned, picnic tables and sanitary facilities. An informational sign has been placed near the car parking area relating to Peter Skene Ogden's trip through Central Oregon.

Attendance at the area during 1963 totaled 114,362 day visitors. Overnight camping facilities have not been provided.

Permits as follows affect Peter Skene Ogden Scenic Wayside:

Number	Date	Name	Expiration
282	10-17-51	Bonneville Power Adm.—power line	Indefinite

Pilot Butte State Park

Pilot Butte State Park borders the Bend-Burns Highway at the east edge of the city of Bend in Deschutes County.

The first acquisition for this park was a gift of 100 acres of land from Charles A. Brown of Chicago, Illinois, Kempster B. Miller of Pasadena, California, and Francis R. Welles of Bourre, France, through H. F. Shilling, Receiver of the First National Bank of Bend, in memory of Terrence Hardington Foley, a former resident of Bend, a highly respected, public-spirited person and a former business associate of the donors. The deed is dated November 3, 1927.

Two small additional areas were purchased in 1941, mainly to square the southeast corner of the park land. It has been ascertained, however, that a small triangular parcel of land lying south of Central Oregon Highway was erroneously included in the deed to the state. Park land as of December 31, 1963, totaled 100.74 acres.

Pilot Butte was named first by the early Oregon pioneers. It was a prominent landmark guiding their course for many miles westward across the desert plains of Central Oregon toward a suitable place to safely ford the deeply canyoned Deschutes River. Pilot Butte is actually a lone cinder cone reaching an elevation of 4,136 feet and rising approximately 500 feet above the surrounding lands. From its summit an impressive panorama may be seen. The tops of the Cascade Mountains with their several snow-capped peaks are visible, as well as many lower peaks such as Black Butte, Lava Butte, Pringle Butte, Round Butte, Smith Rocks, Ochoco Mountains, Paulina Mountains and the clear waters of the Deschutes River as it winds its way through the irrigated lands and the juniper and pine forested areas of the nearly level floor of the Central Oregon plains.

A bronze plaque set in a lava rock monument, 50 inches wide, 48 inches high and .16 of an inch thick, was placed at the summit of the butte honoring Mr. Foley and praising those who made it possible for the public to enjoy forever the beauties which can be seen from this wonderful observation point. Dedication was held on September 30, 1928.

Improvements include a two-way road spiraling to the summit of Pilot Butte, a small parking space, an area for turning and a pedestal upon which an alidade has been mounted with pointers indicating the many geological features and prominent points of interest dotting the surrounding countryside. Also, a single pole antenna was installed atop the butte for use by the state in its radio system.

An agreement was made in 1944 for the U. S. War Department to use the park as an airplane observation post. The agreement was terminated about a year later.

The city of Bend was granted an easement in 1959 for an access road across the northwest corner of the park from LaFayette Street to city-owned property on which is located a water tank.

Park use in 1963 was 44,354 day visitors.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Termination</i>
2712	7-2-48	Deschutes County—pipeline crossing	7-2-73

Pistol River State Park

Pistol River State Park is located on the west side of U. S. Highway 101, between Pistol River and Crook Point, approximately 11 miles south of the city of Gold Beach in Curry County.

The first land for this park was 58 acres purchased from Haeckel Timeus on January 25, 1962, at a cost of \$580. On April 30, 1962, a tract of 135.35 acres was acquired from the Bureau of Land Management at a cost of \$339. Another tract of 7.9 acres was purchased from Charles Means, et al, on September 27, 1962, at a cost of \$3,875.41. Two tracts, totaling 209.60 acres, were purchased in 1963 at a total cost of \$41,575.68. As of the close of 1963 the park had a total of 410.85 acres.

The park land, lying between the highway and the Pacific Ocean, bounded on the north by Pistol River and on the south by Crook Point, is a long stretch of shore line possessing large sand dunes adjacent to a wide, sandy beach. It has a variety of interesting features. Its elevation is from sea level to a probable 100 feet, the result of moving sands. Nature has stabilized the sand in some places; others have been planted to grass. Sand Creek, an intermittent stream, flows through the area. The 160-foot high rock knoll at the southern border, known as Crook Point, is virtually a seashore vista for viewing the coast five miles north to Cape Sebastian and ten miles south to Cape Ferrelo. It also overlooks an unusually scenic cluster of protruding rocks immediately offshore.

The park was named for Pistol River which flows along the northern border and empties into the Pacific Ocean nearby. Lewis A. McArthur in *Oregon Geographic Names* says that Pistol River acquired its name in 1853 after a pistol was lost in the stream.

No improvements have been made at this park.

Port Orford Cedar Forest Wayside

Port Orford Cedar Forest Wayside is located seven miles north of the city of Port Orford, on both sides of U. S. Highway 101, at the junction of the airport road, approximately two miles north of Sixes River in Curry County.

The land first acquired for this wayside was 160 acres on the east side of the highway, purchased from Port Orford Commercial Company on July 22, 1930, at a cost of \$2,400. The next parcel of land was a gift

of 34 acres from Moore Mill and Lumber Company on January 21, 1931. This tract contained a good stand of old Port Orford cedar timber.

The 160-acre tract first mentioned above was sold for mining purposes in March, 1942, as the black sand found under the surface was needed in the war effort. The consideration was \$2,400, plus a portion of the values obtained. In the transfer the Commission retained a strip of land 20 feet wide, or 1.20 acres, along the full length of the highway frontage. The company operated for a very short while before closing operations.

In February, 1944, an easement for the airport road, amounting to 1.4 acres, was given to Curry County. The extra right of way on the east side of the highway, amounting to 1.20 acres, was transferred to the Road Division as right of way. The net area in the park was 32.60 acres at the close of 1963.

A good stand of Port Orford cedar trees covered the remaining area and preservation of these beautiful trees for the enjoyment of the traveler was desired. A fire destroyed all of the timber in 1936. The area was later planted to cedar trees in the hope that no future destructive elements might occur.

The name Port Orford Cedar Forest Wayside is indicative of the area.

No active use has been made of the park land.

Portland Women's Forum State Park

Portland Women's Forum State Park is located at Chanticleer Point, on the north side of Scenic Columbia River Highway, approximately 22 miles east of Portland and one mile west of the Vista House at Crown Point in Multnomah County.

The 3.71-acre tract was a gift from the Portland Women's Forum by deed dated October 19, 1962. Preservation of the viewpoint at the west entrance of the Columbia River Gorge was the motive.

This property is the site of the old Chanticleer Inn which many years ago was located at a vantage point overlooking the great Columbia River, its magnificent canyon and the beautiful, green timbered mountains far to the north. The Inn was destroyed by fire nearly 40 years ago.

As a condition of the gift, the Forum requested that the area be named Portland Women's Forum State Park, and the Commission approved. On the level ground near the car parking area, the Forum installed a memorial with arrows pointing to various landmarks and a bronze plaque inscribed with names of life members of the organization. The remainder of the land is a sloping hillside, covered with low-growing brush indigenous to the area. An old roadway is used as a car parking area.

At the entrance to this park another monument has been placed to the memory of Samuel Hill, through whose efforts and influence the first road through the Gorge was constructed.

No count of the visitors to the area has been made.

Prineville Reservoir State Park

Prineville Reservoir State Park is located about 17 miles southeast of Prineville, on the northern shore of the lake created by construction of Prineville Dam on Crooked River in Crook County.

The entire 365-acre park was acquired in June, 1961, under a 50-year lease from the U. S. Bureau of Reclamation through the Crook County

Court which holds the principal lease from the Bureau covering all of the land around the lake.

The terrain of the park area is rolling and slopes toward the reservoir. There is no tree cover. Crook County constructed a paved road to the park in 1961.

Park facilities include a boat ramp, oiled car parking area, picnic facilities, 69-unit overnight camp with 47 tent sites and 22 trailer camps, a well, 20,000 gallon water storage tank, bathhouse, tables, stoves, benches and sanitary facilities. All roads in the camp area are oil surfaced, as well as the boat parking area. An electric power line to serve the overnight camp area was constructed in 1962. The Central Electric Co-op furnished the line extension and power demands are for a minimum of \$108 per year.

Attendance during 1963 totaled 147,000 day visitors and 23,702 overnight stays.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
2326	6-27-61	Crook County—development as State Park	6-27-2011
	8- 9-62	Central Electric Co-op—electric service	8- 9-72

Prospect Wayside

Prospect Wayside is located on the Crater Lake Highway at the Rogue River bridge, approximately 44 miles northeast of Medford in Jackson County. It borders the relocated section of highway and includes the abandoned portion of the road between the Rogue River and the south edge of the community of Prospect.

Two oddly-shaped tracts of timberland, containing 10.70 acres, comprise this wayside. One tract, containing 5.70 acres, was purchased on March 2, 1931, from the Rogue River Timber Company. An adjoining tract, containing five acres, was purchased on October 3, 1957, from California-Oregon Power Company.

Acquisition was to preserve the fine stand of old trees growing on the property and to safeguard the natural effect along the route of the relocated highway.

It is needless to mention that the area was named Prospect Wayside because of its nearness to the community of the same name.

No active use has been made of the wayside.

Red Bridge State Park

Red Bridge State Park is located 7.4 miles south of Interstate Highway 80N, on Hilgard-Starkey Secondary Highway, at the crossing of Grande Ronde River in Union County.

An area, containing 35.2 acres, was obtained from Mt. Emily Lumber Company in March, 1951, in exchange for ten acres of land owned by the Highway Commission. An additional 2-acre tract, the abandoned railroad right of way through the property, was a gift from Boise Cascade Corporation in July, 1961, making a total of 37.20 acres in the park at the close of 1963.

The park land is quite level, except the moderately steep westerly one-third which is a part of the canyon wall. The area is cut by the

highway and the Grande Ronde River. Tree coverage is principally ponderosa pine with an abundance of poplar, cottonwood and willows near the stream. The beautiful Grande Ronde River flowing through the area furnishes great interest to park visitors as well as to fishermen and hunters.

The area was named Red Bridge many years ago, no doubt from the fact that Union County kept the bridge painted red long before the highway became a part of the secondary system. The park perpetuates the name.

Developments are an entrance road, car parking space, playfield and the usual picnic facilities, including tables, benches, stoves and sanitary facilities. At one time a small overnight camp was constructed but the use was small and the camp was discontinued. Water was obtained from three springs located on U. S. Forest Service land west of the park and utilization of a 5,000-gallon, steel, water-storage tank acquired from the abandoned railroad company. Water right #23884 was obtained for this park.

Attendance at the park during 1963 totaled 32,632 day visitors.

Redmond-Bend Juniper Wayside

Redmond-Bend Juniper Wayside contains ten separate tracts of land totaling 635.16 acres, located between Redmond and Bend, all adjacent to or bisected by The Dalles-California Highway 97 in Deschutes County.

All ten tracts of land were acquired through the State Land Board in 1945 after seven years of arduous and tedious negotiations. The State Land Board, at the request of the State Highway Commission, exchanged lands in Harney County for these tracts held by the United States Grazing Service. The Highway Commission then purchased the tracts from the State Land Board at a cost of \$2.50 per acre, or a total of \$1,587.90.

Acquisition of this land was for the primary purpose of preserving the good stand of old-growth juniper trees, many of which are several hundred years old. The tree growth along the highway provides a restful section of road for the traveler instead of what might otherwise be only a desert, sand-blown area.

The name chosen for this wayside is indicative of the location and the beautiful juniper trees which adorn the roadside.

No active use has been made of these tracts.

Permits as follows affect this wayside:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
Letter	2-7-52	Central Electric Co-op.—const. capacitor	Indefinite

Robert W. Sawyer State Park

Robert W. Sawyer State Park is located on the old route of The Dalles-California Highway 97, near the northern edge of the city of Bend in Deschutes County.

The first acquisition for this park was a 40-acre tract from the State Land Board at a cost of \$100 on April 28, 1931. An additional tract, containing 1.04 acres, was purchased in 1949 from Wilbur Samples at a cost of \$7,500. This small tract is located on the east side of the road and contains a modest home which is being used as a residence by the park ranger. The total acreage in the park was 41.04 acres as of the close of 1963.

Obtaining the land and naming this park was principally to honor Robert W. Sawyer, a former highway commissioner (8-1-27 to 5-28-30), a newspaper publisher in the city of Bend and a civic-minded citizen who did much in furthering the idea of state parks and the planning of the organization.

The park terrain is somewhat level and is covered with juniper and pine trees. The Deschutes River cuts through the area, forming a deep gorge through the basalt rock in the westerly one-half of the park. The easterly portion along the right bank of the stream is low and provides a delightful area for park patrons to picnic.

Two easements across adjacent property were obtained. One was to secure drinking water from Bend's city system and the other to acquire irrigation water from the Deschutes Reclamation and Irrigation Company for the park needs and for use at the ranger's residence.

Improvements include an entrance road, car parking area, trails and picnic facilities on both sides of the river, a foot bridge over the stream, water, sanitary facilities, tables, benches and stoves.

Attendance during 1963 totaled 37,027 day visitors.

Permits as follows affect this park area:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
2560	9-20-62	Pacific Power & Light Co.—elec. service	Indefinite

Water right for one acre—Deschutes Reclamation & Irrigation Co.

Rocky Creek Wayside

Rocky Creek Wayside is located on both sides of U. S. Highway 101, between Whale Cove and Rocky Creek, approximately two miles south of Depoe Bay in Lincoln County.

The first area obtained for this coast line wayside was 33.05 acres in June, 1926. It was purchased from an Indian family, Louis Klamath, Jane Butler, et al, through the U. S. Indian Agent, at a cost of \$600. A gift of 22.75 acres was received from the U. S. General Land Office in September, 1926. An additional 2.27-acre tract was purchased in 1936 and another 0.61 of an acre in 1953. Realignment of U. S. Highway 101 necessitated relinquishing, in 1954, one-fourth of an acre at the northeast corner of the wayside to an adjoining landowner in order that he might provide sufficient car parking space for patrons of his restaurant. These transactions left a total of 58.43 acres remaining in the wayside as of the close of 1963.

Attempts have been made to enlarge the park but the price of land in this vicinity has been a deterring factor.

The terrain is rolling with a gradual slope toward the edge of the steep, rocky shore where waves break heavily against the rocky cliffs. Tree cover is mostly spruce with salal and thimbleberry for the low-growing cover. The principal attraction of this wayside is the marine views of the turbulent ocean with its outlying, surf-bound reefs and rock islets along the three-quarter mile shore line.

The area was named for Rocky Creek, a small stream which closely parallels the south boundary line, mostly outside of the park, and enters the sea at the extreme southwest corner of the tract.

Improvements include a circular entrance road and complete day use facilities.

Attendance during 1963 totaled 81,886 day visitors.

Permits as follows affect this wayside:

Number	Date	Name	Expiration
1009	3-8-38	Highway Dept.—pipe line crossing U. S. 101	3-8-63

Rogue River Forest Wayside

Rogue River Forest Wayside is located on the south side of Crater Lake Highway 62, approximately ten miles north of Trail in Jackson County. The southeast corner of the wayside touches the highway right of way.

The 40-acre tract comprising this wayside was purchased on March 22, 1948, from Jackson County at a cost of \$180. Preservation of the timber thereon was part of the reason for purchasing this land. Development of a large park along the banks of upper Rogue River was planned and this tract would then become a part of that large park. The cost of other areas in the vicinity changed this plan.

The terrain is generally steep and is cut by Lost Creek. The cover is oak and fir trees with a few other minor species.

The name Rogue River Forest Wayside was chosen for this area because of its location and tree cover.

No improvements have been made and no use is being made of the area.

Rogue River Overlook Wayside

Rogue River Overlook Wayside is located on the south side of Crater Lake Highway 62, approximately five miles southwest of Prospect in Jackson County.

The 40 acres in this wayside was purchased from Jackson County on March 22, 1948, at a cost of \$360. This overlook is a tract of land which was intended to become a part of a large park along the banks of the upper Rogue River. Near the highway on this tract is an abrupt precipice dropping into the deep Rogue River canyon hundreds of feet below. From the brink of the canyon wall, superb views can be had of the canyon and the mighty Rogue River as it restlessly surges along the floor of the canyon on its way toward the sea.

The narrow strip of level land between the highway and the canyon is sufficiently large to allow the traveler to park his car while viewing the scenery. A few oak and fir trees are growing on the area.

No improvements have been made. The use is not sufficient to warrant recording the number of visitors.

Rooster Rock State Park

Rooster Rock State Park is located 23 miles east of the city of Portland, on the Columbia River Highway (Interstate 80N), near the west entrance to the Columbia River Gorge in Multnomah County. The Union Pacific Railroad tracks and the Columbia River form the boundaries of the park.

The first area acquired was 54.38 acres of overflow land lying below the meander line of the Columbia River. It was obtained from the State Land Board at a cost of \$271.90 on June 8, 1937. There were seven other land purchases ranging in size from 17 to 280 acres at costs from \$410 to \$9,000 for the tracts. These properties were acquired with highway rights of way between 1937 and 1946. The land had been used in connection with a fish seining and canning industry on the Columbia River.

An exchange of land was completed in 1954 whereby Fritz Luscher was given 12 acres from the southeast corner of the park and the state received 6.25 acres of timberland at Shepperd's Dell State Park. The total acreage in Rooster Rock State Park was 812.65 acres at the close of 1963.

The area was obtained to provide a swimming beach and picnic area and to promote boating interests that could be developed. The views of the Columbia River and the canyon walls are good, the walls displaying an evergreen coat throughout the year and an occasional splash of white when the dogwood trees are flowering.

The terrain is low and a great portion of it floods during extremely high water periods. The waters from Youngs Creek and Latourell Creek form a lake between the highway and the railroad. The higher lands within the park are covered with maple, alder, willow, cottonwood and various other species of native shrubs.

Rooster Rock State Park has slightly more than three and one-half miles of frontage along the Columbia River. This long, sandy, gently sloping river frontage furnishes a dune-like playground and an excellent swimming beach for park patrons. The rock itself is a tall, columnar, basaltic spire rising to a height of several hundred feet. It is located near the west end of the park and serves many river boatmen as a guide mark. It attracts the eye of the artist, geologist and rock climber. The rock, with its 28.54 acres of surrounding land, was acquired in 1938 at a cost of \$10,000, 75% of which was charged to the park.

Rooster Rock State Park was named after this tall, shapely monolith. This area has a direct connection with history, as Lewis A. McArthur in his *Oregon Geographic Names* say about Rooster Rock: "This is probably the rock mentioned by Lewis and Clark as their camping place on the night of Saturday, November 2, 1805." To further substantiate its connection with history, Universal Picture Corporation obtained authority on August 3, 1951, to utilize an area at Rooster Rock to film a historic picture relating to early travel in the settlement of the west.

Plans for an entrance road, including a traffic interchange, and construction of park facilities were ordered by the Highway Commission in August, 1955. The contract was completed in 1956 and dedication of the park was on July 25, 1957. The Portland Chamber of Commerce and Visitors Service Committee were instrumental in the dedication program.

In order to obtain drinking water for the park, a contract was entered into with the Corbett Water District to tap its lines near the Vista House high on the hill to the south of the park. In connection with this work, two easements were obtained in order to cross lands near the Vista House.

Latourell Creek channel from near Rooster Rock to the Columbia River, a distance of approximately one-half a mile, was dredged to a depth of four feet and width of 40 feet to accommodate small boats. Provision was made for a paved boat launching ramp 40 x 100 feet.

The Multnomah County Sheriff reported that there was heavy traffic into the park almost daily and on Sunday, July 28, 1957, there were 10,836 visitors. Lifeguards were placed in the park and six loud speakers have been properly placed and connected to the police office located in the concession building. One of the so-called walkie-talkie radios was given to each lifeguard. A telephone booth was placed in the park near the concession building.

Two bids for leasing 72 acres of grazing land between the highway and railroad tracks were received by the Commission on January 16, 1958. The successful bidder was Multnomah Falls Gift Shop at an annual fee of \$505.50. The lease ran for five years and was not renewed.

A large concession building was built in 1956 to accommodate the concession facilities, lavatories and baths. It also provides office space for the police force.

Bids were called for operation of the concession and P. & A. Enterprises was the high bidder. A lease was entered into on March 27, 1958, at 20% of the gross take. In 1960 P. & A. Enterprises became dissatisfied with the lease and demanded that the rate be reduced. The Commission, not wishing to revise the lease as requested, cancelled it in September, 1960. A new agreement was entered into with Otha Jones of Portland under the same terms after again having called for bids.

Improvements consist of entrance road, curbed parking area ample for 3,000 cars, picnic areas with many tables, benches, electric stoves and water, trails, four sanitary facilities, swimming beach, concession building with shower baths, toilets and space for the police office, boat launching ramp and boat trailer parking space. Approximately 1,000 lineal feet of shore line was protected with riprapping.

Attendance during 1963 was 319,936 day visitors. Overnight camping facilities have not been provided.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
4906	8-14-56	Portland Gen. Elec.—line crossing	Indefinite
5437	12-22-58	Portland Gen. Elec.—line crossing	"
654	4-18-56	from Mary M. Gilbaugh—pipe line	Perpetual
653	4-19-56	from O. L. and A. L. Dimmitt—pipe line	"
662	6-14-56	from U. P. Railroad Co.—pipe line	Indefinite
	1-11-57	from Corps of Engineers—deepen La-tourell Creek	"
	5-13-57	from Corps of Engineers—floating log boom	"
1922	12-17-57	Columbia Tel. Co.—pay phone	30-day notice
2366	5- 9-61	Otha A. Jones—concession area	12-31-63

Roseburg State Park

Roseburg State Park is located in the city of Roseburg, on the south fork of the Umpqua River, between Interstate Highway 5 and the Southern Pacific Railroad in Douglas County.

The 16.34-acre tract was obtained from the Department of Veterans Affairs, through the General Services Administration, on December 7, 1956, at a cost of \$4,362.06.

The area was purchased because (1) the land was suitable for park development, and (2) the land was offered for sale by the Veterans Administration with access to the freeway. The city of Roseburg wanted the land but did not have the necessary funds to purchase it, so, to overcome the situation of an unwanted access to the freeway, the Highway Commission agreed to pay for the land if the city of Roseburg would develop it. The transfer was approved by the federal authorities.

However, in 1959 the business section of the city of Roseburg was badly wrecked by an explosion of a heavily laden truck of explosives. Repairing the damage took all of the city's available funds so the city asked for a three year extension of time for development of the park. This met with approval by the proper federal authorities.

The state renders biennial reports to the National Park Service relative to the area.

No use has been made of this park.

Rough and Ready Wayside

Rough and Ready Wayside is located on Redwood Highway 199, at the crossing of Rough and Ready Creek, approximately seven miles south of Kerby in Josephine County.

A federally-owned tract of land, containing 70 acres, was leased in 1937 for a 20-year period. Renewal of the lease was not possible as part of the land was O. & C. lands and could no longer be leased. Negotiations were started for the state to acquire that portion of the land under the jurisdiction of the Bureau of Land Management, and on March 19, 1962, a patent was received covering 30 acres of the original tract. This 30-acre tract has been divided, 11 acres to the Parks Division and the balance under the jurisdiction of the Road Division as highway right of way. This 11-acre park tract comprises the wayside as of the close of 1963.

Preservation of the native plant material growing on Rough and Ready Wayside, for the public to enjoy the beauty of the early spring-blooming flowers and shrubs, was urged by the Illinois Valley Garden Club, then under the direction of Mrs. Harry O. Smith.

Rough and Ready Wayside was named for the nearby stream. *Oregon Geographic Names* says, "The creek was named in the mining excitement of the fifties. . . Rough and Ready was the affectionate nickname given to General, later President, Zachary Taylor. The stream was probably named by a veteran of the Mexican War who admired General Taylor. General Taylor died in 1850 and the Josephine County gold rush began but a few years later."

No active use has been made of the area and no improvements have been made.

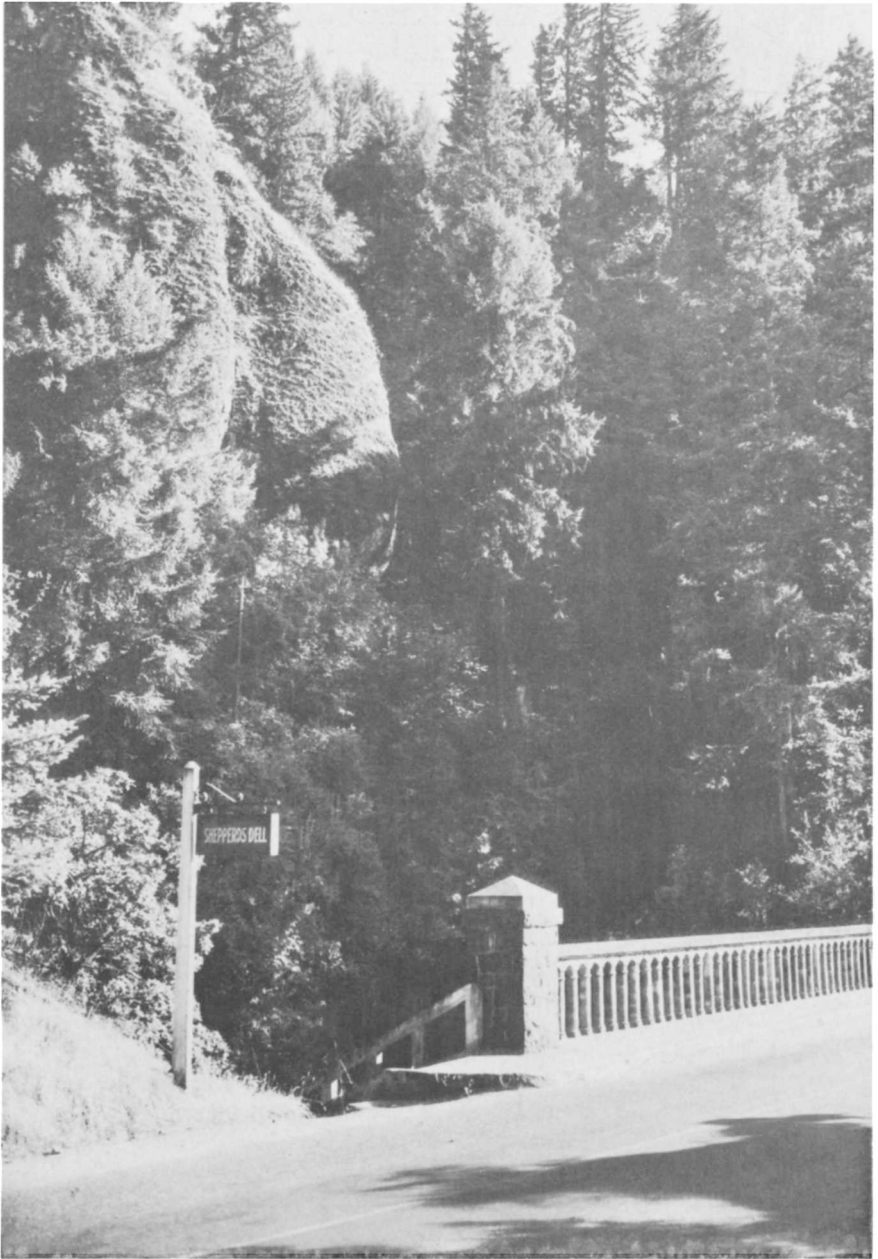
Saddle Mountain State Park

Saddle Mountain State Park is located at the end of Saddle Mountain Road in central Clatsop County, approximately seven miles north from a point on Sunset Highway 26 near Necanicum Junction. The park contains the high peak known as Saddle Mountain.

The first land acquired for this park was a gift of 1,280 acres from O. W. and Nellie Taylor on November 21, 1928. Another gift of 1,401.96 acres was received from the State Land Board on December 5, 1935. Five purchases were made, amounting to 372.05 acres, increasing the park land to a total of 3,054.01 acres at the close of 1963.

The land received from the State Land Board was a gift to the state from the U. S. Government. It had been set aside by the government on August 11, 1916, to be preserved as a park area. The State Land Board believed that the Highway Commission, through its Parks Division, was in a much better position to care for the area.

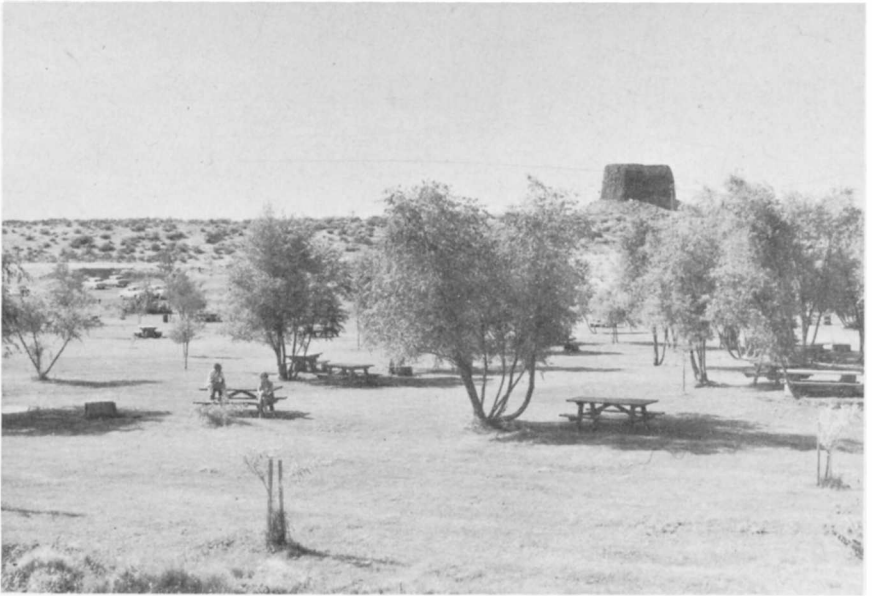
The state leased 15 acres of land near the junction of Saddle Mountain Road and Sunset Highway for use as a Civilian Conservation Corps



Shepperd's Dell State Park and old highway bridge.



Multnomah Falls.



Hat Rock State Park—Picnic area and rock.

Hat Rock State Park—Picnic area, rock and gas stove.





Battle Mountain State Park—Use area.

Emigrant Springs State Park—Picnic area.





Hilgard Junction State Park—Picnic area and Grande Ronde River.

Catherine Creek State Park—Overnight tent site on Catherine Creek.





Wallowa Lake State Park—Wallowa Lake.

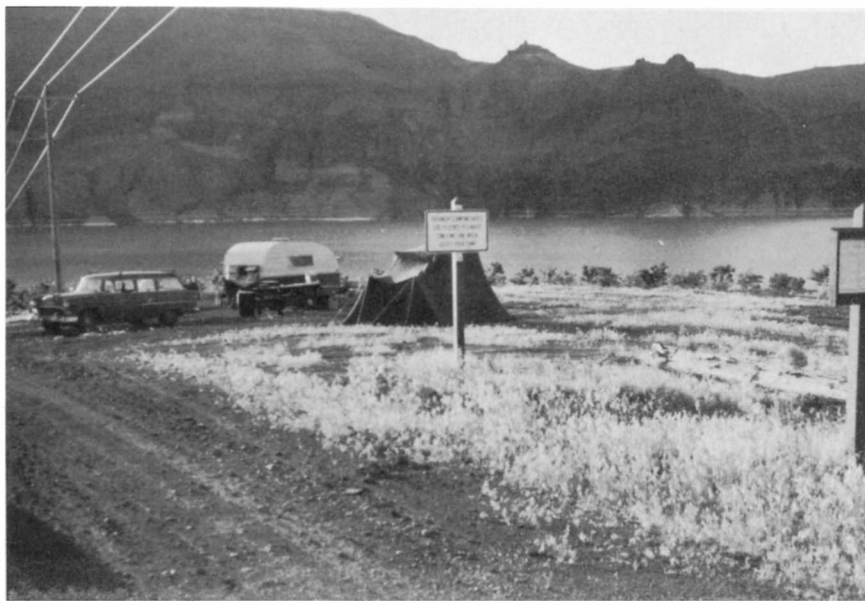
Wallowa Lake State Park—Local park visitors.





Farewell Bend State Park—Boat Ramp and Snake River.

Lake Owyhee State Park—Overnight camp near Cherry Creek area.





Lake Owyhee State Park—Canyon wall and lake.

State parks weren't so numerous in earlier days but they were still popular places for family outings.



camp in June, 1935, at a cost of \$250 per year for a two year period. The CCC's did considerable work in the park during their stay, including the 7.25-mile entrance road and a trail to the top of Saddle Mountain.

Several applications to haul logs over the park entrance road have been rejected as the road is not suitable for that purpose.

The principal attraction of this park, one from which the area derived its name, is Saddle Mountain, an unusually descriptive name for the 3,283-foot double peak. Splendid views can be had in all directions from the mountain top. Several snow-capped mountains in Washington and Oregon are plainly visible on clear days, as well as miles of shore line along the Pacific and the broad mouth of the Columbia River with its boat traffic moving in and out to sea. Approximately 100 feet below the highest peak of Saddle Mountain is a spring from which a forest lookout station atop the mountain gets its water. The spring flows very steadily all year, while other springs and creeks down the gulches of the mountain dry up soon after the end of the rainy season.

After a visit to the park and a climb to the top of Saddle Mountain Peak on June 19, 1947, (the leisurely trail climbing time was two hours and fifteen minutes), W. A. Langille wrote the following about the flora on the mountain: "The broken slopes of Saddle Mountain are reputed to be a favorite hunting ground for botanists. It is alleged that some 2,000 specimens of flora have been classified. Many growing there are not found elsewhere in this region. Most notable among these is the highly prized, exceedingly rare Crucifer, *Cardamine pattersonii*, which scientists declare grows nowhere else but on this mountain, where it was first found by the indefatigable Professor Henderson."

Logging activities in the vicinity of the park and to the very base of the mountain, during the years 1920 to 1930, greatly reduced the splendid forests of spruce, hemlock, fir and cedar which once covered the land. State laws required the burning of debris. Reproduction was making a good showing when several fires in the area, one in particular which occurred on Thanksgiving Day 1936 and another in 1939, caused considerable damage to the young trees and the few remaining stands of older trees. Reforestation has since been very good.

As many as 70 elk in one herd have been counted as recently as 1950 as they roamed the mountain slopes. Even the Albino elk, now a rarity, have been seen in the herd. This number, however, may have been reduced through natural causes or hunting.

Improvements at the park include the entrance road, car parking area, trail to the top of the mountain, sanitary facilities and a small picnic area with tables, benches and stoves, all constructed by the CCC. The state forces constructed a Quonset hut in 1948, a water storage reservoir and a small overnight camp with six tent sites, and developed a water source.

Attendance during 1963 totaled 26,492 day visitors and 463 overnight stays.

Permits as follows affect this park:

Number	Date	Name	Expiration
PF 242	8-7-53	State Board of Forestry—fire lookout building	As long as needed
448	12-1-61	Crown Zellerbach Corp.—road crossing	Perpetual

Samuel H. Boardman State Park

Samuel H. Boardman State Park is located north of the city of Brookings in Curry County. It begins approximately four miles north of the city and extends northerly approximately 11 miles to Crook Ranch.

The first acquisition for this coast line park was 121 acres, purchased in May, 1949, from Geneva Bell Nichols at a cost of \$12,159. Twelve other purchases followed, the most recent of which was 83 acres from the Bureau of Land Management in May, 1957, at a cost of \$14,860. One small tract, being 3.6 acres lying on the east side of the highway and of no value to the park, was sold in December, 1958.

Another tract, 304.10 acres to parks and 62.90 to right of way, was a gift from the Borax Consolidated, Limited, of London, England, in 1950. Milo K. McIver, a State Highway Commissioner at the time, honored the officials of Borax Consolidated in November, 1950, by personally accepting, at their London office, the deed from the English concern conveying the land to the State of Oregon, and at the same time delivering to them a letter from the Highway Commission accepting their generous gift.

Among the reservations in the deed from Borax Consolidated is a proviso retaining all under-surface minerals and the right to mine for such minerals. The Borax Consolidated had acquired the land in the early 1880's for the purpose of mining certain minerals.

Total acreage in the park at the close of 1963 was 1,473.33 acres.

The park land extends from the highway to the ocean and includes the offshore rocks. Panoramic views of the ocean are excellent from a number of widened places along the highway. There are several short streams flowing across the park land, none of which is of importance to recreation. Part of the area is covered intermittently with trees and other indigenous growth. A large portion is bare.

The rough, craggy coast line is broken by some short, sandy beaches which can be reached by trails, particularly at the southern end of the park. The principal attractions are the ocean views, sea birds, sea mammals and offshore rocks, including Mack Arch, opposite the northern end of the park land.

A plaque has been placed in the park commemorating the gift from Borax Consolidated, Limited, of London, England. It was placed near Lone Ranch Creek at the southern end of the gift area. Dedication was in May, 1962. The gift from Borax Consolidated bears the distinction of being the first grant made by an alien owner in the history of the Commission.

An existing grazing lease on the Borax land was extended for a 10-year period subject to vacating when needed. The lease terminated on September 30, 1961, and was not renewed.

The State Highway Commission named this park in August, 1950, to honor Samuel H. Boardman, Oregon's first State Parks Superintendent, who promoted and developed from infancy many parks and recreational areas within the boundaries of the state.

Improvements at Boardman park include several widened places along the highway, extension of roads to viewpoints, construction of roads to such outstanding viewpoints as the one near the beach at Lone Ranch Creek and another at Whales Head Creek. Complete picnic facilities have been installed at three places—Lone Ranch Creek, Whales Head Creek and House Rock, sometimes referred to as Windy Point, located two miles north of Whales Head. Picnic facilities include car

parking area, water and sanitary facilities, tables, stoves and trails to the ocean beaches.

Attendance during 1963 at the three facilitated areas in the park totals as follows:

Lone Ranch	56,768 day visitors
House Rock (Windy Point)	35,472 " "
Whales Head	56,344 " "
Total	148,584 day visitors

Overnight camping facilities have not been provided.

Permits as follows affect the park:

Number	Date	Name	Expiration
15881	9-30-51	Borax Consolidated—residence, farming and grazing	9-30-61 (not renewed)

Sarah Helmick State Park

Sarah Helmick State Park is located on the old route of Pacific Highway 99W, six miles south of Monmouth, on the banks of the Luckiamute River in Polk County.

Sarah Helmick Park has the distinction of containing the first land given to the State Highway Commission for park purposes. This gift was two tracts of land totaling 5.46 acres from Sarah Helmick and James Helmick, mother and son, on February 15, 1922. An additional 23.65-acre tract was purchased in February, 1948, and still another tract, containing 1.70 acres, was a gift from William and Mary Weist in October of that same year. The park contained a total of 30.81 acres at the close of 1963.

Acceptance of this early-day gift was principally to provide the traveling public a place to rest or stop overnight. The wooded area beside the clear, cool water of the Luckiamute River was a delightful place for such purposes. Tree cover is mostly maple, fir, ash and willow, with such small shrubs as salmonberry and snowberry for undergrowth. There is one large yew tree growing in the park area which measures 37 inches in diameter. It is said to be one of the largest of its species known to man.

The terrain is fairly level, except where the Luckiamute River cuts through the park land forming abrupt banks approximately 20 feet high. During the winter rainy season the area usually floods for a few days. These floods generally occur during the month of January.

The park was named in honor of the donor and the Helmick family. Sarah Helmick, or Grandma as she was known to all her friends and acquaintances, was a pioneer to Oregon, having crossed the plains from Iowa by oxen-drawn covered wagon in 1845. It is said they lost all of their possessions at Cascade Rapids.

The United States Army was given a permit dated October 14, 1940, to use the area for the duration of the war and six months thereafter. It terminated on July 13, 1949.

A well was drilled at this park during 1937 but the water could not be used because of its salt content.

Improvements are an entrance road and circular road throughout the park, car parking spaces, guard fences, electric stoves, tables, benches and sanitary facilities. Water is pumped from the river through a filtration plant. Underbrush was cleared away and the picnic area seeded to grass. A swimming place in the river was prepared. For many years a small area was used for overnight camping by large groups but the demand for such use diminished greatly so the area is now used in connection with the picnic facilities.

Attendance at the park during 1963 was 89,032 day visitors. No overnight camping facilities are provided.

Seal Rock Wayside

Seal Rock Wayside is located on the west side of U. S. Highway 101, approximately ten miles south of the city of Newport in Lincoln County.

The first area acquired for this wayside was a gift of 0.24 of an acre in 1929 from Lincoln County. Two purchases were added, one in September, 1936, containing 4.69 acres, and the other in June, 1942, of 2.87 acres, making a total of 7.8 acres in the wayside at the close of 1963.

These lands were acquired to preserve the scenic viewpoint for enjoyment by the public. The panoramic views of the ocean, the coast line and the many offshore rocks which have long been a resting place for seals, sea lions and sea birds are outstanding. Extending north and south from the westernmost part of the park land is a chain of rocks paralleling the shore line for a distance of about two and one-half miles. This ledge of partly submerged rocks is known as Seal Rocks. Three of the larger rocks in the chain are known as Castle Rock, Tourist Rock and Elephant Rock, all of which were obtained by an Act of the 70th Congress on February 25, 1928.

Seal Rock Wayside was named for the chain of rocks fronting the area.

The park terrain is quite level and has a good covering of jack pine with creeping juniper, salal and similar shrubs as undergrowth. The abrupt, steep sides fronting along the ocean enhance the seascape views. South of the use area, the beach is rocky and can be reached via a good trail from the park land. The beach north of the park is exceptionally good. It is wide and lengthy, extending northward to Beaver Creek. Access to this northern beach, however, is not good.

Improvements consist of an entrance road, car parking area, trails and day use area with tables, benches, stoves and water. Water is supplied from a spring on state-owned land about 400 feet east of the highway and is piped to the picnic area.

Attendance during 1963 totaled 125,174 day visitors. Overnight camping facilities have not been provided.

Permits as follows affect this wayside:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
400	3- 2-38	Lincoln County—pipe line	Indefinite
1010	3-12-38	O.S.H.D.—pipe line crossing	3-12-63

Seneca Fouts Memorial State Park

Seneca Fouts Memorial State Park is located on U. S. Highway 30, (Interstate 80N), at Mitchell Point, approximately four miles west of the city of Hood River in Hood River County.

The initial acquisition of land for this park was a gift of 150.50 acres

from Seneca Fouts, a Portland attorney, for development as a state park. The gift was made on his birthday, August 26, 1944, as a memorial to himself and he asked that the park be named Seneca Fouts Memorial State Park. The deed stipulates that an appropriate marker or plaque be erected and maintained on the property, that it is the wish and desire of this grantor that no person of Japanese blood be employed on said premises in any capacity, and that preference be given to veterans of the United States military service as employees in the development and maintenance of said park. The Highway Commission agreed.

Three additions have been purchased for this park. The first was 48 acres from the Oregon State Board of Forestry on March 10, 1959. The second was a 27-acre tract lying between the highway and the Seneca Fouts land west of Mitchell Point. It was purchased from Lawrence C. and Edna M. Johnson on January 14, 1961. The third was a 90-acre tract purchased from Albert W. and Maude M. Peters on December 17, 1963, at a cost of \$3,189.06. Total acreage in the park at the close of 1963 was 315.50 acres.

Preservation of the timbered hillside and other scenic aspects of that part of the Columbia River Gorge prompted acquisition of this park land. Mitchell Point, a high rock promontory overlooking the Columbia River at the north edge of the park land, offers panoramic views of the surrounding country, such as Mt. Adams, Beacon Rock and other high points on the Washington side of the Columbia River.

The only development at this park is a trail to the top of Mitchell Point. The marker, as stipulated in the deed, has not been erected.

No active use is made of the area; therefore, visitor attendance has not been recorded.

Shelton Wayside

Shelton Wayside is located on both sides of John Day Highway 19, approximately 11.5 miles south of the city of Fossil, on the southern slope of a ridge, or spur, of the Blue Mountains between the John Day River and Lone Rock Creek in Wheeler County.

One parcel of land, containing 3.38 acres, was a gift from the Kinzua Lumber Company in April, 1927. The deed states that the land shall be forever used only as a public park and the area shall be forever known as Shelton Park. A few other stipulations are cited in the deed. Another tract, containing 176.62 acres, was purchased from the Kinzua Lumber Company in January, 1930, at a cost of \$5,000. A total of 180 acres comprised the wayside as of the close of 1963.

Preservation of the stand of beautiful evergreen trees on the property prompted both the gift and the purchase of the land comprising the wayside.

The terrain is gently rolling, sloping toward a branch of Service Creek which flows the entire length of the park land. The tree cover is mostly ponderosa pine with a few scattered juniper and Douglas fir trees and some native shrubs as underbrush. This wayside, located in a beautiful setting, is used quite extensively by hunters as well as highway users.

Improvements are an entrance road, car parking space, tables, benches, fireplaces, water and sanitary facilities. Basic facilities for an overnight camp, containing 20 tent sites, have been constructed. A

logging road was constructed across the park land in compliance with the deed.

A plaque was erected at the use area in compliance with a request of the Kinzua Lumber Company that the park be named in honor of L. D. W. Shelton, an Oregon Pioneer of 1847 and a resident of the area who was a surveyor, soldier and a gentleman. An arch was placed on the north side of the road honoring Oregon Pioneers but it has been removed and not replaced.

Attendance during 1962 was 7,176 day visitors and 1,697 overnight stays. Day visitors were not counted in 1963, but a total of 2,143 overnight stays were recorded in 1963.

Permits as follows affect this wayside:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
355	2-26-54	Kinzua Corp.—road crossing	12-31-63
5500	3-18-59	Fossil Tel. Ex.—telephone line	Indefinite

Shepperd's Dell State Park

Shepperd's Dell State Park is located at Youngs Creek, approximately 27 miles east of the city of Portland, on the Columbia River Scenic Highway in Multnomah County.

The first area obtained for this park was 10.03 acres, first given to the city of Portland by George G. Shepperd on May 6, 1915, as a memorial to his wife, and then from the city to the state on September 4, 1940. Seven additional areas were purchased from 1952 to 1962, ranging in size from one acre to 187 acres. One exchange of land was made with Fritz Luscher, whereby Mr. Luscher gave to the state 6.25 acres of timberland in exchange for 12 acres of grazing land from the Rooster Rock State Park area. These transactions made a total of 292.29 acres in the park at the close of 1963.

Preservation of the small, picturesque area, which had long been known as Shepperd's Dell, was the reason for acquiring the first parcel of land. The park is named for this area. The idea was expanded in about 1953 to include preservation of the scenic features of the Columbia River Gorge.

Shepperd's Dell itself is a comely, rock-bound, sheltered nook, located near the highway, through which flows Youngs Creek in a series of rapid cascades and small falls that tumble in almost every direction in the stream's course. The tree-shaded, fern-covered slopes of the creek gorge, dotted with an outcropping of dark-colored rocks, are surprising to the highway traveler going in either direction as he emerges into the area from along the side of an almost vertical wall of massive basalt. The highway bridge, a narrow, early-type, arched structure with high railings spanning Youngs Creek, offers excellent views of the creek, the dell and the Columbia River.

Improvements include a small roadside car parking area, trails along the creek to the larger falls and a marker indicating that George Shepperd donated the original tract to the city of Portland in 1915.

No active use has been made of the area.

Sheridan State Park

Sheridan State Park is located on both sides of Interstate Highway 80N, approximately 40.6 miles east of the city of Portland, between Bonneville Dam and the city of Cascade Locks in Hood River County.

The entire park land, 11.5 acres, was purchased from Oregon-Washington Railway and Navigation Company on April 24, 1923, at a cost of \$1,080.

Acquisition of the area was to assure preservation of the historic point where Philip Henry Sheridan, who, as a lieutenant with a small force of soldiers and civilian volunteers, crossed from the Oregon shore to assist the beleaguered citizens on Bradford Island who had been attacked by some two or three hundred Yakima Indians on March 26, 1856, two days previous to Sheridan's arrival. As told by Captain Lawrence Coe in Gaston's Centennial History of Oregon, Lieutenant Sheridan came up from Fort Vancouver on the steamer *Belle*, picking up a group of civilians on the way who readily volunteered to join him in the conflict. Troops also came from Fort Dalles and were joined by volunteers from Portland and elsewhere. The Indians were soon defeated, but not until there had been a considerable number of casualties on both sides.

Sheridan State Park was selected as a name for this area partially because it was a fitting name to mark the historic river crossing and to honor the brave and fearless lieutenant who did such efficient and courageous work against the Indians and who later was made a General for his great work in the Civil War.

The park area offers excellent views of the Bonneville Administration site toward the west, the Bridge of the Gods toward the east and the Columbia River Gorge which confines the huge body of water behind Bonneville Dam and completely obliterates the Cascade Rapids.

Improvements are trails throughout the area and a few picnic tables and benches.

Use of the area has been small; therefore, no count of the visitors has been made.

Shore Acres State Park

Shore Acres State Park is located on both sides of Cape Arago Secondary Highway, adjoining Cape Arago State Park, approximately 12 miles west of the city of North Bend in Coos County. It is on the seaward side of the Seven Devils peninsula which lies between South Slough and the ocean.

The first acquisition for this maritime park was 637.03 acres, purchased from Louis J. and Lela G. Simpson on December 10, 1942, at a cost of \$29,000. An additional tract, containing 46.39 acres, was purchased from a family of Indians through the U. S. Department of Indian Affairs on July 31, 1954, at a cost of \$10,043.50 for a fraction ownership. Two persons, not Indians, representing 33/105 shares, were never found and probably never will be located; therefore, deeds covering their shares were not secured. Park land on December 31, 1963, totaled 683.42 acres.

A small parcel of land owned by John B. and Julia Keizer, lying west of the Indian land, was not purchased because of the uncertainty of its size and the inability to determine whether the land had or had not been entirely eroded by wave action. Mr. Keizer did not care to establish the lines, and unless the lines were established the Commission did not wish to pay the \$20,000 requested.

This spectacular stretch of ocean shore line was once an estate noted for its unusual botanical gardens. Many of its flowering trees, shrubs and plants were brought from far places in the sailing schooners made

famous by the "Cappy Ricks" sea tales. Sam H. Boardman, Oregon's first State Parks Superintendent, described it as follows: "The shore line is distinctive in character. A sandstone bluff some forty to fifty feet in height challenges the sea in its onward rush. Through incessant attacks, the sea has undermined large slabs of sandstone, tilting them seaward at a reclining angle of forty-five degrees. In this formation is the setting for one of the most spectacular wave-breaking actions found on our coastline. The waves break against the reclining slab, spray high into the air, then cascade down the slab into the hollow, its final fury spent against the mother bluff. With a turbulent sea, a norther, wind flaking the comber tops, Father Neptune puts on a breath-taking show. Spray fifty feet in the air accompanied by the roar of the breakers will long linger in your memory. For seascape photographers, the Rembrandt of the sea awaits the click of your camera."

An observation shelter located on level ground less than one hundred feet away from the brink of this sandstone bluff supplies the park visitor a grandstand view of the ocean's spectacular exhibition. An extensive garden area borders the ocean, occupying a portion of the fairly level land which gradually narrows in its southern trend and is bounded on the east by an elevated, fire-scarred and snag-ridden ridge that swings westward and merges into the bold Cape Arago promontory with its challenging coastal views. Reforestation has been started and the northern end of the park land is covered with spruce trees.

W. A. Langille, Oregon's first State Parks Historian, had the following to say regarding this park: "Shore Acres is the name given to the property by its former owners, members of the well-known Asa M. Simpson family, who were prominent, early day lumbermen and ship builders in the Coos Bay area. These former owners were aesthetic minded people with a penchant for the beautiful things of nature. At the end of a flowered and tree-bordered garden lane which leads to a high promontory at the southern end of the park, once stood the Simpson home mansion. This large, unpainted, three story structure was over one hundred feet long, had fifteen guest rooms, a large living room with a huge fireplace that radiated cheer, a dining room, appurtenant house-keeping quarters, and a large, concrete swimming pool in the basement with a connected heating plant for tempering the water and also providing hot water for showers and domestic use." This home was acquired with the purchase of the land.

Soon after the property was acquired by the state in 1942, it was taken over by the military defense forces, and the Simpson manor was occupied as their local headquarters during 1943, 1944 and a part of 1945. During this period lookouts were continuously stationed on the high Cape Arago Park promontory to the south, and an around-the-clock sentry post was maintained on the park road covering the important observation point which protected the southerly approach to the entrance of Coos Bay from which almost steady lumber shipments were being made. Rapid deterioration of the large structure during this period, combined with the great expense of restoration and maintenance brought about the decision in 1948 to raze the building.

Reconditioning the long-neglected gardens was undertaken by the state in 1942 under the skillful guidance of Anton Jensen, a qualified florist and gardener already on the state's payroll. The beautiful flowers, trees and shrubs decorating the park today are mute evidence of his success with the aid of many others in this chore. C. Lee Wilson of

Oswego generously gave 2,000 small camelia plants to adorn the attractive garden in 1948.

A small meadow lying south of the developed area in the park produced a hay crop each year from 1943 to 1948. Revenue from the sale of the hay netted from \$68 to \$120 annually.

The Commission entered into an agreement in 1960 for the West Coast Telephone Company to extend its telephone line a distance of approximately one mile, at an estimated cost to the state of \$1,000, and to render future service for the entire line to the park. The state, for many years previous, had been utilizing poles owned by the U. S. Coast Guard, and such use was no longer possible as the telephone company could not service the state's line on Coast Guard poles.

A small parcel of land was leased to the U. S. Navy for experimental radio work during the years 1956, 1957 and part of 1958.

Improvements include entrance roads, two car parking areas, tables, benches, stoves, sanitary facilities, two residences for park personnel, glassed observation building, trails, two water storage reservoirs and pipe lines to the park, fences, reforestation and the planting of many flowers and shrubs.

Attendance at the park during 1963 totaled 151,104 day visitors. Overnight camping facilities have not been provided.

Silver Falls State Park

Silver Falls State Park is located on both sides of Highway 214, approximately 28 miles east of Salem and 15 miles southeast of Silverton in Marion County.

The first acquisition for this park was 90 acres, purchased from George and Anna Parkhurst on April 3, 1931, at a cost of \$2,000. It was followed by 34 more purchases and gifts. There were two gifts from Marion County, one was 0.11 of an acre and the other was the right of way for a park entrance road near the South Falls. The National Park Service gave 5,989.58 acres to the state in 1948 and 1949, of which 2,000 acres were O. & C. land obtained by Congressional action. The deeds contain a reversionary clause relating to the continued use of the land for recreation purposes. This O. & C. land was the recreation demonstration project on which was constructed two youth camps—one camp for boys with a capacity of 121, the other for girls with a capacity of 65. The park contained a total of 8,059.27 acres at the close of 1963.

A proposal to consolidate the park holdings at Silver Falls in 1951 had the approval of the Highway Commission and the National Parks Service. It was proposed to sell, or trade, part of the isolated tracts located east of the park and acquire all of the land located within the park boundary. The land surrounded by park land was acquired and a reversionary clause in favor of the U. S. Government was included in order to satisfy the federal requirements. This reversionary clause was later removed from a 40-acre tract in Section 7 and the N½ of NE¼ of Section 17, Township 8 South, Range 2 East of Willamette Meridian. These transactions were in accordance with a 1950 federal law relating to straightening of park boundaries of lands originally purchased from the federal government. All of the timber on the west one-half of the area in Section 17, except a seed block, was sold in September, 1953.

Acquisition was to preserve a natural, scenic attraction located in the deep gorges cut in the lava rock by the north and south forks of Silver Creek. The dominant and most attractive physical features of the

park are its two beautiful canyons with their 14 waterfalls grouped in a comparatively small and readily accessible area. The focal points of the area are nine of the water falls which are classed as outstanding, each with a drop from a few feet to 178 feet. The canyons are narrow and V shaped. North Silver Creek canyon contains five falls, and one each on the small tributaries Winter Creek and Hullt Creek. South Silver Creek canyon contains two falls, and there are five minor falls below the junction of these two main streams.

It has been said that people have a fondness for falling waters and, great or small, they are everywhere given recognition, holding a degree of interest corresponding to their accessibility, height and water volume. All the water falls in Silver Falls Park, individually and collectively, have their charm and appeal, yet unquestionably South Falls has first place in the hearts and minds of the visiting public. Most of the park improvements are centralized at South Falls. With these thoughts in mind, the Highway Commission named the area Silver Falls State Park on December 3, 1931, thus continuing the name by which the area was already well known.

The terrain is rolling to mountainous. The elevation varies from approximately 700 feet at the bottom of the canyons to nearly 3,000 feet on the hilltops near the northeast and southeast corners.

Drainage is by Silver Creek, through its gorges below the first falls on each fork of the stream. A softer strata of rock beneath the basaltic rock has easily eroded to an extent that a cave-like formation has occurred under both the North and South Falls. This has caused some people to believe that caves exist elsewhere, but, at the present time, there is no other evidence to substantiate the thought.

The Silver Creek watershed area was at one time heavily forested with a splendid stand of evergreens. Logging operations and subsequent fires have greatly reduced the forest. The tree coverage on the park land is dominantly Douglas fir. Others such as White fir, Western hemlock, Western red cedar, maple, alder and a few Western yew can be found within the bounds of the park. The undercover is salal, huckleberry, thimbleberry, rhododendron, fern and a lush growth of the colorful vine maple. An abundance of wild flowers can be found in the park.

An agreement with the Works Progress Administration to construct some myrtlewood furniture for use at Silver Falls Park lodge was signed in November, 1939. The project was completed the following year.

Two leases to a concessionaire on land located near the park entrance were purchased by the state in May, 1941, at a cost of \$1,000.

A lease on the large concession building, constructed in the park by the Civilian Conservation Corps, was given in 1949. The concessionaire continued on an annual basis until 1953, at which time the lease was relinquished. Another contract, also on an annual basis, was entered into with J. L. Campbell in 1954. Mr. Campbell still operates the concession.

The Salem Y.M.C.A. was granted a continuing lease to operate Silver Creek Youth Camp at rates sufficient to cover the cost of operation. The fee schedule is adopted annually. The lease was first granted by the National Parks Service about 1946 and continued to the present time by the Oregon State Highway Commission.

The Silver Creek Youth Camp was favored with a swimming pool constructed by the Y.M.C.A. under an agreement of March, 1956. A \$700

credit was allowed the Y.M.C.A. each year for ten years, after which the pool will become state-owned property.

An unintentional encroachment onto park land was made by a logging company and settlement was made in May, 1955, for the timber cut. An encroachment by another company was made in 1949 and collection was pursued but settlement never received.

The camp buildings used by the Civilian Conservation Corps were turned over to the state in December, 1942. These buildings were later remodeled into a youth camp with 200 capacity. Summer use of this camp, now the North Falls area, was granted on a day or week basis to church organizations in 1947 at a cost of 15 cents per person.

The Conservative Baptist Association contracted in 1955 to manage the North Falls Youth Camp and arrange for other group use during a part of the summer vacation season. The church also agreed in April, 1955, to construct a swimming pool at an estimated cost of \$8,000. Credit for the construction was to be made so the cost would be written off in ten years. It has been a pleasing and successful operation. The pool is to be state property at the end of the 10-year period.

The state built a recreation hall at the North Falls Youth Camp in 1956.

In order to serve the expanding needs for electric power at the park, an agreement with Portland General Electric Company was entered into in May, 1941, for extension of the line. The state paid the costs. The Portland General Electric Company purchased this line from the state in December, 1949, and also contracted to extend their power lines to serve each youth camp. Construction costs were paid by the state but the Electric Company is to maintain the line.

An agreement with Valley Telephone Company of Silverton was entered into in 1960 to extend service to the three youth camps. The state reimbursed the company for such cost to the extent of \$2,000, and sold to the company all salvageable material from the old abandoned line.

The Commission approved the bids and let a contract for construction of an overnight camp in May, 1951.

The National Fish and Wild Life Service was granted permission in November, 1948, to trap predatory animals in Silver Falls Park.

That portion of County Road No. 884 lying within the park boundaries was vacated by the County Court on September 12, 1957, and the state is to maintain the vacated portion.

The Commission approved a request from the Bureau of Land Management in August, 1959, for a road easement across the south and west edges of the park.

Park improvements include four youth camps, two of which were constructed by the Works Progress Administration (WPA), through the National Parks Service. The third camp utilizes the old Civilian Conservation Corps (CCC) buildings, and the fourth is the farm buildings in the central part of the park. There is a 50-unit overnight camp, containing 41 tent sites and 9 trailer sites; also a group camp to accommodate 50 people. These camps are fully equipped.

Other improvements include a large concession building, sanitary facilities, sewer system, electric stoves and stove shelters, tables, benches, water system with reservoirs, park headquarters, three residences and the necessary storage buildings. There are two small homes near the CCC camp, fire roads and fire breaks throughout the timbered area,

property fences, service roads and trails. A four and one-half mile trail was constructed down the South Fork canyon and up the North Fork canyon to North Falls, and short trails were built to Upper North Falls and Winter Falls, and from Winter Falls to North Fork trail.

Attendance during 1963 totaled 305,560 day visitors and 12,797 overnight stays.

Permits as follows affect the park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
P-525	5- 6-53	L. D. Gibby—log road-forest protection	Perpetual
603	8-13-59	Bureau of Land Mgmt.—logging road	12-31-63
2200	3-25-60	P.G.E.—elec. service all youth camps	
	10-28-38	P.G.E.—power and power lines	
	2-29-51	P.G.E.—power line const.	
	12-11-53	P.G.E.—brush control	
5754	8- 5-60	P.G.E.—power line	Indefinite
Letters	12-10-57	Interurban Tel. Lines—phone line	"
2220	5-16-60	Valley Telephone Co.—Metallic circuit- Youth Camps	"
1695	9-20-55	Conservative Baptists—swim pool North Falls	9-20-65
1760	7- 6-56	Salem Y.M.C.A.—swim pool Silver Creek	7- 6-66
Letter	1- 6-59	State School for Deaf—use of pool tables and other equipment	Revocable
1821	1-17-61	J. L. Campbell—Silver Falls Lodge	12-31-64
18503	1-19-62	Bureau of Land Mgmt.—road easement and forest protection	1-19-67

Simpson Wayside

Simpson Wayside is located on the northern end of the peninsula forming a part of the city of North Bend in Coos County. It lies on both sides of Coast Highway 101 at the south end of Coos Bay bridge.

The first area obtained was a gift of 44.30 acres from L. J. Simpson through the city of North Bend on May 12, 1936. It was a city park, with no improvements, located in the city of North Bend. The area had been known for some time as Simpson Park so the Commission continued that name.

At the request of North Bend, two areas were returned to the city. One parcel, containing 3.51 acres located east of the 200-foot highway right of way line and south of the old ferry road, was deeded to the city in 1937. The other parcel, containing 16.5 acres located between the old ferry slip and a circular road near the east edge of the highway right of way, was deeded to the city in 1957. These two transactions left 24.29 acres remaining in the park at the close of 1963.

The area is covered with a heavy growth of cedar, fir and spruce. The undergrowth is rhododendrons, huckleberry and similar shrubs.

The terrain is level with abrupt, precipitous slopes toward the bay on the north and west sides. A deep cut for the Southern Pacific Railway forms the south boundary.

Heavy storms during the winter of 1951-52 felled many trees in the

area. The timber was sold to the highest bidder on March 7, 1952, at a price of \$220.

Improvements consist of a circular road through the west area, continuing on beneath the bridge and returning via the semi-circular road along the east side of the park. Rhododendrons, azaleas and many other shrubs were planted. The usual picnic facilities were installed.

Attendance during 1962 totaled 12,792 day visitors. No count was made in 1963.

The following permits affect this property:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Termination</i>
3081	10-12-54	Weyerhaeuser Timber Co.—road crossing	Indefinite
4873	7-30-56	Pacific Power & Light Co.—line crossing	"

Sisters State Park

Sisters State Park is located at the junction of Highways 20 and 126, adjoining the east edge of the town of Sisters in Deschutes County.

This 41.38-acre park was purchased from Louis W. Hill on December 4, 1939, at a price of \$1,532. The cost was figured at the rate of \$4 per thousand for 383M B.M. of yellow pine timber growing on the land. The deed states that the area must be used as a state park or for public purposes only.

A twofold motive prompted acquisition of this timbered area. One was to preserve the fine stand of large yellow pine trees for the enjoyment of the present as well as future generations. Large yellow ponderosa pines are an unusual sight to many people. The second reason was to prevent undesirable use of the area which might create a traffic hazard.

The soil in this park is an alluvial formation and is quite level with only a slight slope toward Squaw Creek which flows through the picnic area. Early Indian trails converge in this vicinity. One came from the northeast, Tumalo Creek, another from the north, The Dalles, a third from the southwest, Sparks and Green Lakes, and the fourth from the west, or Scott Trail as it was later known.

The park was named for the adjoining town. The town, Sisters, located east of the summit of the Cascade Range of Mountains, was named for the imposing nearby peaks—Three Sisters.

Improvements consist of an entrance road, small area for car parking, tables, stoves, benches, fireplaces and lavatory facilities. Trails have been constructed throughout the area and a foot bridge across the stream connects the picnic areas.

Attendance in 1962 was 14,778 day visitors. No count was made in 1963. Overnight camping facilities have not been provided.

Smith Rock State Park

Smith Rock State Park is located seven miles northeast of the city of Redmond and three miles east, via a county road, from U. S. Highway 97 at Terrebonne in Deschutes County.

The first area acquired for this scenic park was 218.40 acres on May 9, 1960, purchased from the Lowell E. and W. E. Dent families at a cost of \$4,350. Four additional tracts were purchased during 1960 and one in 1962, ranging in size from 0.28 of an acre to 80 acres. A gift of

76 acres from Harry H. and Diane C. Kem, Jr., was received December 28, 1962.

Negotiations had been started, however, to secure an additional 120 acres of Bureau of Land Management property for which the city of Redmond had already made application to acquire. These negotiations were completed on January 24, 1963, and the state reimbursed the city of Redmond the sum of \$192, its cost in acquiring the land. As of the close of 1963 the park contained a total of 518.38 acres.

Incorporating the Smith Rock area into the state park system was urged by the Redmond Chamber of Commerce and supported by many Central Oregon Chambers of Commerce, city officials and private individuals. Preservation of the spectacular geological formations was the motive. These picturesque rocks, pinnacles and crags, chiseled by the storms of centuries, are much photographed by amateurs and professionals alike.

Israel C. Russell's *U. S. Geological Survey* report of 1905 makes reference to this particular part of the lower Crooked River as "Monument Canyon." In an article written by Joe Van Wormer after his first visit to the Smith Rock area he had the following to say: "In the bottom of the canyon, Crooked River winds and twists its way around the base of massive, everchanging, multicolored rocks that tower hundreds of feet in the air. There are great, slabsided rocks whose vertical walls look as if they had been cut with a knife, and in the brilliant sun they glow with a rich orange color. A shore distance away there are dark, burnt-red slabs and farther downstream they pick up greens and purples."

These imposing rocks figured in the early history of Central Oregon. McArthur in *Oregon Geographic Names* states that in about 1863 a company of soldiers was camped nearby, during Indian troubles, and a soldier named Smith climbed upon the rock to get a view. A boulder that he stood on rolled from under his feet, and he fell and was killed. The rock was named Smith Rock because of this unfortunate incident. The park was named for this rock which it embraces.

A small, level area on the south side of Crooked River has been developed for public use. Improvements consist of an entrance road, a small area for car parking, tables, benches, stoves and trails throughout the park and onto the rocks. A large irrigation canal is tunneled through the northeast corner of the park land.

Attendance during 1963 totaled 31,552 day visitors.

Sodaville Springs State Park

Sodaville Springs State Park is located in the town of Sodaville, being all of Block 8 on the east side of County Road 31 in Linn County.

The State Highway Commission obtained the land from the Board of Control by Legislative Joint Resolution #6. The deed is dated January 20, 1947.

The property was first dedicated for perpetual public use on May 4, 1871, by Thomas Summers. The Legislature granted a charter in 1880 to the town of Sodaville and gave its three trustees authority to take possession of Block 8 containing a soda mineral spring. The State Board of Control assumed jurisdiction over the park in 1890 and managed it through committees appointed by the Governor. From time to time the Legislature appropriated funds in sums ranging from \$500 to \$2,000 for the perpetuation, improvement and maintenance of the area

containing the public soda mineral spring. A square building with multiple floors was constructed over the spring in the year 1891. The lower floor is open-sided and at an elevation where water from the soda spring can be obtained by gravity flow.

The town of Sodaville was built around the mineral spring. Many visitors came to enjoy the therapeutic values of the water which they believed to be the elixir of life. Patronage was at its height in the 1890's, when, we are told, there were two hotels in the town and camping places were at a premium. People came from far and near and many made regular pilgrimages to drink the health-giving water.

Years ago when the town was dedicated, the area was named Soda-ville Springs and the park has carried that title since that date.

The one block of land, containing one acre, slopes upward toward the east. It is covered with grass and a few trees are growing thereon.

A plaque honoring Thomas S. Summers was erected on the north side of the building in 1926.

The building has been used as the town office and by women's organizations and other group gatherings.

Visitors to the area in 1962 totaled 5,638. No count was made in 1963.

The following permits affect the area:

Number	Date	Name	Expiration
1479	9-14-53	Sodaville—use of upper floor of bldg.	Revocable

South Beach Wayside

South Beach Wayside is located on both sides of U. S. Highway 101, across the bay from the city of Newport, beginning at the south end of Yaquina Bay bridge and extending on south a distance of approximately 2,000 feet in Lincoln County.

The first area obtained was a gift of 11.26 acres from Lincoln County on December 5, 1933. There were nine other small areas acquired, two of which were gifts from Lincoln County, being a block in the platted area of Harborton and the vacated streets of that addition. A total of 15.65 acres comprised this wayside as of the close of 1963.

Acquisition of the area was for three principal purposes: (1) to protect the south bridgehead from undesirable developments, (2) to preserve the many large rhododendrons growing on the ridge west of the highway and south of the bridge, and (3) to retain the sandy beach area near Yaquina Bay for the enjoyment of the public.

The terrain south of the bridge is rolling sand dunes but the land to the north is level and sandy. The tree cover is second growth fir, spruce, pine and rhododendrons.

A permit to use a small area, 50 x 200 feet, near the bay and east of the highway was given to Georgia-Pacific Plywood Company, a Georgia corporation doing business in Oregon under the assumed name of C. D. Johnson Lumber Company, in January, 1954, so that workmen loading lumber-carrying boats in the main channel might park their cars there during working hours.

The wayside was named after the adjoining platted South Beach area, a descriptive name for a community near the south side of Yaquina Bay.

No active use has been made of the property; therefore, no count of visitors has been made.

Permits as follows affect the wayside:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
384	11-19-54	Reuel A. Herb—road to private property	Indefinite
397	6-27-55	Reuel A. Herb—road to boat landing (Not utilized as of 12-31-62)	"
4483	11- 1-54	Pioneer Telephone Corp.—telephone line	"
351	1-11-54	C. D. Johnson Lumber Co.—parking lot (Georgia-Pacific Plywood Co.)	"

South Newport State Park

South Newport State Park is located between U. S. Highway 101 and the Pacific Ocean, approximately one mile south of Yaquina Bay at Newport in Lincoln County. It includes the original platted area of South Newport.

The park comprises approximately 214.74 acres as of the close of 1963. It includes the old platted area of South Newport and the platted area known as Pacific View.

The first land obtained comprised most of the platted area of South Newport and the accretion westerly of the U. S. Meander Line, amounting to 84 acres, purchased from Beatrice Crawford Drury and James C. Drury, at a price of \$12,489 on May 26, 1955. Lands given to the state for this park are as follows:

<i>Donor</i>	<i>Acres</i>	<i>Acres</i>	<i>Date</i>
Edith M. Bowman	0.23	acres in Pacific View	10-14-55
Lincoln County	5.34	acres in Pacific View	12- 4-57
Wm. J. & Janet Wineberg	11.23	acres in Pacific View	12-24-57
Wm. J. & Janet Wineberg	1.66	acres in Pacific View	5-12-58
Wm. J. & Janet Wineberg	0.28	acres in South Newport	5-12-58
Wm. J. & Janet Wineberg	0.23	acres in Pacific View	12-29-58
Robert & Cherie Kiewel	0.057	acres in Pacific View	2-21-61
Lincoln County	0.057	acres in Pacific View	9-28-60
Lincoln County	1.19	acres in Pacific View	7- 5-62
Lincoln County	40.00	acres tidelands	1-23-63

An exchange of lands with Lincoln County in 1957 added 34.5 acres in the Pacific View area to this park and returned to the county a 40-acre tract, known as the Lincoln County Wood tract, which the county had donated to the state in 1940. The land returned to the county is described as NE¼ of NE¼ of Section 20, Township 11 South, Range 11 West of Willamette Meridian. One 0.50-acre tract was deeded back to the donor in order to correct the records.

There were 96 other purchases ranging in size from a fraction of an acre, one 25 x 100-foot lot, to as much as 7.35 acres. One 3.99-acre tract cost \$10,000. Provisions have been made for two entrances into the park, one at the southeast corner and the other about one-fourth of a mile south from the northeast corner. The park contained a total of 173.508 acres at the close of 1962. One gift and six purchases added in 1963 increased the area to 214.748 acres at the close of 1963. The matter of acquisition is continuing as there are many lots yet to be purchased.

These lands are being acquired to preserve a broad expanse of sandy beach and to provide a highly desirable park in an area where more

people wish to vacation than any like area on the Oregon coast, according to the studies made in recent years.

The name South Newport has not had the approval of the Highway Commission. It is presumed that the Commission may wish to adopt that name since it is a place name desirable for designating the park area.

The terrain is generally level with a reasonably high sand dune separating the proposed camp area from the beach. The dune is much higher at the northern end than at the southern part.

East of the sand dune, the cover is spruce and shore pine with an undercover of salal and other low-growing species indigenous to the coast.

The beach extends the full length of the property, plus several miles on south.

The principal attractions of the area are the sand dunes, the panoramic views of the ocean, views of the boat traffic to and from the Port of Newport and the fishing activities in Yaquina harbor.

No improvements have been made at this park as many of the lots to be acquired are scattered throughout the park area. No visitors have been counted as of the close of 1963.

Permits as follows affect this park:

Number	Date	Name	Expiration
5998	12-21-61	Central Lincoln PUD—hwy. crossing & pole line	Indefinite

Stage Coach Forest Wayside

Stage Coach Forest Wayside is located on both sides of Interstate Highway 5, at the Josephine-Douglas county line, near the summit at Stage Coach Pass, approximately 40 miles north of the city of Grants Pass in Josephine and Douglas Counties.

The first land in this wayside was a gift of 80 acres from Douglas County on October 16, 1945. The second acquisition was 151 acres purchased from Hazel B. Hewitt, and others, on October 20, 1945, at a cost of \$6,000. A total of 231 acres comprised the wayside at the close of 1963.

Preservation of the beautiful stand of evergreen trees along the highway and adjacent hillsides for the benefit and enjoyment of the traveler prompted acquisition of this wayside as a roadside timbered tract. Such stands of roadside trees are always a joy to the daily traveler as well as to the tourist.

The terrain is generally rolling, but in some places becomes quite steep. Its cover is a good stand of Douglas fir trees.

The name Stage Coach Forest Wayside is indicative of the area. It is what the name implies, a forest wayside, and Stage Coach denotes the route of the early-day stagecoach road across the summit of the mountains between Wolf Creek and Cow Creek.

No active use has been made of the area.

Starvation Creek State Park

Starvation Creek State Park is located on the south side of Old Oregon Trail (Interstate Highway 80N), opposite mile post 53.2, approximately 10 miles west of Hood River in Hood River County.

The first land purchased for this roadside picnic area was 74.56 acres from Clara Nelson on August 7, 1930, at a cost of \$1,864. Another

tract, containing 72.26 acres, was purchased from Mrs. Nelson on July 18, 1938, at a cost of \$230. The Highway Commission deeded 0.8 of an acre of land from the NE¼ of Section 4, Township 2 North, Range 9 East W.M., to the Oregon-Washington Railroad and Navigation Company on April 9, 1940, for use in the realignment of their railroad tracks. Total acreage in the park at the close of 1963 was 146.02 acres.

Acquisition of this park land was to preserve for posterity the beautiful falls on Starvation Creek and the surrounding hillsides with their evergreen cover of fir timber. Almost the entire area is on the steep slope of the south side of the Columbia Gorge. Picnic facilities are nestled in a small nook not far from the base of Starvation Falls, an unusual, picturesque cataract which flows over a basalt ledge nearly 200 feet high, its fall being broken three times by protruding rocks.

Starvation Creek State Park was named for the creek and the falls by the same name. *Oregon Geographic Names* says, "Starvation Falls were so named because it was the place west of Dog (Hood) River that a party of pioneer travelers suffered because of some defection in their commissary." W. A. Langille once wrote "the original name of this creek was Starveout, so designated in the winter of 1884-85 when a deep snow stalled two trains in the immediate vicinity. Hood River men, using home made skis, were employed to carry food to the snow-bound passengers."

Improvements are an entrance road, car parking area, trail to the falls, and a small picnic area with tables, benches, fireplaces, water and sanitary facilities. The Civilian Conservation Corps did some of this work at the park.

Attendance during 1963 totaled 10,588 day visitors. Overnight camping facilities have not been provided.

Sunset Bay State Park

Sunset Bay State Park is located on both sides of Cape Arago Secondary Highway, immediately south of Cape Arago Lighthouse, 11 miles southwest of the city of Coos Bay in Coos County.

A gift of 48 acres from Coos County on February 19, 1948, was the beginning of this popular, bay-front, recreational area. Another gift of 0.46 of an acre from Ralph Barker on February 15, 1954, provided a site from which water was secured for the park. The purchase of 17.1 acres for use as an overnight camp site was completed on August 6, 1957, at a cost of \$6,500 after a condemnation suit in 1952 set a price of \$25,000 for the land. An additional 22.08-acre tract was acquired from the U. S. Bureau of Land Management in October, 1957, at a cost of \$7,931.40, after many years of negotiating with that organization. This was a much-needed, pine-covered tract, the southern half of the peninsula on which the lighthouse is located. An additional 47-acre tract was purchased on June 28, 1963, at a cost of \$33,500. The park contained a total of 134.64 acres at the close of 1963.

A desire to place the land surrounding beautiful Sunset Bay in public ownership for use and enjoyment by the general public impelled the Highway Commission to acquire this area. The bay itself is a wind-protected cove, miniature in size, with precipitous sandstone bluffs, a narrow passageway to the open sea and a sandy beach packed hard by the tides. The park land is generally level with abrupt slopes toward the bay at both the northwestern and southwestern parts of the park.

The camper, the swimmer, the hiker, the sunbather, the water sports enthusiast and the picnicker, all find much enjoyment at this park.

A permit to operate a boat concession was given on June 21, 1948, for exclusive use of a small portion of the beach area. The business was not successful; therefore, the concession ceased operation at the end of the first season.

Improvements include entrance roads, car parking area, trails, foot bridge over Big Creek, 20 x 100-foot boat launching ramp, picnic facilities and overnight camp, complete with tables, benches, electric stoves, water and sanitary facilities. The overnight camp has 137 units, including 28 trailer sites and 109 tent sites.

Attendance during 1963 totaled 565,212 day visitors and 42,115 overnight stays.

Sunset Highway Forest Wayside

Sunset Highway Forest Wayside contains many tracts of land located at intermittent places on both sides of Sunset Highway 26, in Clatsop, Tillamook, Columbia and Washington Counties. These tracts are more particularly described as being located at M.P. 10.1, M.P. 16.2 to 17.5, M.P. 18.1, M.P. 21.8, M.P. 23.0 to 35.2, M.P. 35.9 and intermittently from M.P. 37.88 to 45.08. The tracts between M.P. 37.88 and 45.08 were acquired to provide a right of way width on each side of the road from 100 to 350 feet.

The first tract acquired was 258 acres from Properties Corporation in 1937 at a price of \$14,501.51. One gift of 61.43 acres was from the Sunset Logging Company in 1941. These acquisitions were followed by 61 purchases of tracts ranging in size from a fraction of an acre to 403.20 acres. Only a small portion of the lands contained standing, old growth, green timber. The remainder was stump land or land on which a considerable amount of reforestation was well established but not yet of marketable size.

As acquisition of these lands progressed, it became evident that they presented a large management problem. The State Board of Forestry was interested, as it had extensive holdings adjoining the park lands. Also, the Board of Forestry owned 111 acres of timberland adjoining Oswald West State Park which the Parks Division needed in order to protect the park. Arrangements were made for the Board of Forestry to accept certain areas of park stump land along the Sunset and Wilson River Highways in exchange for the 111 acres needed at Oswald West Park. Deeds are dated August 21, 1951, covering the lands in question. The Parks Division deeded the following lands to the State Board of Forestry:

<i>County</i>	<i>Highway</i>	<i>Acreage</i>
Clatsop	Sunset Highway	1,089 acres
Columbia	Sunset Highway	250 "
Tillamook	Sunset Highway	640 "
Washington	Sunset Highway	190 "
Tillamook & Washington	Wilson River Highway	2,426 "
Total		4,595 acres

An isolated 80-acre tract was sold on January 10, 1941, to Sunset Logging Company, at a price of \$2,796.25. The land is located in Sections 2 and 11, Township 3 North, Range 6 West of W.M.

Sunset Highway Forest Wayside contained a total of 1,099.60 acres at the close of 1963.

Acquisition was to preserve a natural appearance along the highway by protecting the many trees and shrubs growing on the land.

The dead and down timber on park lands was sold in small lots from time to time.

The West Coast Lumbermen's Association arranged for the planting of 80,000 seedling fir trees in Clatsop County by students from a local high school. The Lumbermen's Association paid the expense and furnished transportation.

The name Sunset Highway Forest Wayside is indicative of the area.

No active use has been made of the area.

Permits as follows affect this wayside:

Number	Date	Name	Expiration
Letter	10-19-50	West Oregon Elec. Co-op—power line	Indefinite
6274	3-12-63	West Oregon Elec. Co-op—power line	"

Susan Creek State Park

Susan Creek State Park is located on both sides of North Umpqua Forest Highway, approximately 29 miles northeast of the city of Roseburg in Douglas County.

A gift of 27.91 acres from Douglas County on August 29, 1955, was the start of this delightful riverside park. Another tract, containing 51.05 acres, under lease to Douglas County by the U. S. Bureau of Land Management, was turned over to the state on April 26, 1956. A new lease with the BLM for a 20-year period was entered into on April 10, 1962, covering 147.98 acres, which included the 51.05 acres under the original lease. Park acreage at the close of 1963 was 27.91 acres of state-owned land and 147.98 acres of leased land, or a total of 175.89 acres in the park.

A summer home owned by E. K. Jones on the leased land was acquired by the state in 1955 and it is being used as a residence by the park foreman.

Acquisition of the park land was to preserve the scenic values of the extraordinary stand of stately evergreen trees, and to provide public park facilities in the attractive canyon setting and quiet atmosphere.

The name for this park was taken from that of the adjoining summer homesite area along Susan Creek in the Umpqua National Forest. This homesite area was probably named for Susan Creek which flows into the North Umpqua River near the western boundary of the park. The park area had been known for many years prior to its acquisition by the state as Susan Creek, therefore the name was continued.

The major attractions of this park are the scenic views, the serene atmosphere and the fishing prospects. The nature-loving camper relaxes amid calm, peaceful surroundings, the arduous fisherman tries his luck in the clear, cool rapids of the rushing stream, and the ambitious hiker explores the forest trails to visit remote points of interest.

An area investigation by the Parks Division in 1952 revealed that at one time Zane Grey, the noted western author, had a camp on the Umpqua River below Steamboat, only a few miles from this park. Regarding the two-mile stretch of river bordering the park, Zane Grey had the following to say in one of his stories: "This stretch of the

Umpqua River is one of the finest white water areas in the world and is worthy of national attention."

The terrain is generally level, an alluvial formation, covered with an excellent stand of old growth Douglas fir, cedar, yew, hemlock, chinquapin and white fir, with a light undercover of huckleberry, salal and fern. An exceptionally large chinquapin tree in the overnight camp area adds to the beauty.

Improvements include roads, car parking areas, trails, picnic area complete with the usual facilities, and an overnight camp with 26 tent sites, tables, stoves, benches, water and sanitary facilities. The cottage acquired in 1955 has been enlarged.

Attendance during 1963 totaled 18,292 day visitors and approximately 5,000 overnight stays.

Permits as follows affect this park:

Number	Date	Name	Expiration
23303	4-10-62	Bureau of Land Mgmt.—land lease	4-10-82

Sweet Myrtle Preserve

See "Myrtle Preserves" for story regarding this area.

The Cove Palisades State Park

The Cove Palisades State Park is located off U. S. Highway 97, between Madras and Redmond, approximately six miles west of the community of Culver in Jefferson County. It is at the confluence of the Crooked and Deschutes Rivers.

Negotiations were completed on April 19, 1940, for a license agreement with the federal government covering 2,980 acres of land in Crooked River Canyon. An additional 640 acres were purchased from Jefferson County on March 5, 1941, at a cost of \$1,600. These transactions mark the beginning of The Cove Palisades State Park.

During the following seven years 11 additional transactions were made, one of which was a gift of eight acres from the U. S. Department of Agriculture on October 8, 1946. These transactions increased the park land to 4,533 acres.

When construction of the Round Butte Dam by the Portland General Electric Company was begun in 1961, deeds were exchanged with the power company. The land owned by the state which would be inundated when the lake was filled was deeded to the power company in exchange for land suitable for park purposes. This resulted in the state deeding to the Portland General Electric Company a total of 269.90 acres, decreasing the state's federally leased acreage by 302.34 acres and the state acquiring 68.15 acres. The park's total acreage at the close of 1963 was 4,028.91 acres.

At the bottom of the beautiful Crooked River Canyon, between 800 and 900 feet deep, lies the present park use area. It is approximately two miles south of the confluence of the Deschutes and Crooked Rivers. The use area occupies the somewhat level land on both sides of the river. These strips give the thought to the expression "Cove" and the high west wall forms a part of the palisades on both sides of the canyon. These are the features from which the park name is derived.

The clear, tumbling water of Crooked River swiftly passes through the park to join the Deschutes. These two streams flow approximately

parallel for several miles before uniting. The higher park areas are generally flat, level plains. The lands are generally barren with only a few scattered junipers. Other species of trees, such as willow, poplar and red stemmed dogwood line the streams.

The Portland General Electric Company started negotiations in 1954 for state and federal approval of a proposed dam on the Deschutes River a short distance below its confluence with the Crooked River. This dam is known as Round Butte Dam. The necessary hearings were held and permits were issued for the structure to start in late 1960. The proposed lake level will be at an elevation of 1,945 feet, flooding the present use area of The Cove.

The Portland General Electric Company and the State Parks and Recreation Division agreed that the best place, and the only place, to which the park can be moved is an area on the shores of the proposed lake about midway between the Deschutes and Crooked Rivers, plus another small area on the easterly side of the new lake at the place where the old road meets the lake. Considerable exploration work was done to ascertain if unstable soil might exist. Drilling to a depth of 150 feet in various places encountered only stable materials.

In August, 1960, the PGE offered \$350,000 for the state to move the park facilities to the proposed new site. This figure did not include the cost of the preliminary work, such as exploration, studies and early planning. This offer was accepted by the Highway Commission after it was determined to be a fair one and had the approval of the State Parks and Recreation Advisory Committee. The designing of the new area and construction of the necessary facilities to replace the old area is underway and will be completed prior to the raising of the water in the lake to its normal level.

Items of great interest to the public are the Indian writings on several large stones along the streams in the area to be flooded.

Northeast of the main use area is an isolated, 240-acre tract comprising the Round Butte cinder cone. Splendid views in every direction of the surrounding mountains and valleys may be enjoyed from this cone. The summit of Round Butte can be reached by a good road from the south terminating at the car parking area. Cinders taken from the north side of the cone in 1943 used in construction of the Madras Air Base left a large pit. Removal of cinders for public use, excluding commercial purposes, has been permitted by agreement with the federal authorities and the Highway Commission. However, in 1951, Sam Rawson started removal of cinders from Round Butte on a commercial basis. His authority, he claimed, was based on six mining claims he had filed for that purpose. However, the Court at Bend ruled against him in 1954.

A request to purchase 23.8 acres on the easterly edge of the park at a price of \$10 per acre was received in 1952. An appraisal of the property placed the value at \$110 per acre. This was more than the party wished to pay.

An orchard on the farm land near Crooked River produced \$778 worth of fruit in 1944. Lesser amounts were produced the following years because of the deteriorating condition of the orchard.

A fire in 1945 destroyed a cottage located near Crooked River in the use area. The insurance company paid \$3,739. A replacement building was constructed as soon thereafter as was possible.

The facilities at the park include a day use area and a 59-unit over-

night camping area. They include tables, stoves, trails, water, roads, sanitary facilities and car parking spaces.

Attendance at The Cove during 1963 was 159,028 day visitors and 18,046 overnight campers.

The following list of permits affect The Cove Palisades Park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Term</i>
1853	5-13-57	Bonneville Power Administration	Indefinite
134	2- 3-45	USGS Gauging Station	2- 1-70
5266	7-26-61	Deschutes Water District	25 years
6244	2-19-61	Pacific Power & Light Co.—power line	Indefinite
2334	2-14-61	From Portland General Electric Co. (Relocation of park)	Perpetual

Thomas Condon-John Day Fossil Beds State Park

Thomas Condon-John Day Fossil Beds State Park is located on both sides of the South Fork of John Day River and John Day Highway 19, at mile posts 109, 115, 117 and 119, between mile posts 120 and 125, and two small areas opposite mile posts 127 and 135 in Grant and Wheeler Counties.

The first area obtained was a gift of 1.50 acres from Eastern Oregon Land Company on January 31, 1930. This tract is located three miles east of the town of Dayville, at mile post 135. It contains ancient Indian pictographs. Acquisition of this tract marks the beginning of the preservation of the larger area recommended by Professor J. P. Buwalds of California Institute of Technology and for many years on the staff of University of Oregon, and Dr. John Merriam, President of Carnegie Institute, Washington, D. C., containing such notable areas as Picture Gorge, Turtle Cove, Sheep Rock, Cathedral Rock and the Mascall formation.

An application to purchase 1,600 acres of federally-owned land at a cost of \$1.25 per acre was made in 1930. Only 1,361.68 acres of this land was obtained from the Bureau of Land Management on May 20, 1931. Other federal lands purchased under the Recreational Act of 1926, as amended at the time of acquisition, are as follows:

240	acres	May, 1931
200	"	January, 1939
40	"	June, 1939
640.44	"	June, 1956
40	"	May, 1962

A gift of 3.8 acres from W. R. Mascall, a local rancher, in September, 1935, is located some distance from the highway at mile post 127. This gift included a car parking area, an overlook and a road leading to it. The road leading to this overlook, containing 2.1 acres, was deeded to Grant County in 1956 in order to provide access to farms located some distance south of the highway. It is to be maintained by the county. The viewpoint and parking area were left intact. The high viewpoint overlooks a valley extending south from the John Day River and the higher lands to the west and north.

Another small isolated tract, containing three acres, located on both sides of the road at mile post 109, was purchased from Michael E. and Rachel M. Griffin in June, 1945.

Six additional purchases between 1935 and 1962, ranging in size from 4.59 acres to 878.91 acres, increased the park land to 3,543.56 acres at the close of 1963.

Acquisition of this park land was to preserve an area which has yielded so abundantly of animal and plant remains, an area of delicately tinted cliffs and massive peaks deeply cut by gorges and canyons, an area rich in scenic and historic features and an area which has attracted scientists from afar.

There is evidence that Reverend Thomas Condon, a missionary who moved from Forest Grove to The Dalles in 1862, was the first to introduce the John Day Fossil Beds to the earth scientists of the nation, and through them to the world, although he did not personally visit the area until 1865 or 1866. Reverend Thomas Condon's biography, written by his daughter, Mrs. Ellen Condon McCornack, establishes a definite date of the finding of invertebrate fossils on a tributary of Crooked River. It states in part as follows: "A letter by Captain John M. Drake, in command of a troop of cavalry temporarily encamped on a tributary of the . . . river, to Reverend Condon, dated July 19, 1864, states: 'While away from camp in pursuit of some Snake Indians some soldiers made a discovery that I take to be of interest geologically. On my return I found our camp converted into a vast geological cabinet; everybody had been gathering "rocks" from a point some thirty miles distant.' These specimens collected by Captain Drake's command in 1864, are noted as probably the first fossils Mr. Condon received from east of The Dalles."

The park was named for this distinguished geologist and scientist, Thomas Condon, who is credited with making known the discovery of these important fossil beds located along the John Day River. These beds, estimated to be 30 million years old, yield remains of extinct animals from horses of sheep size, to mastodons.

Grass, sagebrush and a scattering of juniper trees cover the valley lands in the park and extend, in many places, onto the rolling hillsides. The local ranchers graze stock throughout the lands. The steep, multi-colored walls of the picturesque canyons are without vegetation.

To the scientist, the value of the ancient specimens unearthed at Turtle Cove is beyond measure. To the geologist, the various land formations found throughout the park are just as valuable; but to the tourist, untrained in either field, the multicolored strata formations found at Picture Gorge, Sheep Rock, Turtle Cove, Cathedral Rock and many other parts of the park are striking natural features and attract the attention of any visitor. The ancient Indian pictographs in Picture Gorge also arouse the interest of many.

Developments include a car parking area and viewpoint on the stream side of the highway approximately two miles north of the junction of Ochoco Highway 26 and John Day Highway 19. A textboard, giving information relating to the fossils to be found in the area, is located at the car parking area. The Geological Society of the Oregon Country erected a plaque on this area to the memory of Thomas Condon, "a geologist, teacher, author and clergyman."

Other improvements by the state include an entrance road, car parking area and limited camping facilities at Turtle Cove and near

Foree Ranch. An entrance road and car parking area at Mascall overlook have been constructed.

No count of visitors to the park has been made.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
30257	8-9-61	Alexander T. & Nellie Munro—trails	Indefinite
30940	5-18-60	Walter J. & Bessie Foree—entrance road	Permanent

TouVelle State Park

TouVelle State Park is located on both sides of Table Rock road and the Rogue River at Bybee Bridge, approximately seven miles north of the city of Medford in Jackson County.

The entire park land, a total of 35.29 acres, was a gift from Frank LeBlond TouVelle. One tract, containing 9.85 acres on the north side of the river and west of the road, was deeded to the state on April 3, 1946. The remainder of the park land, situated on the south side of the river and east of the road, was given by two deeds, one covering 24.71 acres on January 23, 1946, and the other 0.73 of an acre on May 31, 1947.

Frank TouVelle, a former Jackson County Judge (1913-1919) and a former State Highway Commissioner (1935-1939), deeded this park land to the state as a memorial to his wife and asked that it be named "Elizabeth Blosser TouVelle and Frank LeBlond TouVelle State Park." The Highway Commission approved this name on February 25, 1946.

Mr. TouVelle further stated that he was prompted to make the gift "through a desire to leave a recreational heritage to my people of Jackson County and the State of Oregon. I desire also, as a former member of the State Highway Commission, to express my deep interest in the furtherance of the parks and highways of the State."

An unsuccessful attempt was made in 1946 to acquire some additional land for the park. It was government-owned land located along the Rogue River in the Camp White area, upstream a short distance from the park.

The park terrain is fairly level. A gradual rise to an upper level of land along the 1,500-foot southern boundary of the tract south of the river is the only variation. A fringe of shapely oak trees, supporting large clumps of mistletoe, lines the south bank of the river and covers the slope along the southern boundary. Poplar and oak trees cover the land north of the river.

The California-Oregon Power Company, very generously and without cost to the state, extended a power line into the park in 1950 in order to supply the much-needed electrical energy for use of the many park patrons. Reimbursement for the electricity used is the state's only obligation for this service.

The Medford Mail Tribune of March 4, 1946, stated as follows: "The people of Oregon generally and of Jackson county particularly are grateful to Judge Frank TouVelle for the gift of a beautiful 25-acre park on Rogue River near Bybee Bridge. This generous and thoughtful gesture on the part of one of southern Oregon's best known and loved citizens, will bring pleasure and wholesome recreation to this and future generations, and secure for lasting public use one of the finest steelhead and

salmon fishing areas on the Rogue and, as a matter of fact, in the entire nation."

Improvements consist of picnic areas on both sides of the river, fully equipped with the usual facilities, a 20 x 100-foot boat ramp at the northern area, water and sanitary facilities.

Attendance during 1963 totaled 158,816 day visitors. Overnight camping facilities have not been provided.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
M-1901	9-29-50	California-Oregon Power Co.— elec. service	60-day notice
Letter	6- 6-55	Central Point Mutual Tel. Co.— phone service	Indefinite
754	10-11-61	M. C. Lininger & Sons—use of road	4-20-63

Tub Springs Wayside

Tub Springs Wayside is located on Ashland-Klamath Falls Highway 66, approximately 18 miles east of Ashland in Jackson County.

The 40-acre tract of land in this wayside was purchased from Arthur L. and May G. Coggins on August 1, 1939, at a cost of \$800.

A need for better picnic facilities along Highway 66 and the good drinking water available from the roadside spring prompted the Commission to acquire the Tub Springs area. For many years people had been using this wayside for picnicking and camping purposes.

The terrain is rolling with upward slopes from the highway. It has good stands of fir and pine trees.

This area had been known as Tub Springs for many years, no doubt because of the three old, concrete, tub-like basins along the roadside. The name was continued after the area became state owned. Research indicates that the name should be spelled with a single letter "b"—Tub Springs.

The main attraction of this wayside is the excellent drinking water available from a fountain constructed at the highway in the series of three concrete tubs, or basins, with water flowing through each. Other improvements are picnic tables, benches and sanitary facilities.

Attendance during 1962 was 7,635 day visitors. No count was made in 1963.

Permits as follows affect this wayside:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
4443	8-17-54	California-Oregon Power Co.—power line	Indefinite

Tumalo State Park

Tumalo State Park is located on U. S. Highway 20, on both sides of Deschutes River, approximately five miles northwest of the city of Bend in Deschutes County.

The first acquisition for this scenic, riverside park was a gift of 115 acres from Deschutes County on January 6, 1954. An additional 3.5-acre tract was purchased on January 29, 1960. Right of way for a road, containing 1.07 acres, running south from the old highway across the southern part of the park, was deeded to Deschutes County in April,

1959, to serve residences to the south of the park land. Another road easement, covering 0.78 of an acre, known as the Johnson Road, was given to the county in 1961 across the west corner of the park. Deschutes County was given 0.73 of an acre on June 10, 1963, for right of way purposes, reducing the park land to 115.92 acres as of the close of 1963.

Preservation of this portion of the Deschutes River, a particularly scenic portion, for enjoyment by the public prompted acquisition of the park in order that much-needed picnic and camping facilities might be provided.

The land along the right bank of the river and east of the old road is quite level, with a gentle upward slope that becomes steep at the eastern edge. The terrain west of the river is level.

Tree cover in the area is rather sparse. There is a light covering of alder and willows along the river, but the remainder of the area is principally sagebrush with a few juniper and pine trees.

Improvements include roads, trails, car parking area, fully facilitated picnic area and an overnight camp with 68 tent sites and 20 trailer sites, or a total of 88 units, all located east of the river. A group camp area will accommodate 50 people. The picnic area is located south of the old highway and the overnight camp is north of the road. A swimming hole at the bend of the river has been a favorite area of the community for many years.

Attendance during 1963 was 65,900 day visitors and 30,512 overnight stays.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
560	1-21-59	C. F. Kindall—road to pvt. property	Indefinite
21202	10- 4-61	Deschutes County—road right of way	Perpetual

Ukiah-Dale Forest Wayside

Ukiah-Dale Forest Wayside is located on both sides of Camas Creek and the Pendleton-John Day Highway 395, between mile posts 50 and 64, at the North Fork of John Day River in Umatilla County.

The first area acquired for this forest wayside was 117.6 acres, purchased from Oscar C. and Maude D. Hilbert on May 4, 1944. This was followed by the purchase of nine additional tracts between 1944 and 1947, ranging in size from 75.30 acres to 682.80 acres. A small tract, containing eight acres, on which the Pilot Rock Lumber Company constructed its headquarters while the land was under lease from the state, was sold to the Lumber Company for \$2,000 after advertising the sale. This left a net of 2,986.8 acres in the wayside at the close of 1963.

The Columbia Power Co-op, without the formality of a permit or in any way indicating its intentions, trespassed on this wayside in 1954 and cut trees to the extent of 12,685 FBM. A charge of \$824.66 was made for the damage.

Logging road permit #1344, issued to Pilot Rock Lumber Company in 1952, was assigned to Georgia Pacific Pine Mill Company in 1962.

Preservation of the scenic beauty along the road was the prime purpose of acquiring the area. The deep, narrow canyon, through which flows Camas Creek closely paralleled by the road, has a naturalness and appealing beauty. The grass-covered banks of the lively stream, flanked by forested hillsides, attract many species of wildlife, which in turn attract the hunters.

Tree coverage in the lower areas is mostly yellow pine and Douglas fir, with larch, or tamarack as it is commonly called, on the higher slopes.

The name Ukiah-Dale Forest Wayside is indicative of the area and its location, a forested wayside along the road between Ukiah and Dale.

A small picnic area, located between the highway and Camas Creek, at mile post 52, was developed. Improvements include tables, benches and sanitary facilities for the day use area and an overnight camp with nine tent sites. A log cabin located on land about two miles north of Bridge Creek was dismantled and moved to Battle Mountain State Park.

Overnight stays at the park during 1963 totaled 2,112. No count of the day visitors was made in 1962 or 1963; however, there were 14,460 in 1961.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
371 & 1344	8- 1-52	Pilot Rock Lumber Co.—logging road (Assigned to Georgia Pacific 10-24-62)	8-25-64
4474	10-12-54	Columbia River Power Co-op—power line	Indefinite
4126	1-23-56	Pilot Rock Lumber Co.—pipe line	1-23-81
341	8-27-58	Georgia Pacific Corp.—logging road	8-15-64
821	6-19-61	Allen Sheff—logging road (not renewed)	9- 1-62
9473	4-25-63	U.S.D.A.—Pendleton—logging road	4-25-68
5701	5- 1-63	Georgia Pacific—water line	25 years
6334	6-25-63	Georgia Pacific—power to pump	Indefinite

Umpqua Lighthouse State Park

Umpqua Lighthouse State Park is located between U. S. Highway 101 and the ocean, beginning approximately one mile south of the town of Winchester Bay and extending south a distance of nearly four miles. A small part is located on the east side of the highway, fronting on Clear Lake in Douglas County.

A gift of 200 acres from Douglas County on September 4, 1930, was the beginning of this delightful, ocean-front park. This was followed by three more gifts from Douglas County, as follows: A tract containing 371.80 acres in 1939, another 472.38 acres in 1940 and a third, containing 200 acres, in 1941, or a total of 1,244.18 acres from Douglas County. Another gift of 111.81 acres was received from Menasha Wooden Ware Company in March, 1951.

Two tracts were purchased from the U. S. Government—one from the U. S. Lighthouse Service, through an Act of Congress, in November, 1939, containing 110 acres at a cost of \$1,000, and another from the General Land Office in April, 1940, containing 1,097.85 acres at a cost of \$1,646.78. Two other purchases were added to this park—one in 1942 of 140.08 acres and another in 1944, containing 43.62 acres.

A deed covering a road right of way was given to Douglas County in January, 1960, covering 0.52 of an acre, and other deed covering 0.69 of an acre was given to Julius Siller in January, 1955, in order to ease a right of way situation in relocation of the Coast Highway. An

easement for a pipe line from a spring to the park, covering 0.55 of an acre, was received from the Menasha Wooden Ware Company in January, 1939. In the development of the park, this spring did not flow a sufficient quantity of water for the park's needs; therefore, water was taken from the lake. Total park land at the close of 1963 was 2,746.88 acres.

Preservation of these lands in public ownership had a fourfold purpose. 1) To save and protect the reforestation on the land next to the highway. 2) To preserve a large timbered area for posterity and provide public facilities on the shores of Lake Marie. 3) To save and reserve the long stretch of sandy beach for public enjoyment. 4) To protect the elephantine sand dunes and surrounding area which are so outstanding as to attract the attention of federal authorities in planning for a national monument not as yet completed.

The Bonneville Power Administration maintains a Micro-Wave Telephone system tower on a hill in the south-central part of the park. An agreement with Bonneville Power in March, 1954, stipulates that the state will cut or top such trees in the area that interfere with the system.

To meet the sanitary needs of the park, an agreement with the U. S. Coast Guard was entered into in November, 1956, whereby the Coast Guard may use excess water from the state's drinking water source in exchange for sufficient water from the Coast Guard's supply from Lake Marie within the park boundaries.

Umpqua Lighthouse State Park was so named because of its closeness to Umpqua Lighthouse. *Oregon Geographic Names* says, "Umpqua was the Indian name of the locality of Umpqua River, and the name came to be applied both to the river and to an Indian tribe." The Umpqua Lighthouse and nearby U. S. Coast Guard Station are attractions in themselves. Information furnished by direction of the Commandant of the United States Coast Guard, Washington, D. C., under date of October 11, 1943, regarding the history of this lighthouse, states in part: "The original Umpqua Lighthouse was placed in commission on October 10, 1857, on the south side of the entrance to the Umpqua River, a short distance away from the bluff and on the beach, which was of shifting sand. On February 8, 1861, during a heavy freshet in the river, the base of the tower was undermined and the structure fell. The present lighthouse was completed and placed in operation on December 31, 1894. The only change since then was that the illuminant of the light was changed from incandescent oil vapor to electric and increased in candle power."

Much of the western shore line of Clear Lake, the source of Reedsport's municipal water supply, forms the east boundary of the park for a half mile or so and is followed closely by the highway. To the west of the lake, ancient sand dunes rise to a maximum elevation of 545 feet (U.S.G.S.), with the general elevation of the high ground somewhat less for most of the park length. Steep, wind-blown slopes line the ocean front and the wide sand dunes near the ocean broaden in the southern portion of the park. Near the north end of the park, close to Umpqua Lighthouse and U. S. Coast Guard Station, is beautiful Lake Marie, lying entirely within the park boundaries. This small, irregular shaped lake of about three acres is a gem nestled in a heavily wooded area. Steep, brushy sides of the lake are lined with tall, luxuriant rhododendrons which blossom profusely in season.

Other than the dunes and the ocean shore, the park land has been

covered with indigenous varieties of conifers, made up of Douglas fir, Sitka spruce, Western red cedar, Western hemlock and coast pine. The western one-third of the timber still stands, but the remainder is cut-over land and now has a good stand of new reforestation.

Improvements at this park area were begun by the Civilian Conservation Corps as early as 1934, when crews from Woahink Lake CCC Camp planted Holland grass and native pine trees to stabilize a loose sand area above the highway, about midway of the Clear Lake shore. The CCC crews also made a trail up the steep, brushy ridge west of Lake Marie to a high point which offers wide, sweeping views of the sand dunes, the mouth of the Umpqua River and its jetties, and miles of ocean shore line in both directions. This high point is now occupied by the Coast Guard patrol as a defense lookout post.

Other improvements made by the state after acquisition of the park land include an entrance road, day use area and overnight camp site at Lake Marie, swimming area, trails around the lake and to the beach, car parking area, tables, electric stoves, benches, water and sanitary facilities. The overnight camp has 41 tent sites and 22 trailer camps, a total of 63 units.

A plaque was installed on a wide place of an abandoned section of highway honoring the Menasha Wooden Ware Company for the gift of 111.81 acres of land for this park.

Attendance during 1963 totaled 308,395 day visitors and 21,823 overnight stays.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
Letter	1- 5-60	Douglas County to State Parks— 2 driveways	Indefinite
2011	5- 8-58	Central Lincoln PUD—electric service	Gen. Agmt.
1459	4- 9-53	U. S. Coast Guard—water line	4-9-78
P-127-B	1-26-39	Manasha Wooden Ware Co.—pipe line crossing	Perpetual
6267	3-28-63	Dept. of Army—underground cables	30-day notice

Umpqua Myrtle Preserve

See "Myrtle Preserves" for story regarding this area.

Umpqua Wayside

Umpqua Wayside is comprised of five separate tracts of land along Highway 38, located between Reedsport and Scottsburg in Douglas County. These timbered tracts are located between Umpqua River and the highway at the following mile posts: 9.40 to 10.02, 11.44 to 11.76 on both sides of the road, 12.59 to 13.55, 14.15 to 14.38 and 28.28 to 30.12.

Two tracts were acquired from Douglas County. The first was 11.32 acres, purchased on February 15, 1936, at a cost of \$44.92, and the second was a gift of 7.08 acres on May 2, 1946, ten years later. Four additional areas were purchased between 1946 and 1953, ranging in size from 1.8 acres to 3.92 acres. One of these tracts contained a good stand of old myrtle trees. Save the Myrtle Woods, Inc., an organization greatly interested in preserving the beautiful myrtle trees in Oregon

contributed \$500 toward the purchase of this tract. A total of 31.22 acres comprised the wayside as of December 31, 1963.

Acquisition of these lands was for the purpose of protecting the good stands of myrtle, maple and other native trees growing on the area, which increase the attractiveness of the valley and enhance the scenic aspects of the highway. All of the tracts, except one, are located between the highway and the river.

The name Umpqua Wayside was selected for these tracts and it is indicative of their location.

Picnic facilities have been placed near the west end of the series, on the tract at mile post 9.40, consisting of tables, stoves and sanitary facilities. A paved boat-launching ramp, 20 x 75 feet, has been constructed.

Attendance during 1962 totaled 101,580 day visitors. It dropped to 39,796 during 1963.

Unity Forest Wayside

Unity Forest Wayside is located on both sides of Highway 26, beginning approximately two miles north of Eldorado Pass and extending toward the town of Unity a distance of one and one-half miles on the west side of the highway and three-quarters of a mile on the east side along Camp Creek. It also includes an isolated tract on the south side of Dooley Mountain Highway 7, approximately 15 miles south of Baker, all in Baker County.

The area on Highway 26, containing 60.27 acres, was purchased from Carl and Elsie Storzbach on October 31, 1928, at a cost of \$180.81. The area on Highway 7, containing 25 acres, was purchased in 1931 from the General Land Office through the State Land Board at a cost of \$2.50 per acre, or a total of \$62.50. Total acreage in the wayside at the close of 1963 was 85.27 acres.

The first acquisition was to preserve a good stand of trees along Camp Creek for the pleasure of the traveler. The latter acquisition was to serve dual purposes, one to preserve the stand of ponderosa pine trees growing thereon and the second to supply certain road material which was available on the area.

The terrain of the area along Highway 26 is mostly rolling hills with one small, level, grass-floored valley. The area on Highway 7 is comparatively steep.

Unity Forest Wayside was not named because of its close proximity to the community of Unity.

Very little direct use has been made of the wayside so no count has been made of the visitors.

Unity Lake State Park

Unity Lake State Park is located on a peninsula on the south shore of Unity Reservoir, about one-quarter of a mile north of Baker-Unity Highway and about three miles north of Unity junction in Baker County. Unity Reservoir is an irrigation impoundment which was formed when the U. S. Bureau of Reclamation constructed a dam on Burnt River to supply water to the farmers of Baker County.

The first acquisition of park land was 30 acres on March 6, 1959, under a lease agreement with the Bureau of Reclamation and approval of the Burnt River Irrigation District. The lease is for 50 years and may be renewed for another 50-year period. An additional 9-acre tract was

purchased from the John Rouse family on May 20, 1959, at a cost of \$45. At the close of 1963 the park contained 39 acres.

Acquisition was for the purpose of providing public access to the lake for the pleasure and enjoyment of the public, such as fishermen, boaters, swimmers, bird hunters and other water sports enthusiasts, as well as picnickers and campers. Users are principally from Baker County with a few from Malheur and Grant Counties.

The park was named for the lake on which it is located and the nearby community of Unity.

The terrain is rolling, with side slopes extending into the lake. The area is barren of trees and has only a light covering of sagebrush. Elevation is approximately 4,000 feet, which eliminates the growth of many trees and shrubs.

Improvements include a complete day use area, small overnight camp with five tent sites, tables, electric stoves, water and sanitary facilities. A boat launching ramp, 30 x 50 feet, has been constructed.

Attendance during 1963 totaled 34,156 day visitors and 1,207 overnight stays.

Permits as follows affect this park:

Number	Date	Name	Expiration
2110	3-6-59	U. S. Bureau of Reclamation to state—park	50 years

Valley of the Rogue State Park

Valley of the Rogue State Park is located on Interstate Highway 5, between the highway and the Rogue River, beginning at the river crossing near Gold Hill and extending northwesterly a distance of two miles in Jackson County.

The first area acquired was 140.2 acres purchased from Harry L. and Elizabeth P. White on August 9, 1960, at a cost of \$45,500, reserving unto the grantors a life tenancy in a 2-acre tract and a nonexclusive easement for ingress and egress to their home. Two adjoining tracts, aggregating 69 acres, were purchased from Frances Elizabeth White, one in 1960 and the other in 1961, at a total cost of \$34,418. Irrigation water rights were included with these purchases. As of December 31, 1963, the park contained a total of 209.2 acres.

Valley of the Rogue was chosen as a name for this park because of its central location to all cities in the Rogue River Valley and because it is on the banks of the Rogue River.

The need for a large park, centrally located in the valley, with access available from Interstate Highway 5 as well as from local roads, prompted acquisition of this area.

In general the terrain is nearly level with a slight slope toward the river. The easterly portion is sparsely covered with oak trees and the westerly part is irrigated farm land.

River frontage of more than two miles in this park attracts many water sports enthusiasts, such as boaters and fishermen. The boat launching ramp adds to the attraction. Also, the former owner claims that the area has historical interest. Harry White claims that Indians once used the area temporarily as a reservation and that a fort was formerly located across the river. To substantiate this, Mrs. White claims she found Indian graves and artifacts on the White property.

Improvements include on and off ramps from Interstate Highway 5, a road constructed by the Parks Division to connect with Stagecoach

county road, lawns, day use area equipped with tables, benches, electric stoves, water and sanitary facilities, and an overnight camp, ready for use in 1963, with 20 tent sites, car parking space, water and sanitary facilities. Trails throughout the park and a 20 x 100-foot boat launching ramp were constructed. An additional 49-unit overnight camp area is being constructed.

Attendance during 1963 totaled 89,232 day visitors and 16,692 overnight stays.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
	10- 4-61	Southern Pacific—RR crossing—ent. road	
	11-30-62	Edward Martin—hay cutting	11- 1-63
5656	2-25-63	Cal-Pac Utilities—gas line	2-25-88
Sale	4-25-63	Pac. P.&L. Co.—Pvt. line #282—part of park system	

Viento State Park

Viento State Park is located on both sides of Interstate Highway 80N, at mile post 54.36, approximately eight miles west of Hood River in Hood River County.

The first land in this park was a 3.6-acre tract, purchased on May 13, 1925, from J. O. and Theresa D. Jones at a cost of \$3,000. This sum was paid by the Pacific Telephone and Telegraph Company to make amends for damages by the company's clearing crews cutting trees in park areas. The next addition to the park was 25 years later when seven tracts, aggregating 240.23 acres, were purchased. The park contained a total of 243.83 acres at the close of 1963.

Acquisition of the area was to provide a resting place and picnic facilities for the motoring public in the cool, shady grove of young fir and maple trees growing along the banks of Viento Creek, a small, rippling, mountain stream flowing through the area.

Viento park was named after the stream, which, no doubt, was named after a nearby railroad station. According to Lewis A. McArthur in *Oregon Geographic Names*, the name Viento was coined by taking the first two letters of the names Villard, Endicott and Tollman. Endicott was a Boston capitalist who was heavily interested in Villard's railroad enterprise. Tollman was a railroad contractor. McArthur further states that Viento is also a Spanish word meaning wind, but the Spanish origin had nothing to do with the naming of the railroad station.

The terrain north of the highway slopes gently toward the Columbia River. South of the highway the gradient rises steeply and becomes abrupt some distance back from the road. Tree cover is fir and maple with the usual native shrubs for undergrowth.

The first developing done in the park was by the Civilian Conservation Corps. It included an entrance road, picnic tables, benches, stoves and water supply. They built a rustic foot bridge over Viento Creek and controlled menacing stream erosion. Sanitary facilities were constructed in 1927 and the drinking fountain with its grotesque face was erected by the parks crew.

After the highway was revised, small overnight camps were constructed on both sides of the highway in order to accommodate travelers

of the divided highway. The 45 overnight tent sites are equipped with the usual facilities, such as roads, car parking spots, tables, stoves, benches, water and sanitary facilities. The stone drinking fountain is located at the picnic area north of the highway.

A residence and a few cabins on the property when it was acquired are now being used as park headquarters.

Park attendance during 1963 totaled 90,584 day visitors and 12,045 overnight stays.

Vinzenz Lausmann Memorial State Park

Vinzenz Lausmann Memorial State Park is located on Interstate Highway 80N, near Mitchell Point, approximately five miles west of the city of Hood River in Hood River County.

The entire park area, 126 acres, was a gift from the Columbia River Gorge Commission on August 14, 1961. It was first a gift to the Gorge Commission from the Lausmann family on December 28, 1954, as a memorial to Vinzenz Lausmann and to be used for park purposes. The document relinquishing title to the state specifies that title is given upon the condition that said land shall be designated and forever known as "Vinzenz Lausmann Memorial Park."

Preservation of the scenic aspects of the Columbia River Gorge prompted the Commission to accept this generous gift. The Lausmann tract is located in a scenic section of the gorge and joins Seneca Fouts State Park to the north and east and Wygant State Park to the west.

The terrain in general is quite steep, and south of the old highway it rises abruptly. The coverage is small fir trees intermingled with maple and alder, two varieties which add greatly to the beauty of the gorge when fall turns their green leaves to many brilliant colors.

A plaque giving information about Mr. Lausmann and his gift to the public is to be erected at this park. Mr. Lausmann supplied \$753.45 to the Columbia Gorge Commission toward the plaque.

No improvements have been added to this area.

Wallowa Lake Highway Forest Wayside

Wallowa Lake Highway Forest Wayside is comprised of four strips of land located on both sides of Wallowa Lake Highway 82, beginning two miles east of the community of Minam and extending east to Rock Creek, a distance of nearly five miles in Wallowa County.

The purchase of 47 acres on December 15, 1925, from Ernest F. and Myrtle S. Johnson at a cost of \$1,386.60 was the beginning of this forest wayside. This tract contained a good stand of ponderosa pine timber. Four additional purchases were made between 1927 and 1958, containing from 10 to 125 acres, at costs ranging from \$308.15 to \$3,300. The wayside contained a total of 313.66 acres at the close of 1963.

Preservation of the natural beauty along the highway through the Wallowa River Canyon prompted acquisition of these four strips of timbered land. The steep canyon walls, with their covering of ponderosa pine, form a valley through which flows the winding Wallowa River. The river is closely paralleled by the railroad and the highway, all sharing the floor of this valley for a distance of nearly five miles of scenic beauty.

Wallowa Lake Highway Forest Wayside was named for the river and highway along which it is located. Wallowa is a Nez Perce Indian word.

A roadside rest area has been constructed at this wayside, including tables, benches, water and sanitary facilities.

No count has been made of the visitors.

Permits as follows affect this wayside:

Number	Date	Name	Expiration
159	10-14-55	Blue Mt. Council, Boy Scouts—pipe line	Indefinite

Wallowa Lake State Park

Wallowa Lake State Park contains two separate areas. One is at the south end of Wallowa Lake and the other is located one mile farther south, at the end of Joseph-Wallowa Lake Highway 82, approximately 80 miles from La Grande and six miles south from Joseph in Wallowa County.

The first area, containing two acres, was obtained from Harley and Agnes Hamilton on December 7, 1946, at a cost of \$1,000. Six additional areas were purchased from 1947 to 1954, covering 145.8 acres of land, at a total cost of \$71,600. The Pacific Power and Light Company leased 18 acres of land to the state in August, 1954, for a 30-year period, without cost. It is located near their power house at the south end of the valley, one mile south of the principal part of the park. Deeds to the area extending between the low and high water lines of the lake are subject to the flooding rights of both the power company and Allied Ditch Company. The park contained a total of 165.80 acres at the close of 1963.

Acquisition of the land was to preserve the unusual lake situated at the base of the scenic, rugged, alpine-type mountain area, the only such area in the state of Oregon. Wallowa Lake was formed by the creeping action of a glacier formed on the Wallowa Mountains, slowly moving downward and pushing up lateral and terminal moraines. The great mass of ice dug deep into sediments below. The receding glacier left a large, deep hole in which the lake was formed.

Since the glacial period, rock, gravel, sand and debris have been washed down through the canyons to form the present valley floor south of the lake. The land is gradually being extended into the south end of the lake.

Wallowa Lake State Park was named for the lake near which it is located. *Oregon Geographic Names* says, "Wallowa is a Nez Perce Indian word used to describe a structure of stakes set in a triangle, used to support a net work of sticks called *lacallas*, for catching fish."

A 15-year lease to the State Board of Forestry, covering 0.58 of an acre for their local headquarters, was entered into on August 1, 1948. The lease has been renewed for a 15-year period and will expire on July 31, 1978.

The Highway Commission agreed on October 28, 1954, to construct, when needed, a temporary road on the west side of Wallowa River, from the park entrance road south along the river to the park boundary, to accommodate a few of the summer homes in the area adjoining the park land. This road will not interfere in any way with the overnight camp area.

A boat concession, part of the acquisition agreement, was given in May, 1947, to Mrs. Irene Wiggins who operates the nearby Wallowa Lake Lodge. The agreement has been renewed from time to time. A boat mooring channel, a boat float and a boat launching ramp were constructed in 1949. Later, all were enlarged and extended.

A horse concession which was obtained with the land in 1953 was discontinued in 1955. It was not satisfactory.

Improvements were started in 1948. They include an entrance road, car parking area, trails, road to the lake, employee cottage, channel improvement, stream control and picnic area with tables, benches, electric stoves, water and sanitary facilities. Also, there is a large, 147-unit, overnight camp with 106 tent sites and 41 trailer sites with direct sanitary connections, and a group camp to accommodate 100 people.

The isolated area located one mile south of the main park area was improved in 1954 for day use. It contains a car parking area, tables, stoves, water and sanitary facilities.

Attendance during 1963 totaled 462,220 day visitors and 44,285 overnight stays.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
4767	2-28-56	West Coast Telephone Co.—phone line	Indefinite
15661	1-17-55	Idaho Conference Methodist Church— irrig. ditch	"
1915	1-27-61	Wallowa Lake Lodge, Inc.—boat con- cession	12-31-65
1100	4-25-63	State Board of Forestry—Warden's quarters	7-31-78
Esmt.	10-14-55	From Blue Mt. Council, Boy Scouts— park water	Indefinite

Washburne Wayside

Washburne Wayside is located on U. S. Highway 99W at the Benton-Lane County line, about midway between Monroe and Junction City in both Benton and Lane Counties.

The 37.30-acre tract was purchased from William C. and Mae E. Washburne on October 4, 1926, at a cost of \$5,000, for use as a wayside. The area is covered with a dense growth of moderately large fir trees which provides a shaded area suitable for picnicking or resting. The wind storm of October 12, 1962, did considerable damage at this wayside.

Improvements include a picnic area, well with a hand pump, car parking area parallel to the highway and a stone fence extending a short distance along the highway.

Attendance during 1963 totaled 11,212 day visitors. Overnight camping facilities have not been provided.

W. B. Nelson State Park

W. B. Nelson State Park is located on the south side of Highway 34, one mile east of the city of Waldport, bordering the west side of Eckman Slough in Lincoln County.

The 2-acre tract was a gift in March, 1959, from W. B. Nelson, an elderly gentleman who had owned it and adjacent lands for many years. It was Mr. Nelson's desire to leave a small area to the state for the purpose of supplying the outdoor recreation needs of the community and its visitors.

This park land is a long, narrow strip, lying between Eckman Slough and a county road running south from the highway. A good stand of spruce trees adds beauty to the area and makes picnicking a joy.

The park was named W. B. Nelson State Park in compliance with Mr. Nelson's request.

Improvements are a small picnic area, bathing beach, car parking area, tables, stoves, water and sanitary facilities. A boat launching facility is located nearby but not on the state-owned tract.

Attendance in 1963 totaled 33,404 day visitors.

Willamette Stone State Park

Willamette Stone State Park is located on Skyline Boulevard in the westerly part of the city of Portland, four miles from the downtown business center in Multnomah County.

The land was obtained by three deeds dated in January and February, 1945, covering a total of 1.60 acres.

The property was obtained to preserve the origin of the grid system used in the United States land surveys of Oregon and Washington. The park surrounds the established point marked by a small, square, stone stake surrounded by a concrete apron in which is embedded bronze squares indicating the manner of numbering the Sections and Townships. It marks the Willamette Meridian (122° 44' 33."551 West Longitude) and Base Line (45° 31' 10."831 North Latitude) as established on June 4, 1851.

The Highway Commission accepted the suggestion of Lewis A. McArthur that this area be named Willamette Stone as he advised the Commission that was the name which had been used for many years for the surveyor's monument marking the point of origin of land surveys in the two states.

This small tract of land is covered with a good growth of young fir and maple trees.

Improvements are a surfaced trail from the car parking area at the street to the stone, the apron around the stone and the markings thereon, and a textboard at the car parking area citing information regarding the marker. A small car parking area was constructed by Multnomah County.

No record of park use has been kept.

William M. Tugman State Park

William M. Tugman State Park is located on the east side of U. S. Highway 101, approximately eight miles south of the city of Reedsport, a bi-county area at the Douglas-Coos County line.

A gift from the Oregon State Game Commission on May 23, 1962, of 460 acres, 210 in Coos County and 250 in Douglas County, containing the west half of Eel Lake, was the beginning of this beautiful park. The purchase of three additional tracts totaling 20.3 acres in 1963 increased the acreage in the park to a total of 480.3 acres as of December 31, 1963.

Safeguarding public access to beautiful Eel Lake impelled acceptance of the gift of the land bordering the sprawling, ell-shaped, fresh water lake which had been used for many years by the State Game Commission as a brood lake for coastal cutthroat trout. Over a period of many years, logs had become submerged and a vast amount of debris had accumulated in the lake. As the demand for fishing areas increased, it became apparent that something had to be done to restore the lake to its natural condition. A program to clear the lake of all debris began, which was a monumental task, and was completed as a pre-park project by the State Game Commission.

The park was named and dedicated on June 6, 1962, to honor the late William M. Tugman, a newspaper career man, a highway and park enthusiast who, for many years, found time to head the State Travel and Information Advisory Committee and the State Parks and Recreation Advisory Committee. William Tugman was known as a "rugged character" who championed the wise use and development of Oregon's natural resources. As a tribute from the people of Oregon, in appreciation of the many years he devoted to recreation and conservation, the State Highway Commission named this park in his memory.

Improvements include a paved entrance road and car parking area, water and sanitary facilities, electric stoves and shelters, tables, benches, trails and a paved boat launching ramp 100 x 150 feet.

Once restored to its natural scenic beauty, the lake and area began to receive heavy use by visitors and tourists. No count was made of visitors during 1962, but during 1963 a total of 97,748 day visitors was recorded.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
6216	12-26-62	West Coast Telephone Co.—pole line	Indefinite
6297	5- 3-63	Central Lincoln PUD—pole line	"

William P. Keady Wayside

William P. Keady Wayside is located on U. S. Highway 101, at the southern edge of the city of Waldport in Lincoln County.

The area is deeded tideland lying between the highway and Alsea Bay. It was originally owned by William P. Keady, who obtained it from the United States Government by means of a Commissioner's Certificate. The 10.2-acre tract comprising this wayside was a gift on April 20, 1937, from William F. and Maud C. Keady, son and daughter-in-law of the former title holder. It was given to the state to provide and assure public access to the beach for the people of Waldport.

At the request of the donors, the area was named William P. Keady Wayside, to honor the first owner, or patentee, of the land, a public-spirited, early-day resident of the community.

Permission was given about 1954 for the Civilian Plane Observation Corps to use a small area at the northeast corner of the wayside. Such use continued only a year or two.

The Waldport Chamber of Commerce was granted permission on July 23, 1941, to erect a concrete monument honoring soldiers, sailors and marines, but it was never erected.

No improvements have been made at this wayside.

Wilson River Highway Forest Wayside

Wilson River Highway Forest Wayside is located along four different sections of Wilson River Highway 6, in Tillamook and Washington Counties. All of the tracts are burnt-over stump land. The locations of the strips by mile posts are as follows: M. P. 14.02 to 17.96, a distance of 3.94 miles, M.P. 18.91 to 22.71, a distance of 10.65 miles, M.P. 24.87 to 27.57, a distance of 2.70 miles, and M.P. 28.07 to 38.72, a distance of 10.65 miles, or a total of 21.09 miles.

The area first acquired was 1,220.65 acres, purchased at a cost of \$4,597.75 in April, 1931, from the Consolidated Timber Company. It is located along Lake Creek fork of the Wilson River. The Tillamook County Court was interested in the proposed park strips and when

sponsoring Works Progress Administration (WPA) projects for developing areas along the river, the County donated 1,750.63 acres to aid the acquisition project. These gifts were made in July, 1943, and December, 1950. Also, Consolidated Timber Company gave 119.8 acres located near Glenwood in Washington County in June, 1939. Another 75.45-acre tract was purchased from Properties Corporation in January, 1941, at a cost of \$50. This made a total of 3,166.53 acres in the wayside at the close of 1950.

Arrangements were made in 1951 for the Highway Commission to give to the State Board of Forestry 2,426 acres of stump land along the Wilson River Highway and 2,169 acres along the Sunset Highway (a total of 4,595 acres) in exchange for 111 acres of timberland adjoining Oswald West State Park and 31.76 acres in 12 parcels lying between Wilson River Highway and the river. The deeds from the State Board of Forestry covering the 31.76-acre tract added to this wayside and the 111-acre tract at Oswald West Park are dated June 26, 1951. The deed from the Highway Commission to the State Board of Forestry covering the 4,595 acres is dated August 21, 1951. The exchange of these lands resulted in the Highway Commission retaining a minimum 200-foot right of way and acquiring all of the land lying between the highway and Wilson River in areas affected by the transfer. Wilson River Highway Forest Wayside contained a total of 772.29 acres at the close of 1963.

All down timber and standing dead timber were sold to the highest bidder at times when the possibility of sales was good.

Tillamook County school children planted many seedling trees along the highway between the years 1950 and 1953 to enhance reforestation.

The name Wilson River Highway Forest Wayside is indicative of the area.

No active use has been made of the wayside.

Permits as follows affect the wayside:

Number	Date	Name	Expiration
5207	12-18-57	Portland General Electric Co.—power line	Indefinite

Wygant State Park

Wygant State Park is located on the south side of Old Oregon Trail (Interstate Highway 80N), opposite mile post 55.96, approximately six miles west of the city of Hood River in Hood River County.

The first land acquired for this park was a gift of 251.50 acres from Simeon R. and Olivia F. Winch of Portland, in honor of his grandparents, Theodore and Margaret Wygant. The Highway Commission accepted the gift on December 13, 1932, and agreed to name the park "Wygant Park." The deed is dated January 13, 1933. This was an unusually well-timbered tract adjoining the highway on the south. Flowage rights on 26.27 acres of this tract were given to the Corps of Engineers in February, 1940.

There have been five additional acquisitions for this park, three of which were gifts from Hood River County and two were purchases. The first of the County gifts was 80 acres on October 4, 1933, the second was 360 acres on September 4, 1935, and the third was 40 acres on October 3, 1945. A 40-acre tract was deeded back to Hood River County on August 3, 1945, and another tract, containing 80 acres, was returned to the county on October 17, 1945. The two areas purchased for this park total 105.5 acres at a cost of \$6,340. The park contained a total of 690.73 acres at the close of 1963.

Acquisition of these lands was part of an over-all plan to acquire and preserve the aesthetic aspects of the Columbia River Gorge. Perham Creek, which originates in the high reaches of the Columbia Gorge, flows across this park land, then under the highway and into the Columbia River. A good trail, built by the Civilian Conservation Corps in 1934, ascends the stream for a distance, crossing and recrossing it on three substantial rustic bridges, then on an easy grade climbs a steep sloping ridge on the west side of the creek. From the top of this unnamed ridge, elevation 2,300 feet and approximately three miles from the highway, superb views can be had of the river and the scenic walls of the Gorge.

Improvements include a small picnic area, car parking area, trails, tables, benches, one stove, water reservoir, drinking fountain and sanitary facilities. Much of this work was done by the Civilian Conservation Corps.

Attendance during 1963 totaled 38,384 day visitors.

Yachats Ocean Road Wayside

Yachats Ocean Road Wayside is located west of U. S. Highway 101, south of Yachats River, at the town of Yachats in Lincoln County.

The wayside is a scenic road (100-foot right of way) which leaves U. S. Highway 101 at the south end of Yachats River bridge and continues south on the high ground along the ocean shore line a distance of approximately 3,100 feet before re-uniting with Highway 101. It includes all the tide and overflow lands fronting on Section 34, beginning at a point approximately 2,300 feet up the Yachats River and extending south along the ocean approximately 5,000 feet.

The entire wayside is comprised of gifts from three donors. The first gift was 8.60 acres from Equitable Trust Company on March 11, 1931. The second was 0.40 of an acre from George P. Stonefield on April 26, 1951, and the third was 70 acres of tide and overflow lands from Lincoln County on June 21, 1962. A total of 79 acres comprised this wayside at the close of 1963.

Acceptance of these gifts was for the purpose of providing public access to the beach, public access to the high land south of Yachats River and to preserve the scenic road along the ocean shore line for the use and pleasure of the general public. The panoramic views from this roadside of the ocean and its interesting shore line are pleasing to the traveler. Many visitors fish from the high rocks south of Yachats River.

The name Yachats Ocean Road Wayside is indicative of the area.

Improvements include the road, picnic tables, benches, car parking areas, sanitary facilities and trails to the beach.

Attendance during 1963 totaled 52,056 day visitors.

Permits as follows affect this wayside:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
758	10-31-61	Victor R. Walder—land use and acc. road	Indefinite
R44811	3-24-54	Mrs. Harold Axley—road to private land	"
RAP9073	11-20-58	W. G. Imrie—road to private land	"

Yachats State Park

Yachats State Park is located on the west edge of the city of Yachats, bordering the Pacific Ocean and Yachats River in Lincoln County. It

includes the tide and overflow lands fronting on Sections 22, 27 and 34, Township 14 South, Range 12 West of Willamette Meridian, located north of Yachats River in Lincoln County.

The first acquisition was 16 lots from Lumberman's Trust Company on September 11, 1928, at a cost of \$1,600. This purchase was followed by a gift of one lot on October 6, 1928, from Charles A. Lounsbury, and six purchases, containing nine lots priced at \$3,385.50. A gift of 0.33 of an acre was made in 1951 by George C. Stonefield. Lincoln County gave 90 acres of tide and overflow lands fronting on Sections 22, 27 and 34, beginning at a point approximately 1,800 feet up the Yachats River to a point one and one-half miles north along the beach, in June, 1962. Park land at the close of 1963 totaled 93.33 acres.

Acquisition of the area was for three principal reasons: 1) To preserve for public use a popular salmon and steelhead fishing place at the mouth of Yachats River near the south edge of the park land. 2) To provide public access to the small sandy beach which is used extensively by the public for catching small fish during spawning season. These fish, we are told, are grunion, but known locally as smelt. The smelt use the sand in which to spawn during the summer months. 3) To control removal of the sand for commercial uses. The sands of Yachats beach are of such quality as to be desirable for use in concrete work in buildings and other structures. A controversy developed in 1948 wherein there was indication that the fish run would discontinue if such use of the sand was not stopped. No permits for use of the beach sands in the vicinity of Yachats have been issued by the Commission since that time.

This park is not only a popular fishing spot but many users enjoy the convenient picnic facilities in peaceful, comfortable surroundings and the picturesque views of the broad expanse of ocean with its waves dashing against the rocky shore.

Yachats State Park was named for the town and river near which it is located. *Oregon Geographic Names* says, "Yachats is an Indian name. It is pronounced Ya-hats. Indians say that the word means 'at the foot of the mountain.' This interpretation fits the facts."

Improvements include a circular road, tables, benches, stone fences, and trails for use by fishermen. The local residents constructed a stone marker at this park.

Attendance during 1963 totaled 197,670 day visitors.

Yaquina Bay State Park

Yaquina Bay State Park is located on both sides of U. S. Highway 101, at the southwest corner of the city of Newport, overlooking Yaquina Bay and the ocean, in Lincoln County.

The 32-acre tract was a gift from the United States Department of Commerce, Lighthouse Service, on September 1, 1934. In the acquisition of the property it was necessary to obtain a special Act of Congress. The bill was introduced at the recommendation of the Department of Commerce. The Lighthouse Service retained a lookout tower located near the old lighthouse.

Acquisition of the area was desired because of its unique location, the splendid views it offers of the ocean, the jetty, the many shipping and fishing boats moving in and out of Yaquina Bay and the ocean beach and because of the pleasing picnic areas that could be provided for public use.

The terrain is somewhere near the 100-foot elevation, with steep slopes to the bay and to the beach. The surface is rolling and covered with a good stand of shore pine. Rhododendrons, during blooming season, add beauty to the area.

The Yaquina Bay Lighthouse is an old landmark. It was constructed in 1874, but it is not in use today. It does furnish a certain amount of historical interest and color to the area. The park touches both bay and ocean beach and adjoins the city of Newport, a popular coast resort since 1865. Nearby agate beaches lure many visitors.

Lewis A. McArthur suggested the area be named Yaquina Bay State Park. The Highway Commission approved on June 5, 1935. Yaquina is the name of an Indian tribe.

Improvements include a circular road, car parking areas, stone walls along the west and southwest portion and near the highway bridge, trails through the park and to the beach, and picnic areas facilitated with electric stoves and shelters, tables, benches and toilet facilities. A park cottage, workshed and storage yard have also been constructed.

Attendance during 1963 totaled 602,012 day visitors.

Permits as follows affect the park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
5546	5-29-59	Central Lincoln PUD—power line	Indefinite
4980	12-19-56	U. S. Coast Guard—telephone cable	12-19-81
Letter	5-13-63	U. S. Army Engineers—jetty work	12-31-66

Ziba Dimmick State Park

Ziba Dimmick State Park is located on both sides of Mount Hood Highway 35, approximately 15 miles south of the city of Hood River, cornering on the east fork of Hood River in Hood River County.

The 23.10-acre park was purchased from George L. and Ruth E. Aubert via two transactions. One tract, containing 18.10 acres, was acquired on August 25, 1930, and the other, containing five acres, on March 7, 1950, at a total cost of \$3,000. Hood River County paid one-half the purchase price of both tracts, or \$1,500.

The land is well timbered, except approximately six acres in the southeast corner of the park, which tract is being used as a playground. The terrain is nearly level with but a slight slope toward the stream. The natural greenery growing on the area, combined with the rather high altitude and the lively stream draining a portion of the slopes of Mount Hood, create a delightful picnic spot.

Upon recommendation of Hood River County Court the park was named to honor Ziba Dimmick, an 1853 immigrant to Hood River County and a public-spirited person who did much toward development of the area surrounding the city of Hood River.

Down timber on the area, amounting to 57M B.F., was sold to the highest bidder in January, 1959, for \$760.

Improvements include an entrance road, car parking area, tables, stoves, benches, water and sanitary facilities, trails and a playground suitable for various games or sports.

Attendance during 1963 totaled 16,856 day visitors. Overnight camping facilities have not been provided.

Permits as follows affect this park:

<i>Number</i>	<i>Date</i>	<i>Name</i>	<i>Expiration</i>
1328	8-11-51	Geo. Aubert—pipe line crossing	Indefinite

Section 6

MAPS, CHARTS, AND DATA

Gifts and Donations of Land

<i>STATE PARK Donor</i>	<i>Acquired</i>	<i>Acres</i>
AINSWORTH STATE PARK		
J. C. and Alice H. Ainsworth	5-29-33	40.00
ALBERT H. POWERS MEMORIAL PARK		
Ruth McBride Powers	1- 2-63	15.00
ARMITAGE STATE PARK		
Sylvanus C. Armitage	10- 1-38	32.82
AZALEA STATE PARK		
Brookings Land and Townsite Co.	4-13-39	1.50
Elmer Bankus	7-29-51	.43
BANDON OCEAN WAYSIDE		
J. F. Kronenberg	1-22-32	9.74
BANDON STATE PARK		
Coos County	2-16-55	8.77
BARVIEW WAYSIDE		
Peninsula Land Co.	1-21-35	5.34
BATTLE ROCK WAYSIDE		
Thos. D. and Ellinor C. Davidson	9-11-30	.14
Louis L. Knapp	3-16-40	.32

<i>STATE PARK</i>	<i>Donor</i>	<i>Acquired</i>	<i>Acres</i>
BEN AND KAY DORRIS STATE PARK			
	Ben F. and Klysta C. Dorris	7- 7-43	78.32
BEN HUR LAMPMAN WAYSIDE			
	City of Gold Hill	11- 3-52	2.00
BENSON STATE PARK			
	City of Portland	7-26-39	75.80
	Multnomah County	5-20-58	8.50
BLUE MOUNTAIN FOREST WAYSIDE			
	G. W. and Frieda Klopfenstein	2-25-27	5.04
	State Land Board	4-28-31	40.00
BOLON ISLAND TIDEWAYS WAYSIDE			
	Wm. C. and Jennie D. Chamberlain	10- 4-34	11.41
BONNEVILLE STATE PARK			
	U. S. Army, Corps of Engineers	4-10-42	17.24
BOOTH WAYSIDE			
	Oregon Land and Live Stock Co.	10- 3-28	50.00
	Lake County	3- 1-44	43.20
BRADLEY WAYSIDE			
	Clatsop County	4-13-32	18.08
CANYON CREEK FOREST WAYSIDE			
	Douglas County	11-15-43	80.00
CAPE ARAGO STATE PARK			
	L. J. and Lela G. Simpson	6- 1-32	134.00
CAPE LOOKOUT STATE PARK			
	U. S. Lighthouse Service	9- 3-35	975.00
	Cascadia Development and Production Co. ..	8- 9-51	175.00
CAPE SEBASTIAN STATE PARK			
	S. O. and Corrine K. Newhouse	12-11-63	34.83
CARL G. WASHBURNE MEMORIAL PARK			
	Narcissa J. Washburne	4-13-62	1,211.00
CATHERINE CREEK STATE PARK			
	Union County and Heirs of E. S. Collins Est.	1-14-47	160.00
CHAMPOEG STATE PARK			
	Oregon State Board of Control	2-10-43	106.21
	Marion County	10-28-57	35.40
CHANDLER WAYSIDE			
	Frank and Eva Loveless	11-21-25	.90
	S. B. and Hattie Chandler	11-23-25	1.30
	S. B. and Hattie Chandler	7-25-28	61.00

<i>STATE PARK</i>	<i>Donor</i>	<i>Acquired</i>	<i>Acres</i>
COLLIER MEMORIAL STATE PARK			
	Alfred D. and Andrew Collier	12-26-45	146.06
COQUILLE MYRTLE GROVE STATE PARK			
	Save The Myrtle Woods, Inc.	5-17-50	7.00
CROWN POINT STATE PARK			
	Multnomah County	8-15-38	1.71
	Multnomah County	4-10-52	.60
	Multnomah County	6- 5-52	7.02
	Multnomah County	5-20-58	10.30
	Multnomah County	3- 1-62	.10
DABNEY STATE PARK			
	Multnomah County	12-13-45	70.00
DEPOE BAY STATE PARK			
	Sunset Investment Co.	2-11-29	2.90
	Lincoln County	12-16-41	.01
DEVIL'S ELBOW STATE PARK			
	Annie Stonefield, et al	6- 8-31	4.06
	U. S. Lighthouse Service	9- 3-35	7.49
DEVIL'S LAKE STATE PARK			
	City of Delake	9- 3-57	29.10
DEVIL'S PUNCH BOWL			
	Fred W. and Caroline P. Leadbetter	4-24-29	4.25
	Caroline P. Leadbetter	3-12-52	.90
DYER WAYSIDE			
	J. W. Dyer	5- 7-31	.60
ECOLA STATE PARK			
	Ecola Point and Indian Beach Corp.	2-11-32	225.00
	Clatsop County	2- 4-48	112.80
ELLIOTT R. CORBETT II MEMORIAL PARK			
	Henry L. and Gretchen H. Corbett	6-18-53	34.46
	Henry L. and Gretchen H. Corbett	1- 5-54	28.55
ELLMAKER STATE PARK			
	Harlan D. Ellmaker	9- 8-61	80.00
FAREWELL BEND STATE PARK			
	Idaho Power Co.	11-28-58	45.73
	Idaho Power Co.	3-31-60	3.57
FORT ROCK STATE PARK			
	Reuben A. and Norma Long	4-20-62	30.00
	Lake County	9- 5-62	160.00

<i>STATE PARK</i>	<i>Donor</i>	<i>Acquired</i>	<i>Acres</i>
FORT STEVENS STATE PARK			
	Clatsop County	3-28-55	788.00
	Clatsop County	11-30-60	4.70
GANGLOFF WAYSIDE			
	Mary T. Foley	10-18-24	2.49
GEISEL MONUMENT WAYSIDE			
	Macleay Estate Co.	12-24-30	2.15
	F. B. and Martha Postel	1- 6-31	1.90
GEORGE W. JOSEPH			
	George W. and Bertha L. Joseph	9-11-34	40.00
	George W. and Pauline Y. Joseph Jr., and Bertha L. Joseph	6-23-42	40.00
GOLDEN AND SILVER FALLS STATE PARK			
	Waterford Lumber Co.	6-29-36	112.00
	Coos County	9- 7-38	17.27
	Coos County	5-11-55	28.00
GUY W. TALBOT STATE PARK			
	Guy W. and Geraldine W. Talbot	3- 9-29	125.00
	Multnomah County	11-13-35	62.75
HENDRICKS BRIDGE WAYSIDE			
	Lane County	1-13-32	12.15
	Lane County	1-31-56	.03
HILGARD JUNCTION STATE PARK			
	Mount Emily Lumber Co.	5- 6-52	1.00
HOFFMAN MEMORIAL WAYSIDE			
	Heirs of Henrietta Hoffman	9- 1-48	4.00
HOWARD J. MORTON MEMORIAL STATE PARK			
	Winifred K. Morton	10- 6-55	13.40
	Winifred K. Morton	1-31-56	5.80
	Winifred K. Morton	2-11-57	5.20
HUG POINT STATE PARK			
	Clatsop County	10-21-57	1.30
HUTCHINSON WAYSIDE			
	J. R. and Ida May Hutchinson	7- 3-46	6.00
JACKSON F. KIMBALL STATE PARK			
	Oregon State Board of Forestry	11-23-55	19.00
JENNIE B. HARRIS WAYSIDE			
	Lawrence T. Harris	2- 1-44	4.00

<i>STATE PARK</i> <i>Donor</i>	<i>Acquired</i>	<i>Acres</i>
JOAQUIN MILLER FOREST WAYSIDE		
Lane County	3-25-35	108.16
Lane County	4-22-59	.84
LAVA RIVER CAVES STATE PARK		
Shevlin-Hixon Co.	8-31-26	22.50
LEWIS AND CLARK STATE PARK		
Multnomah County	7-20-36	1.00
Samuel H. and Ellen B. Martin	11- 2-61	.40
LINCOLN COUNTY WOOD TRACT		
Lincoln County (Returned to County 2-25-57)	7-14-39	38.02
LINDSEY CREEK STATE PARK		
Ruby Wells Mead	9-25-51	4.71
LOEB STATE PARK		
Oregon State Board of Forestry	7-11-58	160.00
LOST CREEK STATE PARK		
Lincoln County	1- 4-33	.69
Ben E. Smith	6- 8-33	.12
Lincoln County	3- 6-43	.08
Lincoln County	1- 2-45	.73
MACKIN GULCH FOREST WAYSIDE		
Josephine County	5- 7-41	430.00
MARIA C. JACKSON STATE PARK		
Maria C. Jackson & Save The Myrtle Woods, Inc.	5-17-50	42.00
MAUD WILLIAMSON STATE PARK		
Maud Williamson and Board of Control	6-30-37	20.00
MAYER STATE PARK		
Mark A. Mayer	4-12-24	260.00
McLOUGHLIN STATE PARK		
City of Portland	11-25-57	82.30
MILLICOMA MYRTLE GROVE STATE PARK		
Save The Myrtle Woods, Inc.	5-17-50	15.00
MURIEL O. PONSLER MEMORIAL WAYSIDE		
J. C. Ponsler	4-29-39	2.00

STATE PARK		Acquired	Acres
Donor			
NEHALEM BAY STATE PARK			
Tillamook County	7-23-38		497.63
Tillamook County	6-23-39		5.67
Tillamook County	3- 8-40		40.00
Tillamook County	3- 8-40		.11
Tillamook County	1-30-52		1.85
Tillamook County	2- 6-52		.09
Tillamook County	9-18-53		.17
Tillamook County	7-24-59		.17
NORTH SANTIAM STATE PARK			
Marion County	8-30-37		61.08
OCHOCO WAYSIDE			
Columbus J. and Fannie Johnson	12-24-30		32.00
Crook County	7- 5-39		219.19
ONA BEACH STATE PARK			
Lincoln County	1-23-63		10.00
OSWALD WEST STATE PARK			
E. S. and Mary L. Collins	11-12-31		120.37
George E. and Julia P. Huntley	2- 4-32		45.85
Tillamook County	11- 7-35		120.00
Samuel G. and Beulah K. Reed	12-14-35		97.30
Tillamook County	7-23-38		32.84
Tillamook County	6- 7-39		10.00
Beulah K. Reed	2- 6-43		2.22
OTTER CREST WAYSIDE			
Wilbur S. and Florence C. Badley	2-20-28		1.48
PASS CREEK WAYSIDE			
Douglas County	11-14-42		15.00
PETER SKENE OGDEN SCENIC WAYSIDE			
Oregon Trunk Railway	11-14-25		3.80
Oregon Trunk Railway	9-23-26		13.10
PILOT BUTTE STATE PARK			
Charles A. Brown, Kempster B. Miller and Francis R. Welles	11- 3-27		100.00
PORT ORFORD CEDAR FOREST WAYSIDE			
Moore Mill and Lumber Co.	1-21-31		34.00
PORTLAND WOMEN'S FORUM STATE PARK			
Portland Women's Forum	10-19-62		3.71
RED BRIDGE STATE PARK			
Boise-Cascade Corporation	5-29-61		2.00

<i>STATE PARK</i>		
<i>Donor</i>	<i>Acquired</i>	<i>Acres</i>
ROCKY CREEK WAYSIDE		
U. S. General Land Office	9- 2-26	22.75
SADDLE MOUNTAIN STATE PARK		
O. W. Taylor	11-21-28	1,280.00
Oregon State Land Board	12- 5-35	1,401.96
SAMUEL H. BOARDMAN WAYSIDE		
Borax Consolidated, Ltd.	9- 7-50	304.10
SARAH HELMICK STATE PARK		
Sarah Helmick	2-15-22	5.16
James and Amanda Helmick	2-15-22	.30
William A. and Mary H. Wiest	10- 5-48	1.70
SEAL ROCK WAYSIDE		
U. S. Government, Act of 70th Congress	2-25-28	Offshore rocks
Lincoln County	10-15-29	.24
SENECA FOUTS MEMORIAL PARK		
Seneca Fouts	8-26-44	150.50
SHELTON WAYSIDE		
Kinzua Lumber Co.	4-18-27	3.38
SHEPPERD'S DELL STATE PARK		
Geo. G. and Emma O. Shepperd	9- 4-40	10.03
SILVER FALLS STATE PARK		
Marion County	9-29-38	.11
Secretary of Interior	6-26-48	5,729.58
Secretary of Interior	5-24-49	260.00
SIMPSON WAYSIDE		
City of North Bend	5-12-36	44.30
SMITH ROCK STATE PARK		
Harry H. and Diane C. Kem, Jr.	12-28-62	76.00
SODAVILLE SPRINGS STATE PARK		
State Board of Control	1-20-47	1.00
SOUTH BEACH		
Lincoln County	12- 5-33	11.26
Lincoln County	4-21-34	9.44
Lincoln County	6- 7-35	.74

<i>STATE PARK</i>	<i>Donor</i>	<i>Acquired</i>	<i>Acres</i>
SOUTH NEWPORT STATE PARK			
Edith M. Bowman	10-14-55	.23	
Lincoln County	12- 4-57	5.34	
Wm. J. and Janet R. Wineberg	12-24-57	11.23	
Wm. J. and Janet R. Wineberg	5-12-58	1.66	
Wm. J. and Janet R. Wineberg	5-12-58	.28	
Wm. J. and Janet R. Wineberg	12-29-58	.23	
Lincoln County	9-28-60	.057	
Robert and Cherie Kiewel	2-21-61	.057	
Lincoln County	7- 5-62	1.19	
Lincoln County	2-23-63	40.00	
STAGE COACH FOREST WAYSIDE			
Douglas County	10-16-45	80.00	
SUNSET BAY STATE PARK			
Coos County	2-19-48	48.00	
Ralph Barker	2-15-54	.46	
SUNSET HIGHWAY FOREST WAYSIDE			
Sunset Logging Co.	3-21-41	61.43	
SUSAN CREEK STATE PARK			
Douglas County	8-29-55	27.91	
THE COVE PALISADES STATE PARK			
U. S. Department of Agriculture	4-19-40	2,980.00	
U. S. Department of Agriculture	10- 8-46	8.00	
THOMAS CONDON-JOHN DAY FOSSIL BEDS STATE PARK			
Eastern Oregon Land Co.	1-31-30	1.50	
W. R. Mascall	9-14-35	3.80	
TOUVELLE STATE PARK			
Frank L. TouVelle	1-23-46	24.71	
Frank L. TouVelle	4- 3-46	9.85	
Frank L. TouVelle	5- 3-47	.73	
TUMALO STATE PARK			
Deschutes County	1- 6-54	115.00	
UMPQUA LIGHTHOUSE STATE PARK			
Douglas County	9- 4-30	200.00	
Douglas County	5-31-39	371.80	
Douglas County	5- 1-40	472.38	
Douglas County	8-21-41	200.00	
Menasha Wooden Ware Co.	3-13-51	111.81	

<i>STATE PARK</i> <i>Donor</i>	<i>Acquired</i>	<i>Acres</i>
UMPQUA WAYSIDE		
Douglas County	5- 2-46	7.08
VINZENZ LAUSMANN MEMORIAL STATE PARK		
Columbia River Gorge Commission	8-14-61	126.00
W. B. NELSON WAYSIDE		
William B. Nelson	3-16-59	2.00
WILLAMETTE STONE STATE PARK		
Frank and Weida Miller	1-18-45	.12
Roman Catholic Church	2-21-45	1.48
WILLIAM M. TUGMAN STATE PARK		
Oregon State Game Commission	5-23-62	460.00
WILLIAM P. KEADY WAYSIDE		
Maud C. and William F. Keady	4-20-37	10.20
WILSON RIVER HIGHWAY FOREST WAYSIDE		
Consolidated Timber Co.	6- 3-39	119.80
Tillamook County	7- 7-43	940.63
Tillamook County	12- 1-50	285.00
Tillamook County	12- 1-50	525.00
WYGANT STATE PARK		
Simeon R. Winch	1-13-33	251.50
Hood River County	10- 4-33	80.00
Hood River County	9- 4-35	360.00
Hood River County	10- 3-45	40.00
YACHATS OCEAN ROAD WAYSIDE		
Equitable Trust Co.	3-11-31	8.60
Geo. P. Stonefield, et al	4-26-51	.40
Lincoln County	6-21-62	70.00
YACHATS STATE PARK		
Charles A. and Corinne E. Lounsburg	10- 6-28	.25
Geo. P. Stonefield, et al	4-26-51	.33
Lincoln County	6-21-62	90.00
YAQUINA BAY STATE PARK		
U. S. Lighthouse Service	9- 1-34	32.00
Total number of gifts 198.		
Total acreage through gifts 25,905.41 acres.		

Park Acreages

December 31, 1963

<i>Name of Park</i>	<i>Park Acreages</i>
Ainsworth State Park	46.00
Alderwood Wayside	76.40
Alsea Bay-North Bridgehead Wayside	7.11
Armitage State Park	40.98
Azalea State Park	25.80
Albert H. Powers Memorial Park	15.00
Bald Peak State Park	26.44
Bandon Ocean Wayside	9.74
Bandon State Park	88.21
Barview Wayside	5.34
Battle Mountain Forest Wayside	284.47
Battle Mountain State Park	136.00
Battle Rock Wayside	3.00
Beachside State Park	16.70
Ben and Kay Dorris State Park	78.98
Ben Hur Lampman Wayside	23.85
Benson State Park	84.30
Beverly Beach State Park	68.66
Blachly Mountain Forest Wayside	68.80
Blue Mountain Forest Wayside	2,151.46
Boiler Bay Wayside	31.99
Bolon Island Tideways Wayside	11.41
Bonneville State Park	51.05
Booth Wayside	311.26
Bradley Wayside	18.08
Buena Vista Ocean Wayside	58.36
Bullards Beach State Park	1,201.32
Camas Mountain Wayside	160.00
Canyon Creek Forest Wayside	80.00
Cape Arago State Park	134.00
Cape Lookout State Park	1,946.34
Cape Meares State Park	162.67
Cape Sebastian State Park	1,104.31
Carl G. Washburne Memorial Park	1,211.00
Carpenterville-Brookings Forest Wayside	434.00
Cascadia State Park	258.10
Casey State Park	80.00
Catherine Creek State Park	160.00
Champoeg State Park	158.61
Chandler Wayside	56.59
Cline Falls State Park	9.04
Collier Memorial State Park	349.03
Conde B. McCullough Bridgehead and Wayside	22.91
Coquille Myrtle Grove State Park	7.00
Crown Point State Park	270.41
Dabney State Park	78.65
Darlingtonia Wayside	17.92
Depoe Bay State Park	3.35

<i>Name of Park</i>	<i>Park Acreages</i>
Deschutes State Park	35.10
Detroit Lake State Park	104.00
Devil's Elbow State Park	108.87
Devil's Lake State Park	109.34
Devil's Punch Bowl State Park	5.34
Dyer Wayside (Realignment of highway took all of the park land in 1963)	
Ecola State Park	1,106.99
Elk Creek Tunnel Wayside	200.00
Elliott R. Corbett II Memorial Park	63.01
Ellmaker State Park	80.00
Emigrant Hill Overlook Wayside	20.16
Emigrant Springs State Park	14.22
Erratic Rock Wayside	4.40
Evergreen Ranch Wayside	40.00
Farewell Bend State Park	65.30
Fern Ridge State Park	54.00
Floras Lake State Park	1,463.45
Fogarty Creek State Park	104.04
Fort Rock State Monument	190.00
Fort Stevens State Park	792.70
Gangloff Wayside	2.49
Gearhart Ocean Wayside	286.06
Geisel Monument Wayside	4.05
George W. Joseph State Park	150.12
Golden and Silver Falls State Park	157.27
Governor Patterson Memorial State Park	10.23
Guy W. Talbot State Park	241.23
H. B. Van Duzer Forest Corridor Wayside	1,511.45
Harris Beach State Park	140.64
Hat Rock State Park	369.23
Hendricks Bridge Wayside	12.18
Hilgard Junction State Park	6.00
Hoffman Memorial Wayside	4.00
Holman Wayside	8.62
Howard J. Morton Memorial State Park	24.40
Hug Point State Park	1.30
Humbug Mountain State Park	1,820.74
Hutchinson Wayside	6.00
Illinois River State Park	178.00
Jackson F. Kimball State Park	19.44
Jennie B. Harris Wayside	4.00
Jessie M. Honeyman Memorial State Park	522.39
Joaquin Miller Forest Wayside	111.75
John B. Yeon State Park	284.48
Juniper Waysides (Joint Policy)	(2,760.00)
Klamath Falls-Lakeview Forest Wayside	80.00
Koberg Beach Wayside	87.55

<i>Name of Park</i>	<i>Park Acreages</i>
Lake Owyhee State Park	730.00
Lane County Wood Tract (Deeded to Lane County in 1963)	
Lang State Park	161.67
Laurelhurst State Park	316.88
Lava River Caves State Park	22.50
Lewis and Clark State Park	56.03
Lincoln County Ocean Wayside	41.04
Lindsey Creek State Park	135.01
Loeb State Park	320.23
Lost Creek State Park	78.37
Mackin Gulch Forest Wayside	430.00
Maria C. Jackson State Park	42.00
Maud Williamson State Park	23.90
Mayer State Park	308.30
McLeod Wayside	80.00
McLoughlin State Park	162.30
Millicoma Myrtle Grove State Park	15.00
Muriel O. Ponsler Memorial Wayside	2.00
Nehalem Bay State Park	832.32
Neptune State Park	331.22
Nestucca Sand Spit State Park	346.74
North Santiam State Park	74.34
Norway Myrtle Preserve	56.98
Ochoco Lake State Park	9.80
Ochoco Wayside	251.19
Ona Beach State Park	148.22
Oswald West State Park	2,501.92
Otter Crest Wayside	1.48
Painted Hills State Park	13.20
Pass Creek Wayside	15.00
Peter Skene Ogden Scenic Wayside	97.86
Pilot Butte State Park	100.74
Pistol River State Park	410.85
Port Orford Cedar Forest Wayside	32.60
Portland Women's Forum State Park	3.71
Prineville Reservoir State Park	365.00
Prospect Wayside	10.70
Red Bridge State Park	37.20
Redmond-Bend Juniper Wayside	635.16
Rice Hill Wayside	48.00
Robert W. Sawyer State Park	41.04
Rocky Creek Wayside	58.43
Rogue River Forest Wayside	40.00
Rogue River Overlook Wayside	40.00
Rooster Rock State Park	812.65
Roseburg State Park	16.34
Rough and Ready Wayside	11.00
Saddle Mountain State Park	3,054.01
Samuel H. Boardman Wayside	1,473.33

<i>Name of Park</i>	<i>Park Acreages</i>
Sarah Helmick State Park	30.81
Seal Rock Wayside	7.80
Seneca Fouts Memorial State Park	315.50
Shelton Wayside	180.00
Shepperd's Dell State Park	292.29
Sheridan State Park	11.50
Shore Acres State Park	683.42
Silver Falls State Park	8,059.27
Simpson Wayside	24.29
Sisters State Park	41.38
Smith Rock State Park	518.38
Sodaville Springs State Park	1.00
South Beach Wayside	15.65
South Newport State Park	214.74
Stage Coach Forest Wayside	231.00
Starvation Creek State Park	146.02
Sunset Bay State Park	134.64
Sunset Highway Forest Wayside	1,099.60
Susan Creek State Park	175.89
Sweet Myrtle Preserve	16.00
The Cove Palisades State Park	4,028.91
Thomas Condon-John Day Fossil Beds State Park	3,543.56
TouVelle State Park	35.29
Tub Springs Wayside	40.00
Tumalo State Park	115.92
Ukiah-Dale Forest Wayside	2,986.80
Umpqua Lighthouse State Park	2,746.88
Umpqua Myrtle Preserve	4.85
Umpqua Wayside	31.22
Unity Forest Wayside	85.27
Unity Lake State Park	39.00
Valley of the Rogue State Park	209.20
Viento State Park	243.83
Vinzenz Lausmann Memorial State Park	126.00
Wallowa Lake Highway Forest Wayside	313.66
Wallowa Lake State Park	165.80
Washburne Wayside	37.30
W. B. Nelson Wayside	2.00
Willamette Stone State Park	1.60
William M. Tugman State Park	480.30
William P. Keady Wayside	10.20
Wilson River Highway Forest Wayside	772.29
Wygant State Park	690.73
Yachats Ocean Road Wayside	79.00
Yachats State Park	93.33
Yaquina Bay State Park	32.00
Ziba Dimmick State Park	23.10
Total State Park Acreages 12-31-63	66,182.66
188 areas	

Historic Markers

PLAQUES AND SIGNS IN OR NEAR STATE PARKS

<i>Park</i>	<i>Plaque or Sign</i>
Armitage State Park	Plaque

ARMITAGE STATE PARK
GIFT OF
SYLVANUS C. ARMITAGE
IN MEMORY OF HIS PARENTS
GEORGE H. ARMITAGE
&
SARAH JANE STEVENS ARMITAGE
EARLY PIONEERS OF LANE COUNTY
OCTOBER 1938

Battle Mountain State Park	Plaque—stone
-----------------------------------	---------------------

BATTLE MOUNTAIN PARK
Near this spot in 1878 was fought the
last Indian battle in the state of Oregon

Battle Mountain State Park	Sign
-----------------------------------	-------------

OREGON HISTORY
BATTLE MOUNTAIN
THE DECISIVE ENGAGEMENT OF THE BANNOCK WAR WAS
FOUGHT ON THE FOOTHILLS OF BATTLE MOUNTAIN, JULY 8,
1878. THE WAR—A PROTEST AGAINST WHITE ENCROACHMENT,
AND THE LAST MAJOR UPRISING IN THE PACIFIC NORTHWEST
—WAS STARTED BY BANNOCK INDIANS, BUT EGAN, A PIUTE,
INHERITED COMMAND. WOUNDED, HE LED THE BANNOCKS,
PIUTES AND SNAKES ON A WIDE SWEEP OUT OF IDAHO,
THROUGH EASTERN OREGON AND INTO THE BLUE MOUNTAINS.
HIS HOPE WAS TO WIN THE UMATILLAS. BUT TROOPS UNDER
GEN. OLIVER O. HOWARD DEFEATED HIM HERE, AND A FEW
DAYS LATER HE WAS BETRAYED AND HIS SCALP WAS
DELIVERED AT CAMP. HIS FOLLOWERS SCATTERED.

Battle Rock State Park	Sign
-------------------------------	-------------

BATTLE ROCK STATE PARK
BATTLE ROCK STATE PARK HAS BEEN DEDICATED TO
THOSE EXPLORERS AND PIONEERS WHO PREPARED THE WAY
FOR THE SETTLEMENT OF THE SOUTHERN OREGON COAST.
CAPTAIN GEORGE VANCOUVER SIGHTED AND DETERMINED
THE LATITUDE OF CAPE BLANCO ON APRIL 24, 1792, NAMING
IT CAPE ORFORD. THE ROADSTEAD WAS CHARTED IN 1850 BY
WILLIAM P. McARTHUR, COMMANDER OF THE U. S. COAST

SURVEY VESSEL EWING, WHO CALLED IT EWING HARBOR BUT THE NAME PORT ORFORD HAS PERSISTED. CAPTAIN WILLIAM TICHENOR OF THE SHIP SEAGULL LANDED NINE MEN ON JUNE 9, 1851 FOR THE PURPOSE OF ESTABLISHING A SETTLEMENT. THE NEXT DAY THEY WERE ATTACKED BY INDIANS AND BESIEGED ON THE ISLAND NOW CALLED BATTLE ROCK. AFTER REPULSING THE INDIANS IN SEVERAL ASSAULTS THE PARTY ESCAPED TO THE UMPQUA SETTLEMENT. ON JULY 4, 1851 CAPTAIN TICHENOR AGAIN ARRIVED WITH A WELL-ARMED PARTY OF SIXTY-SEVEN MEN AND ESTABLISHED A BLOCKHOUSE AND THE SETTLEMENT OF WHICH HE BECAME A PERMANENT RESIDENT AFTER HIS RETIREMENT FROM THE SEA.

Blue Mountain Forest Wayside

Plaque

Deadman's Pass. Old Oregon Trail,
1843-1857.

Bolon Island Tideways Wayside

Sign

OREGON HISTORY

JEDEDIAH SMITH

JEDEDIAH SMITH, MAKING THE FIRST RECORDED OVERLAND TRIP FROM CALIFORNIA, FOLLOWED THE OREGON COAST NORTHWARD AND ON JULY 13, 1828 CAMPED WITH SEVENTEEN TRAPPERS ON THE NORTH BANK OF SMITH RIVER CHANNEL FIVE-EIGHTHS OF A MILE NORTHEAST OF THIS POINT. THE FOLLOWING MORNING, WHILE SMITH AND TWO COMPANIONS WENT FORWARD TO FIND A RIVER CROSSING, THE INDIANS CAME INTO CAMP AND MASSACRED ALL BUT ONE MAN. SMITH AND THE SURVIVORS ESCAPED TO FORT VANCOUVER, WHEREUPON JOHN MCLOUGHLIN SENT AN EXPEDITION TO THE UMPQUA, RECOVERING SOME OF SMITH'S FURS AND EQUIPMENT. JEDEDIAH SMITH HAD THREE AMBITIONS: TO SERVE HIS GOD, TO PROVIDE FOR HIS FAMILY AND TO BECOME A GREAT AMERICAN EXPLORER. IN ALL THREE THINGS HE SUCCEEDED.

Bonneville State Park

Sign

NAMED FOR CAPT. B. L. E. BONNEVILLE, FAMED EXPLORER AND ARMY OFFICER, WHO CAME TO THE "OREGON COUNTY" IN 1832 ON HIS TOUR OF EXPLORATION. ONE OF OREGON'S MANY OUTSTANDING FISH HATCHERIES IS LOCATED HERE. BONNEVILLE DAM WAS BUILT BY THE FEDERAL GOVERNMENT AT A COST OF \$70,000,000.

Park
Bradley Wayside

Plaque or Sign
Plaque—stone

THIS PARK DONATED
TO CLATSOP COUNTY BY
FRED W. BRADLEY
AND THE HEIRS OF
ELEMAR E. BRADLEY
OF BAY CITY MICHIGAN
JULY
MCMXXL

Canyon Creek Forest Wayside

Sign

OREGON HISTORY
CANYON CREEK
FIRST WHITE TRAVELERS IN THIS GORGE WERE HUDSON'S BAY
COMPANY TRAPPERS GOING TO CALIFORNIA IN 1828. TRAIL
BLAZERS OF OREGON PROVISIONAL GOVERNMENT FOLLOWED
THIS DEFILE FOR A MORE DIRECT ROUTE TO UPPER WILLAM-
ETTE VALLEY FROM FORT HALL, IDAHO, IN 1846. IMMIGRANTS
USED THIS PASS IN DECADE FOLLOWING. PACKERS FROM
SCOTTSBURG CARRIED SUPPLIES SOUTHWARD FOR MINERS
AND SETTLERS. THIS WAS THE MAIN ROAD OF STAGES AND
FREIGHT WAGONS TO AND FROM CALIFORNIA BEFORE THE
RAILROAD OF 1883 - 1884.

Cape Lookout State Park

Plaque

LOUIS W. HILL STATE PARK
THIS PLAQUE IS LOCATED ON A TRACT OF LAND
GIVEN TO
THE PEOPLE OF THE STATE OF OREGON
FOR PARK PURPOSES

AS A MEMORIAL TO
LOUIS W. HILL OF SAINT PAUL, MINNESOTA (1872-1948),
PRESIDENT AND CHAIRMAN OF THE BOARD OF THE
GREAT NORTHERN RAILROAD COMPANY
DEVELOPER OF GLACIER NATIONAL PARK
A LIFETIME CHAMPION OF THE PACIFIC NORTHWEST
AND ITS GREAT RESOURCES

PRESENTED BY THE HILL FOUNDATION
IN ACCORDANCE WITH THE WISHES OF HIS CHILDREN

Park
Cape Sebastian State Park

Plaque or Sign
Sign

OREGON HISTORY
CAPE SAN SEBASTIAN

SPANISH NAVIGATORS WERE THE FIRST TO EXPLORE THE NORTH AMERICAN PACIFIC COAST, BEGINNING FIFTY YEARS AFTER COLUMBUS DISCOVERED THE WESTERN CONTINENTS. SEBASTIAN VIZCIANO SAW THIS CAPE IN 1603 AND NAMED IT AFTER THE PATRON SAINT OF THE DAY OF HIS DISCOVERY. OTHER NAVIGATORS, SPANISH, BRITISH AND AMERICAN FOLLOWED A CENTURY AND A HALF LATER.

Champoeg State Park

Plaque

IN APPRECIATION OF
THE OREGON FEDERATION OF GARDEN CLUBS
AND
THE EARLY LEADERSHIP OF MRS. R. E. FOWLER
FOR THE MANY TREES, SHRUBS, & WILD FLOWERS
DONATED TO THIS PARK

Champoeg State Park

Sign

OREGON HISTORY
CHAMPOEG STATE PARK

ESTABLISHED AS PROVISIONAL GOVERNMENT PARK IN 1913 TO COMMEMORATE MAY 2, 1843 MEETING OF THE "INHABITANTS OF THE WILLAMETTE SETTLEMENTS" TO ORGANIZE A CIVIL GOVERNMENT. THE ORGANIC ACT ADOPTED JULY 5, 1843, WAS A PROVISIONAL CONSTITUTION FOR THE OREGON COUNTRY, THE FIRST AMERICAN GOVERNMENT ON THE PACIFIC COAST.

"CHAMPOOICK," A CALAPOOYA INDIAN VILLAGE WAS FIRST VISITED BY HUNTERS AND FUR TRADERS OF ASTOR'S FUR COMPANY IN 1811, AND BY 1831 THE FIRST FARMS WERE SETTLED ON FRENCH PRAIRIE TO THE SOUTHWEST BY RETIRED FRENCH-CANADIAN EMPLOYEES OF THE HUDSON'S BAY COMPANY. BECAUSE OF ITS ACCESSIBILITY THE COMPANY BUILT A GRAIN WAREHOUSE AT CHAMPOEG IN 1841. THE FIRST FORMAL ORGANIZATION OF CHAMPOEG TOWN BEGAN WITH THE SURVEY MADE IN 1852 FOR ANDRE LONGTAIN AND ROBERT NEWELL. WITH THE FLOOD OF 1861 MOST OF THE TOWN BUILDINGS WERE SWEEPED AWAY, AND IN 1892 THE TOWNSITE WAS ABANDONED.

Park
Champoeg State Park

Plaque or Sign
Plaque

Following are the inscriptions on the four sides of a low marble shaft located on the first tract of land acquired for Champoeg:

North Side

ERECTED ON
THURSDAY MAY 2, 1901
IN HONOR OF THE
FIRST AMERICAN
GOVERNMENT
ON THE PACIFIC COAST
ORGANIZED HERE
TUESDAY MAY 2, 1843
52 PERSONS VOTING
FOR, 50 AGAINST.
THE NAMES OF THE FORMER
AS FAR AS OBTAINABLE
ARE HEREON
INSCRIBED

East Side

DR. IRA L. BABCOCK
DR. W. H. WILLSON
G. W. LE BRETON
W. H. GRAY
JOSEPH L. MEEK
DAVID HILL
ROBERT SHORTESS
DR. ROBERT NEWELL
REUBEN LEWIS
AMOS COOK
CALEB WILKINS
HUGH BURNS
FRANCIS FLETCHER
SIDNEY SMITH
ALANSON BEERS
T. J. HUBBARD
JAMES A. O'NEIL

West Side

ALLEN DAVY
JOSEPH HOLMAN
JOHN EDMUNDS
JOSEPH GALE
RUSSELL OSBORN
DAVID WESTON
WILLIAM JOHNSON
W. HAUXHURST
WILLIAM CANNON
MEDOREM CRAWFORD
JOHN L. MORRISON
P. M. ARMSTRONG
CALVIN TIBBETTS
J. R. ROBB
SOLOMON H. SMITH
A. E. WILSON
F. X. MATTHIEU
ETIENNE LUCIER

South Side

ROBERT MOORE
W. P. DOUGHERTY
L. H. JUDSON
A. T. SMITH
J. C. BRIDGES
REV. GUSTAVUS HINES
REV. DAVID LESLIE
JOHN HOWARD
WILLIAM MC CARTY
CHARLES MC KAY
REV. J. S. GRIFFIN
GEORGE GAY
GEORGE W. EBBERTS
REV. J. L. PARRISH
REV. HARVEY CLARK
CHAS. CAMPO
DR. W. J. BAILEY
ADAM HEWITT

Collier Memorial State Park

Sign

OREGON HISTORY
WILLIAMSON RIVER

A PACIFIC RAILROAD SURVEY PARTY SEARCHING FOR A PRACTICABLE ROUTE FOR A RAILROAD TO CONNECT THE SACRAMENTO VALLEY WITH THE COLUMBIA RIVER PASSED NEAR THIS POINT BOUND NORTH ON AUGUST 20, 1855. LIEUTENANT R. S. WILLIAMSON HEADED THE PARTY WITH 2ND LIEUTENANT HENRY L. ABBOT SECOND IN COMMAND. AMONG THE OFFICERS IN THE ARMY ESCORT WERE LIEUTENANT PHIL S. SHERIDAN AND LIEUTENANT GEORGE CROOK. DR. J. S. NEWBERRY WAS THE CHIEF SCIENTIST WITH THE SURVEY PARTY.

Collier Memorial State Park

Plaque

CHARLES MORSE COLLIER
and
JANET McCORNACK COLLIER
MEMORIAL STATE PARK

DONATED BY
ALFRED D. COLLIER AND
ANDREW M. COLLIER
JANUARY 1946

Coquille Myrtle Grove State Park

Plaque

GARDEN CLUBS
COQUILLE MYRTLE WAYSIDE
PURCHASED BY
SAVE THE MYRTLE WOODS, INC.
WITH MONEY DONATED BY
THE OREGON FEDERATION
OF GARDEN CLUBS
GIVEN TO THE PEOPLE OF OREGON
1949

Crown Point State Park

Plaque

DEDICATED TO THE MEMORY OF
MARIE DORION
RED HEROINE OF THE WEST,
WIFE OF
PIERRE DORION
INTERPRETER WITH THE ASTORIA
OVERLAND EXPEDITION FROM
ST. LOUIS TO THE MOUTH OF THE
COLUMBIA, UNDER THE LEADERSHIP OF
WILSON PRICE HUNT,
THAT PARTY PASSED THIS POINT
EARLY IN FEBRUARY 1812.
ERECTED BY THE
OREGON SOCIETY,
DAUGHTERS OF THE AMERICAN REVOLUTION
MARCH 1, 1941

Crown Point State Park

Plaque

WILLIAM R. BROUGHTON R.N.
COMMANDING THE BRITISH VESSEL CHATHAM
DETAILED BY
CAPTAIN GEORGE VANCOUVER R.N.
ASCENDED THE COLUMBIA RIVER
BY SHIPSBOAT
TO A POINT
BELOW THIS PLACE
AND NAMED MT. HOOD
OCT 30, 1792
FOLLOWING THE DISCOVERY
AND NAMING OF THE RIVER BY
CAPTAIN ROBERT GRAY
OF BOSTON MASSACHUSETTS
MAY 11, 1792
ERECTED BY THE
TRAIL SEEKERS COUNCIL
AUGUST 24, 1929

Crown Point State Park

Plaque

William Robert Broughton, R. N.

Dedicated under auspices of the Trail Seekers Council, August 24, 1929. On the Columbia River Highway (US 30) in the Crown Point Vista House — a bronze plaque. Officers of the British navy and United States marines and army were present at the dedication.

The plaque, designed by Doris Wildman, depicts the discovery and naming of Mt. Hood by Lieutenant W. R. Broughton of Captain Vancouver's expedition on October 30, 1792, and shows Chief Ner-chee-ki-oo as guide.

Crown Point was chosen as the site for the memorial to Lieutenant Broughton because it was considered by some as the most easterly position reached by him on his voyage of exploration in 1792.

Crown Point State Park

Plaque

SAMUEL C. LANCASTER

1864—1941

Chief Engineer

Scenic Columbia River Highway 1913—1915

Pioneer Builder of Hard-Surface Roads. His Genius Overcame Tremendous Obstacles, Extending and Replacing the Early Trail Through The Columbia River Gorge With a Highway of Poetry and Drama So that Millions Could Enjoy God's Spectacular Creations.

Ecola State Park

Plaque

IN GRATITUDE TO

RODNEY L. GLISAN

FLORENCE G. MINOTT

M. LOUISE FLANDERS

CAROLINE W. FLANDERS

WHO GAVE THIS PARK

TO THE PEOPLE OF OREGON

Park
Ecola State Park

Plaque or Sign
Sign

OREGON HISTORY
ECOLA

ON JANUARY 8, 1806, WILLIAM CLARK AND PERHAPS FOURTEEN OF THE FAMOUS EXPEDITION REACHED A TILLAMOOK VILLAGE OF FIVE CABINS ON A CREEK WHICH CAPTAIN CLARK NAMED ECOLA OR WHALE CREEK. THREE DAYS EARLIER, TWO MEN SENT OUT FROM FORT CLATSOP TO LOCATE A SALT MAKING SITE HAD BROUGHT BACK WHALE BLUBBER GIVEN THEM BY BEACH INDIANS. APPRECIATING THE WELCOME ADDITION TO THE EXPLORERS' DIET, CLARK SET OUT TO FIND THE WHALE OR BUY ITS BLUBBER.

TRAVELING A PERILOUS TRAIL ACROSS TILLAMOOK HEAD THE FOOD HUNTERS, INCLUDING SACAJAWEA AND A YOUNG INDIAN GUIDE, DESCENDED TO "A BUTIFULL SAND SHORE." CROSSING A STREAM LATER NAMED ELK CREEK BY EARLY SETTLERS, THE FOOD HUNTERS FOUND THE WHALE'S 105-FOOT SKELETON.

SOME OIL AND 300 POUNDS OF BLUBBER WERE BOUGHT FROM THE INDIANS AT "ECOLA" CREEK, WHO WERE BUSILY RENDERING THE WHALE MEAT WITH HOT STONES IN WOOD TROUGHS.

Elliott R. Corbett Memorial State Park

Plaque

ELLIOTT R. CORBETT II
MEMORIAL STATE PARK

THIS AREA WAS GIVEN
TO THE STATE OF OREGON
FOR PARK PURPOSES

BY

MR. AND MRS. HENRY L. CORBETT
IN MEMORY OF THEIR SON
WHO GAVE HIS LIFE
IN THE SERVICE OF HIS COUNTRY

JUNE, 1953

Emigrant Springs State Park

Plaque—stone

OLD
OREGON
TRAIL
1848 - 57

Emigrant Springs State Park

Plaque

DEDICATED TO THE MEMORY OF
THE INTREPID PIONEERS
WHO CAME WITH THE
FIRST WAGON TRAIN
IN 1843 OVER THE
OLD OREGON TRAIL
AND SAVED THE OREGON COUNTRY
TO THE UNITED STATES
ERECTED BY THE OLD OREGON TRAIL ASSOCIATION
July 4, 1923
DEDICATED BY
WARREN G. HARDING
PRESIDENT OF THE
UNITED STATES
July 3, 1923

Erratic Rock Wayside

Sign

OREGON GEOLOGY
GLACIAL ERRATICS

THE ROCK VISIBLE ON THE HORIZON TO THE NORTH IS A FINE GRAINED ROCK OF SEDIMENTARY ORIGIN, A GLACIAL ERRATIC WHICH WAS RAFTED BY AN ICEBERG FROM A SOURCE FAR UP THE COLUMBIA RIVER TO THIS LOCALITY AT A TIME WHEN BOTH THE RIVER AND THE WILLAMETTE VALLEY WERE FLOODED NEAR THE CLOSE OF THE ICE AGE. ERRATICS, OF WHICH THIS IS ONE OF THE LARGEST OF MANY FOUND IN THE WILLAMETTE VALLEY, ARE SO CALLED BECAUSE THEY WERE TRANSPORTED FROM THEIR ORIGINAL RESTING PLACE AND ARE UNRELATED TO ANY LOCAL ROCKS.

Farewell Bend State Park

Sign

FAREWELL BEND, THE LAST CAMP ON THE WEARY JOURNEY ACROSS THE SNAKE RIVER PLAINS. HERE THE OREGON TRAIL LEFT THE SNAKE RIVER AND WOUND OVERLAND TO THE COLUMBIA. HERE CAMPED WILSON PRICE HUNT, DEC. 23, 1811; CAPT. BONNEVILLE, JAN. 10, 1834; NATHANIEL J. WYETH, AUG. 25, 1834; LT. JOHN C. FREMONT, OCT. 13, 1843.

Fort Stevens State Park

Sign

WRECK OF THE PETER IREDALE

HERE LIES THE REMAINS OF THE FOUR MASTED BRITISH SAILING VESSEL, PETER IREDALE, WHICH RAN AGROUND OCTOBER 25, 1906 DURING A HEAVY SOUTHWEST WIND,

SHE WAS ENROUTE FROM SALINA CRUZ, MEXICO TO THE COLUMBIA RIVER TO LOAD WHEAT WHEN THE DISASTER OCCURRED.

THE IMPACT OF THE BEACHING SNAPPED THE TOP OF HER MASTS COVERING THE DECK WITH WRECKAGE. A RESCUE BOAT FROM POINT ADAMS LANDED ALL HANDS SAFELY.

Fort Stevens State Park

Sign

FORT STEVENS STATE PARK

FORT STEVENS WAS NAMED FOR GENERAL ISAAC INGALLS STEVENS, FIRST GOVERNOR OF WASHINGTON TERRITORY, WHO DIED A HERO OF THE CIVIL WAR IN 1862. THE FORT WAS BUILT IN 1864 AND DECOMMISSIONED IN 1947. SOME 3000 ACRES OF SANDY WASTE LAND KNOWN AS CLATSOP SAND PLAINS WERE STABILIZED HERE IN THE 1930's BY THE PLANTING OF BEACH GRASS, SHRUBS AND TREES. THIS PARK AREA WAS DONATED TO THE PUBLIC BY CLATSOP COUNTY IN 1955.

THE COLUMBIA RIVER TO THE NORTH WAS DISCOVERED BY AN AMERICAN FUR TRADER, CAPTAIN ROBERT GRAY IN 1792 AND WAS NAMED AFTER HIS SHIP. LEWIS AND CLARK, THE FIRST AMERICANS TO MAKE AN OVERLAND EXPEDITION TO THE PACIFIC COAST, CAMPED AT FORT CLATSOP IN 1805-06 FOUR MILES EAST OF THIS POINT.

Fort Rock State Park

Sign

OREGON HISTORY

FORT ROCK

SOME OF THE EARLIEST KNOWN INHABITANTS OF THIS CONTINENT MADE THEIR HOME IN A CAVE IN ONE OF THE LOW KNOLLS DOMINATED BY FORT ROCK, VISIBLE ACROSS THIS BASIN. RADIO-CARBON DATING INDICATES THAT SANDALS FOUND IN THE CAVE MAY BE 9,000 YEARS OLD. FORT ROCK IS THE REMNANT OF AN ANCIENT VOLCANO RISING 325 FEET ABOVE THE PLAIN. A GREAT LAKE COVERED THIS ENTIRE BASIN, SPREADING AS FAR SOUTH AS PICTURE ROCK. IT WAS IN A CAVE FAC-
ING THAT LAKE THAT THE FORT
ROCK PEOPLE LIVED.

Gangloff Wayside

Plaque

Gangloff Park. Dedicated to the pioneers of Union County by Mrs. J. E. Foley, 1924

Geisel Monument Wayside

Plaque—Granite stone

Sacred to the memory of John Geisel, also his three sons, John, Henry, and Andrew who were massacred by the Indians, February 22, A.D. 1856, ages respectively 45, 9, 7 and 5 years. Also wife and mother died September 20, 1899, age 75 years.

Golden and Silver Falls State Park

Plaque

SILVER FALLS
AND THE PARK LANDS
SURROUNDING IT WERE
DONATED TO THE PUBLIC
BY WEYERHAEUSER COMPANY
APRIL 14, 1935
FOR THE BENEFIT AND
ENJOYMENT OF THE PEOPLE

Guy W. Talbot State Park

Plaque

Guy Webster Talbot
 Gave Latourell Falls and this park
 To the People of Oregon
 in 1914 and 1929
 Erected in his honor
 By Members of the birthday club

Thomas Autzen	William J. Hoffman	Frank H. Ransom
George L. Baker	David T. Honeyman	Dr. E. W. Rockey
Thomas H. Banfield	Dr. William S. Knox	Omar C. Spencer
John H. Burgard	John A. Laing	Don J. Sterling
C. C. Colt	Hillman Lueddemann	Cameron Squires
Hamilton F. Corbett	Dan K. Malarkey	L. R. Teeple
Virgil Crum	Paul McKee	H. B. VanDuzer
Charles E. Dant	Philip Metchan	Dean Vincent
Franklin T. Griffith	L. C. Newlands	T. B. Wilcox
Alfred A. Mampson	O. L. Price	Ralph E. Williams

1939

H. B. Van Duzer Forest Corridor Wayside

Plaque

Dedicated to our pioneers of Leno Hill
 and the Old Elk Trail, 1832–1864, and to
 John and Julia Boyer who operated toll
 road 1908–1920 at this spot.
 Father of the Salmon River Road.

Hoffman Memorial Wayside

Plaque

HOFFMAN MEMORIAL
 STATE PARK

THIS PARK PRESENTED TO
 THE STATE OF OREGON
 BY THE CHILDREN OF
 EDWARD M. and HENRIETTA HOFFMAN
 AS A MEMORIAL TO
 THE HOFFMAN FAMILY

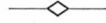
MR. HOFFMAN'S PARENTS, ABRAHAM AND JEMIMA
 HOFFMAN, SETTLED THIS CLAIM IN 1854

PRESENTED IN 1948

Jennie B. Harris Wayside

Plaque

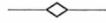
JENNIE B. HARRIS
STATE PARK



THIS AREA WAS GIVEN
TO THE STATE OF OREGON
FOR PARK PURPOSES

by

LAWRENCE T. HARRIS
IN MEMORY OF HIS WIFE



FEBRUARY 1, 1944

Lake Owyhee State Park

Plaque

McCORMACK AREA
THIS AREA OF OWYHEE LAKE STATE PARK
IS DEDICATED BY THE STATE OF OREGON
TO THE MEMORY OF
V. W. M c C O R M A C K
FOR HIS OUTSTANDING CONTRIBUTION
TO THE CONSERVATION AND DEVELOPMENT
OF OREGON'S RECREATIONAL RESOURCES
AS A MEMBER OF THE STATE PARKS
ADVISORY COMMITTEE

Loeb State Park

Plaque

THE ALFRED A. LOEB STATE FOREST-PARK
DEDICATED TO
THE PRESERVATION OF A VIRGIN MYRTLE FOREST
ADMINISTERED BY THE STATE BOARD OF FORESTRY
FOR THE ENJOYMENT OF THE PEOPLE
ACQUIRED BY THE STATE BOARD OF FORESTRY
WITH THE GENEROUS ASSISTANCE OF THE FORMER OWNER
FOR WHOM IT WAS NAMED.
THE FOUNDERS FUND OF THE GARDEN CLUB OF AMERICA
THE PORTLAND GARDEN CLUB
IN RECOGNITION OF THOSE WHO SERVED IN WORLD WAR II
THE AZALEA GARDEN CLUB OF BROOKINGS
AND SEVERAL INDIVIDUAL DONORS TO THE
SAVE THE MYRTLE WOODS INC.

1948

Park
Maria C. Jackson State Park

Plaque or Sign
Plaque

MARIA C. JACKSON
STATE PARK
DEDICATED TO PRESERVING
IN ITS NATURAL CONDITION
A VIRGIN FOREST
OF OREGON MYRTLE TREES.
A GIFT OF MRS. C. S. JACKSON
TO THE PEOPLE OF OREGON
THROUGH
SAVE THE MYRTLE WOODS, INC.
1946

Maud Williamson State Park

Plaque

WILLIAMSON STATE PARK
—◇—
THIS TIMBERED AREA GIVEN TO
THE STATE OF OREGON BY
MAUD WILLIAMSON
AS A MEMORIAL TO HER MOTHER
RUBY T. WILLIAMSON
JANUARY, 1934

Millicoma Myrtle Grove State Park

Plaque

GARDEN CLUBS
MILLICOMA MYRTLE GROVE
PURCHASED BY
SAVE THE MYRTLE WOODS INC.
WITH MONEY DONATED BY
THE OREGON FEDERATION
OF GARDEN CLUBS
GIVEN TO THE PEOPLE OF OREGON
1949

Muriel O. Ponsler Memorial Wayside

Sign

MURIEL O. PONSLER
MEMORIAL
STATE
PARK

Muriel O. Ponsler Memorial Wayside

Plaque

MURIEL O. PONSLER
MEMORIAL PARK



THIS AREA WAS GIVEN
TO THE STATE OF OREGON
FOR PUBLIC USE AND ENJOYMENT

by

JACK C. PONSLER
IN MEMORY OF HIS WIFE, MURIEL



APRIL 1939

Oswald West State Park

Plaque

IF SIGHT OF SAND AND SKY AND SEA
HAS GIVEN RESPITE FROM YOUR DAILY CARES



THEN PAUSE TO THANK
OSWALD WEST
FORMER GOVERNOR OF OREGON (1911-1915)



BY HIS FORESIGHT
NEARLY 400 MILES OF THE OCEAN SHORE
WAS SET ASIDE FOR PUBLIC USE
FROM THE COLUMBIA RIVER ON THE NORTH
TO THE CALIFORNIA BORDER ON THE SOUTH



THIS MARKER IS ERECTED AND DEDICATED
BY THE GRATEFUL CITIZENS OF OREGON
TO COMMEMORATE
THIS OUTSTANDING ACHIEVEMENT
IN THE CONSERVATION OF NATURAL RESOURCES

Painted Hills State Park

Sign

PAINTED HILLS STATE PARK

THE COLORFUL FORMATIONS OF THIS AREA WERE LAID DOWN MILLIONS OF YEARS AGO DURING THE TIME IN WHICH THE VOLCANOES OF THE RISING CASCADE RANGE TO THE WEST WERE SHOWERING WIND-CARRIED PUMICE AND ASH ONTO CENTRAL OREGON.

THE VOLCANIC SEDIMENTS ARE BELIEVED TO HAVE BEEN DEPOSITED IN WATER, AT LEAST IN PART, AND DURING A TIME OF MILD HUMID CLIMATE, THE LAYERS OF VARYING MATERIAL GRADUALLY DECOMPOSED TO FORM THESE COLORED BANDS AS THE ASH WAS ALTERED TO CLAY.

THE STRATA EXPOSED IN THE PAINTED HILLS REGION ARE REFERRED TO AS CLARNO AND JOHN DAY FORMATIONS. THE FOSSIL LEAF IMPRESSIONS OF REDWOOD, CINNAMON, FIG, ALDER, AND OTHER TREES AND PLANTS FOUND IN THIS VICINITY HAVE GIVEN CLUES AS TO THE FORMER DAMP WARM CLIMATE OF THE AREA IN THE TIME BEFORE THE RISE OF THE CASCADE MOUNTAINS.

Peter Skene Ogden Scenic Wayside

Sign

OREGON HISTORY

PETER SKENE OGDEN

THIS PARK IS NAMED FOR PETER SKENE OGDEN, 1793 - 1854. IN THE FALL OF 1825, OGDEN LED A HUDSON'S BAY COMPANY TRAPPING PARTY ON THE FIRST RECORDED JOURNEY INTO CENTRAL OREGON, CROSSING THE COUNTRY TO THE NORTH AND EAST INTO THE CROOKED RIVER VALLEY NOT FAR ABOVE HERE. HE WAS IN THE VICINITY AGAIN IN 1826 BOUND FOR THE HARNEY BASIN AND THE KLAMATH REGION WHERE HE DISCOVERED MOUNT SHASTA. OGDEN WAS AN IMPORTANT FIGURE IN THE EARLY FUR TRADE AND RANGED OVER ALL THE WEST. HE RESCUED THE SURVIVORS OF THE WHITMAN MASSACRE. OGDEN, UTAH, WAS NAMED FOR HIM.

Pilot Butte State Park

Plaque

To Terrence Hardington Foley who devoted his energy, courage, and ability to developing the resources of nature, this natural monument is dedicated as a fitting testimonial to his great value as a pioneer and citizen.

Portland Women's Forum State Park

Plaque

Not until this Highway was built
Was it possible to go up or down
The Columbia River Gorge
Earliest Periods Rafts and
Dug-out native boats
Later Period Steamboats
and Railroad
Erected by loving friends
to the memory of Samuel Hill
Alonzo Victor Lewis
Sculptor
John G. Edwards
Designer

Portland Women's Forum State Park

Plaque

CHANTICLEER POINT
PORTLAND WOMEN'S FORUM
DEDICATED TO THE PRESERVATION OF THE
NATURAL BEAUTY OF THE COLUMBIA RIVER GORGE
MAY 19, 1960
(LIST OF MEMBERSHIP)

Pistol River State Park

Sign

OREGON HISTORY
THE BATTLE OF PISTOL RIVER

SEVERE FIGHTING TOOK PLACE IN CURRY COUNTY DURING THE LAST ROGUE RIVER INDIAN WAR. IN MARCH 1856 A COMPANY OF MINUTE MEN 34 STRONG UNDER COMMAND OF GEORGE H. ABBOT WERE BESIEGED IN AN IMPROVISED FORTIFICATION OF LOGS BY A LARGE FORCE OF PISTOL RIVER AND ROGUE RIVER INDIANS. THE INDIANS CONTRARY TO THEIR USUAL CUSTOM REPEATEDLY CHARGED WITH DESPERATE COURAGE. THE SIEGE INVOLVING HAND TO HAND FIGHTING WAS CARRIED ON FOR SEVERAL DAYS UNTIL THE INDIANS WERE FINALLY DISPERSED BY REGULAR TROOPS UNDER CAPTAINS ORD AND JONES.

<i>Park</i>	<i>Plaque or Sign</i>
Samuel H. Boardman Wayside	Plaque
THIS LOCATION APPROXIMATELY THE CENTER OF TWO MILES OF SPECTACULAR OCEAN COAST LINE A PORTION OF SAMUEL H. BOARDMAN STATE PARK WAS DONATED TO THE PEOPLE OF OREGON BY BORAX CONSOLIDATED, LIMITED PREDECESSOR TO UNITED STATES BORAX & CHEMICAL CORPORATION SEPTEMBER 1950	
Shelton Wayside	Sign
Shelton Park. Presented to the people of Oregon by the Kinzua Lumber Company of Warren, Penn., Edward N. Witmore, President, in memory of Lewis D. W. Shelton, pioneer of 1847, Surveyor, Sol- dier, born Missouri, 1841, died Oregon, 1919. A True Gentleman.	
Shepperd's Dell State Park	Plaque
SHEPPERD'S DELL PRESENTED TO THE CITY OF PORTLAND BY GEORGE SHEPPERD MAY 6, 1915	
Sodaville Springs State Park	Plaque
1926 To the memory of Thomas S. Summers donor of this property to the public May 4, 1871	
Sunset Highway Forest Wayside	Sign
SUNSET HIGHWAY THIS HIGHWAY IS REVERENTLY DEDICATED TO OREGON'S SONS. MEMBERS OF THE 41st DIVISION, BOTH LIVING AND DEAD, WHO WORE THE SUNSET EMBLEM AND OFFERED THEIR ALL IN COMPLETE DEVOTION TO THE CAUSE OF WORLD PEACE	

Thomas Condon-John Day Fossil Beds State Park

Plaque

To
Thomas Condon
1822 - 1907

Pioneer Oregon Geologist, Teacher, Author, Clergyman who came to Oregon around Cape Horn as a pioneer missionary in 1853. Who provided a church at The Dalles for all Christian Faithes; who was the first investigator of the Fossil Beds of the John Day Country; who at the founding of the University of Oregon in 1876 became its first Professor of Geology and continued as Professor and Teacher until 1907; whose geological class room was the great outdoors and whose book "The Two Island" was the foundation for the study of the Historical Geology of Oregon.

This plaque is dedicated by the Geological Society of the Oregon Country — May 30, 1954

Thomas Condon-John Day Fossil Beds State Park

Sign

OREGON GEOLOGY
JOHN DAY FOSSIL BEDS

This formation takes its name from the river named for John Day of the Astor overland party of 1811.

FAMOUS THE WORLD OVER FOR THEIR WEALTH OF FOSSIL BONES, THE COLORFUL JOHN DAY BEDS WERE LAID DOWN IN LATE OLIGOCENE TIMES WHEN VOLCANIC ASH CHOKED STREAMS AND FILLED LAKE BASINS. ANIMALS OF BOTH FORESTS AND PLAINS WERE ENTOMBED. IT WAS A VARIED FAUNA INCLUDING BEAR DOGS AND GIANT CATS. RHINOS LIVED ON RIVER BANKS. TINY CAMELS AND THREE-TOED HORSES WERE ABUNDANT. THEIR BONES ARE BURIED HERE, AND WHEN BROUGHT TO LIGHT BY EROSION ILLUSTRATE ONE CHAPTER OF THE STORY OF OREGON'S ANCIENT PAST.

Park
TouVelle State Park

Plaque or Sign
Plaque

TOUVELLE
MEMORIAL STATE PARK
DONATED BY
FRANK LEBLOND TOUVELLE
IN MEMORY OF HIS WIFE
ELIZABETH BLOSSER TOUVELLE
JANUARY 1946

Umpqua Lighthouse State Park

Plaque

THE
MENASHA WOODEN WARE
CORPORATION
OF MENASHA, WISCONSIN
—◇—
GAVE
TO THE PEOPLE OF OREGON
112 ACRES OF LAND
ON WHICH THIS PLAQUE IS PLACED
—
AS AN ADDITION TO THE
UMPQUA LIGHTHOUSE
STATE PARK
—◇—

Wallowa Lake State Park

Sign

OREGON HISTORY
NATIONAL
INDIAN CEMETERY
THE WALLOWA LAKE INDIAN
CEMETERY HAS BEEN USED FOR
MANY GENERATIONS AS A BURIAL
PLACE FOR THE NEZ PERCE AND
UMATILLA INDIAN TRIBES BUT
ONLY A FEW OF THE GRAVES
HAVE BEEN MARKED. BONES OF
CHIEF OLD JOSEPH (TA WEET
TUEKAKAS), THE FATHER OF THE
FAMOUS INDIAN WARRIOR CHIEF
JOSEPH, WERE REBURIED HERE
AND A MONUMENT ERECTED TO
HIS MEMORY IN 1926. ONE COUPLE,
PIONEER FRIENDS OF THE INDIANS,
ARE ALSO BURIED HERE.

Wallowa Lake State Park

Sign

OREGON GEOLOGY

WALLOWA LAKE

WALLOWA LAKE HAS BEEN FORMED BY THE DAMMING ACTION OF GLACIAL DRIFT. THE EASTERLY SHORE OF THE LAKE IS A SPLENDID EXAMPLE OF A LATERAL MORaine AND THE NORTHERN BOUNDARY OF THE LAKE OF A TERMINAL MORaine. BEYOND THE TERMINAL MORaine AN OUTWASH PLAIN EXTENDS BEYOND THE TOWN OF JOSEPH. THE EAST AND WEST LATERAL MORaines RECORD TWO MAJOR STAGES OF GLACIATION AND POSSIBLY SEVERAL MINOR ADVANCES AND RETREATS DURING EACH STAGE. THE LAKE HAS A DEPTH OF 283 FEET AND THE MAXIMUM HEIGHT OF THE MORaines IS 1200 FEET FROM LAKE BOTTOM TO CREST. THE GLACIATION OCCURRED DURING THE LATE PLEISTOCENE AGE APPROXIMATELY A MILLION YEARS AGO AND EXTENDED DOWN TO ABOUT THIS LEVEL.

Willamette Stone State Park

Sign

WILLAMETTE STONE

STATE PARK

THIS TRAIL LEADS TO THE WILLAMETTE STONE, THE SURVEYORS' MONUMENT AT THE INTERSECTION OF THE WILLAMETTE BASE LINE AND THE WILLAMETTE MERIDIAN. ALL THE LANDS OF OREGON WERE SECTIONIZED FROM THESE GUIDE LINES. THE MARK WAS ESTABLISHED ON JUNE 4, 1851, BY JOHN R. PRESTON, FIRST SURVEYOR GENERAL OF OREGON. THE ESTABLISHMENT OF THIS STONE WAS THE START OF THE SECTIONIZING OF THE PUBLIC DOMAIN ON THE NORTH PACIFIC COAST AND THE MONUMENT IS OF PARTICULAR INTEREST TO ALL SURVEYORS AND ABSTRACTORS. ITS GEOGRAPHIC POSITION IS: 45° 31' 10."831 IN LATITUDE AND 122° 44' 33."551 IN LONGTTITUDE.

Park
Willamette Stone State Park

Plaque or Sign
Plaque

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36



N O R T H

Beginning here, the Willamette Meridian was established running North to Puget Sound and South to the California border, and the Base Line was established running East to the Idaho border and West to the Pacific Ocean

From these surveyed lines, the lands of the Northwest were divided into Townships six miles square beginning at the Willamette Base Line numbering North or South and given a range beginning at the Willamette Meridian numbering East and West. Each full Township is divided into Thirty-six Sections of land one mile square which are numbered starting at the Northeast corner of each Township as shown in the diagram above.

Wilson River Highway Forest Wayside

Sign

THE
TILLAMOOK BURN

TREES ON 240,000 ACRES WERE
KILLED IN 1933 IN ONE OF THE
NATIONS WORST FOREST FIRES
WHICH STARTED FOUR MILES
NORTHEAST OF THIS POINT. LATER
FIRES EXTENDED THE BURN TO
255,000 ACRES, TO MORE THAN
13 BILLION BOARD FEET OF TIMBER
THIS AREA IS NOW BEING REFORESTED
WITH DOUGLAS FIR, SPRUCE, CEDAR,
AND HEMLOCK, WITH EFFECTIVE PROTECTION
A NEW FOREST WILL IN A FEW DECADES BE
READY TO HARVEST ON THE "TILLAMOOK BURN".

Yaquina Bay State Park

Sign

OREGON HISTORY

YAQUINA BAY

THE OLD YAQUINA BAY LIGHTHOUSE ESTABLISHED IN 1871 IS THE EARLIEST AID TO NAVIGATION STANDING WITHIN THE RANGE OF THE FIRST RECORDED LANDFALL MADE FROM A SHIP TO THE SHORES OF THE PACIFIC NORTHWEST. CAPTAIN JAMES COOK MADE THIS LANDFALL ON MARCH 7, 1778. AT NOON HE NAMED CAPE FOULWEATHER. ON ACCOUNT OF THE HEAVY WEATHER HE WAS COMPELLED TO STAND OUT AT SEA AT NIGHT AND ONLY APPROACH THE LAND IN THE AFTER-NOON SO THAT HE WAS UNABLE TO FIND ANY HARBOR ALONG THE OREGON COAST. NEWS OF COOK'S VOYAGE TO THE PACIFIC NORTHWEST STIMULATED THE AMERICAN INTERESTS IN THIS REGION AND AROUSED IN THOMAS JEFFERSON AN INTEREST THAT LED TO THE LOUISIANA PURCHASES IN 1803 AND THE DISPATCH OF THE LEWIS AND CLARK EXPEDITION.

Parks Attendance

STATE PARKS AND RECREATION DIVISION

PARK ATTENDANCE

<i>Year</i>	<i>Day Visitors</i>	<i>Group Camp</i>	<i>Tent and Trailer Camps</i>	<i>Total Camper Nights</i>	<i>Total Park Attendance</i>
1937	981,959	.....	.....	.....	.....
1938	1,139,041	.....	.....	.....	.....
1939	1,668,557	.....	.....	.....	.....
1940 (To Nov. 30)	2,003,951	.....	.....	.....	.....
1941	No record	.....	.....	.....	.....
1942	562,938	.....	.....	.....	.....
1943	395,055	.....	.....	.....	.....
1944	394,739	.....	.....	.....	.....
1945	652,180	.....	.....	.....	.....
1946	1,314,947	.....	.....	.....	.....
1947	2,068,402	.....	.....	.....	.....
1948	2,157,480	17,500	.....	17,500	2,174,980
1949	2,840,750	16,199	.....	16,199	2,856,949
1950	3,648,455	16,127	.....	16,127	3,664,582
1951	4,364,533	15,888	845	16,733	4,381,266
1952	5,391,421	17,225	44,112	61,337	5,452,758
1953	4,593,385	22,825	64,836	87,661	4,681,046
1954	6,098,362	24,053	100,318	124,371	6,222,733
1955	6,820,332	20,917	158,375	179,292	6,999,624
1956	7,694,671	23,200	216,443	239,643	7,934,314
1957	8,633,725	26,142	318,191	344,333	8,978,058
1958	10,087,347	26,144	415,184	441,328	10,528,675
1959	10,292,351	26,253	517,061	543,314	10,835,665
1960	10,942,890	32,482	595,023	627,505	11,570,395
1961	11,487,126	38,089	708,210	746,299	12,233,425
1962	11,570,313	45,420	842,408	887,828	12,458,141
1963	13,014,668	39,894	877,658	917,552	13,932,220

Expenditures

STATE PARK EXPENDITURES

COMPILED BY OFFICE ENGINEERING DIVISION

<i>Year</i>	<i>Purchase</i>	<i>Development</i>	<i>Operation</i>	<i>Totals</i>
1917-1922	\$ 1,000.00	\$ 211.58	\$	\$ 1,211.58
1923-24	1,402.20	17,958.10	687.88	20,048.18
1925-26	21,315.68	13,160.13	1,252.60	35,728.41
1927-28	41,514.47	49,522.19	18,146.46	109,183.12
1929-30	58,015.81	16,731.71	19,461.19	94,208.71
1931-32	85,568.75	21,560.65	5,640.95	112,770.35
1933-34	2,725.98	16,942.32	4,815.50	24,483.80
1935-36	73,936.48	15,235.17	19,081.00	108,252.65
1937	15,194.70	6,722.93	23,536.41	45,454.04
1938	77,791.15	12,049.48	27,864.52	117,705.15
1939	72,532.95	11,042.17	35,449.94	119,025.06
1940	72,201.01	27,508.37	38,791.26	138,500.64
1941	104,419.29	25,364.97	48,258.18	178,042.44
1942	26,045.43	13,445.35	38,186.59	77,677.37
1942 Transfer .....	.....	21,596.28	.....	21,596.28
1943	15,792.01	430.48	42,891.05	59,113.54
1943 Transfer .....	.....	5.12	.....	5.12
1944	64,603.15	24.00	41,208.93	105,836.08

STATE PARK EXPENDITURES—Continued

<i>Year</i>	<i>Purchase</i>	<i>Development</i>	<i>Operation</i>	<i>Totals</i>
1945	8,406.56	5,260.29	41,183.18	54,850.03
1946	18,787.52	17,476.58	83,080.99	119,345.09
1947	81,259.17	73,265.35	116,361.03	270,885.55
1948	3,956.10 Cr.	89,765.42	169,354.04	255,163.36
1949	77,883.45	177,579.66	232,129.36	487,592.47
1950	99,980.81	252,123.31	276,947.54	629,051.66
1951	70,383.01	339,376.95	340,169.53	749,929.49
1951 Transfer	206.96 Cr.	32,612.29 Cr.	38,283.26 Cr.	71,102.51 Cr.
1952	58,773.16	397,558.13	307,266.26	763,597.55
1952 Transfer	69.60	119.61 Cr.	2,000.01 Cr.	2,050.02 Cr.
1953	20,143.46 Cr.	478,269.29	354,991.19	813,117.02
1954	26,448.74 Cr.	389,724.70	379,979.65	743,255.61
1955	44,288.00	372,689.78	400,144.48	817,122.26
1956	13,937.33	592,534.64	447,572.69	1,054,044.66
1957	18,549.93	743,411.60	501,570.59	1,263,532.12
1958	97,371.09	813,067.58	508,582.30	1,419,020.97
1959	30,754.29	939,114.90	588,629.36	1,558,498.55
1960	121,755.07	779,065.36	582,484.99	1,483,305.42
1961	76,595.48	381,627.51	645,434.61	1,103,657.60
1962	130,064.29 Cr.	847,464.83	750,251.38	1,467,651.92
TOTALS	\$1,372,033.98	\$7,926,154.98	\$7,051,122.36	\$16,349,311.32

**STATE PARK ADMINISTRATION AND
STATE PARK SURVEY EXPENDITURES BY YEARS**

COMPILED BY OFFICE ENGINEERING DIVISION

<i>Year</i>	<i>Administration</i>	<i>Surveys</i>
1930	\$ 6,802.99	\$
1931	5,451.24	.....
1932	10,606.34	.....
1933	5,160.70	.....
1934	10,267.70	.....
1935	9,807.94	.....
1936	11,346.63	.....
1937	11,593.36	.....
1938	12,907.84	.....
1939	15,720.99	.....
1940	16,652.56	.....
1941	18,950.91	.....
1942	15,882.14	.....
1943	14,138.61	.....
1944	14,389.60	.....
1945	15,521.50	.....
1946	42,121.19	.....
1947	58,150.55	.....
1948	49,865.05	.....
1949	67,539.20	11,649.13
1950	76,995.05	12,707.91
1951	89,838.04	17,446.18
1952	91,370.60	24,871.87
1953	97,332.07	26,534.67
1954	104,860.53	29,444.07
1955	106,174.37	29,051.94
1956	118,137.10	32,583.90
1957	125,775.62	44,088.40
1958	155,266.60	44,333.49
1959	183,889.29	44,395.11
1960	211,723.44	40,533.03
1961	275,489.61	36,931.83
1962	256,332.47	78,420.86
TOTALS	\$2,306,061.83	\$472,992.39

Overnight Camp Data for 1964

Oregon State Highway Department

STATE PARKS AND RECREATION DIVISION

Overnight Camp Site Data For 1964

No.	Park Name	Tents	Trailers	Total	Camps
1.	Armitage State Park	16	....	16	....
2.	Beachside State Park	60	20	80	....
3.	Beverly Beach State Park	166	52	218	50
4.	Booth Wayside	6	....	6	....
5.	Catherine Creek State Park	10	....	10	....
6.	Cape Lookout State Park	196	53	249	100
7.	Cascadia State Park	15	....	15	....
8.	Chandler Wayside	10	....	10	....
9.	Champoeg State Park	6	....	6	25-50
10.	Collier Memorial State Park	18	50	68	....
11.	Dabney State Park	20	....	20	....
12.	Detroit Lake State Park-Lakeshore	128	32	160	....
13.	Devils Lake State Park	68	32	100	....
14.	Emigrant Springs State Park	32	18	50	....
15.	Farewell Bend State Park	10	....	10	....
16.	Fort Stevens State Park	261	119	380	200
17.	Harris Beach State Park	82	26	108	....
18.	Hilgard Junction State Park	14	....	14	....
19.	Honeyman Memorial State Park	240	66	306	150
20.	Humbug Mountain State Park	63	30	93	....
21.	Kimball State Park	6	....	6	....
22.	Lake Owyhee State Park	5	....	5	....
23.	Laurelhurst State Park	36	....	36	....
24.	Lewis and Clark State Park	13	....	13	....
25.	Loeb State Park	15	....	15	....
26.	Maud Williamson State Park	13	....	13	....

Overnight Camp Site Data for 1964—Continued

<i>No.</i>	<i>Park Name</i>	<i>Tents</i>	<i>Trailers</i>	<i>Total</i>	<i>Camps</i>
27.	Neptune State Park	14	....	14	....
28.	Ochoco Lake State Park	22	....	22	....
29.	Oswald West State Park	21	....	21	....
30.	Prineville Reservoir State Park	47	22	69	....
31.	Saddle Mountain State Park	6	....	6	....
32.	Shelton Wayside	20	....	20	....
33.	Silver Falls State Park	41	9	50	50
34.	Sunset Bay State Park	108	29	137	....
35.	Susan Creek State Park	30	....	30	....
36.	The Cove Palisades State Park	84	48	132	100
37.	Tumalo State Park	68	20	88	50
38.	Ukiah-Dale Forest Wayside	21	....	21	....
39.	Umpqua Lighthouse State Park	41	22	63	....
40.	Unity Lake State Park	5	....	5	....
41.	Valley of the Rogue State Park	20	49	69	....
42.	Viento State Park	45	....	45	....
43.	Wallowa Lake State Park	106	41	147	100
TOTAL		2,208	738	2,946	

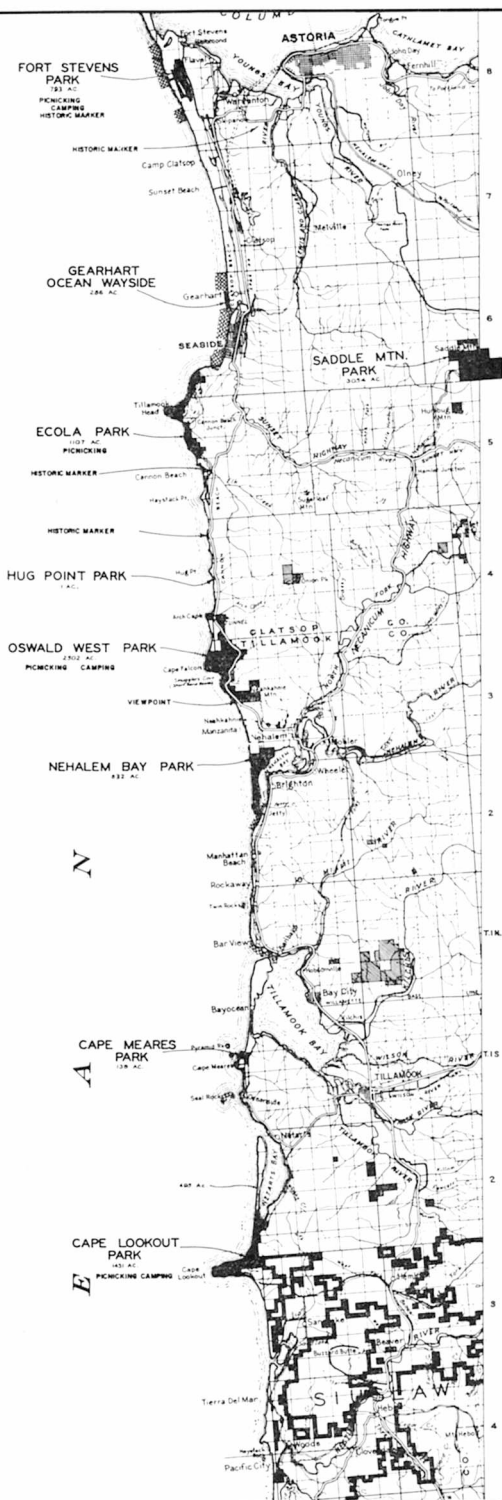
Data based on count submitted by District Park Supervisors

STATE PARK LOCATION MAPS

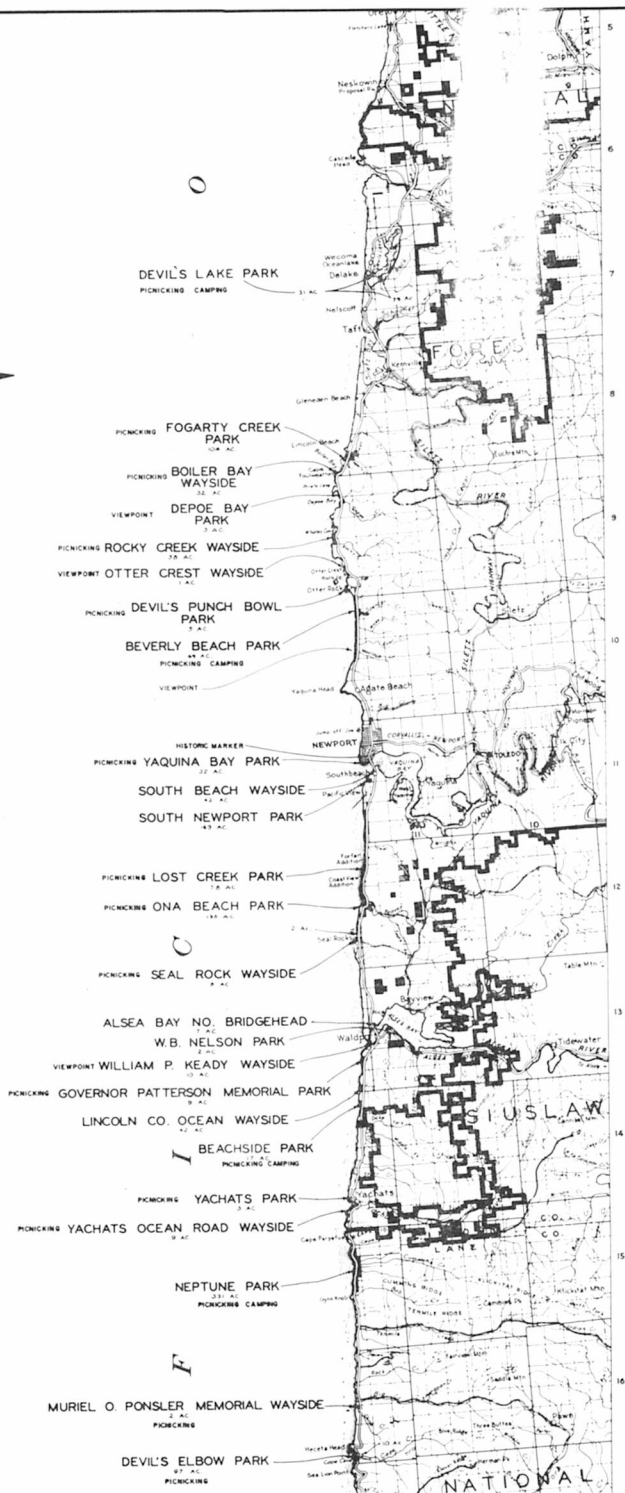
The following sectional maps, A through F, cover areas in the State where parks and waysides are most numerous. Inside the back cover a State Map shows the distribution of all parks and waysides and includes an index to the sectional maps.

The description of each park and its related history is given in Section V, beginning on Page 83.

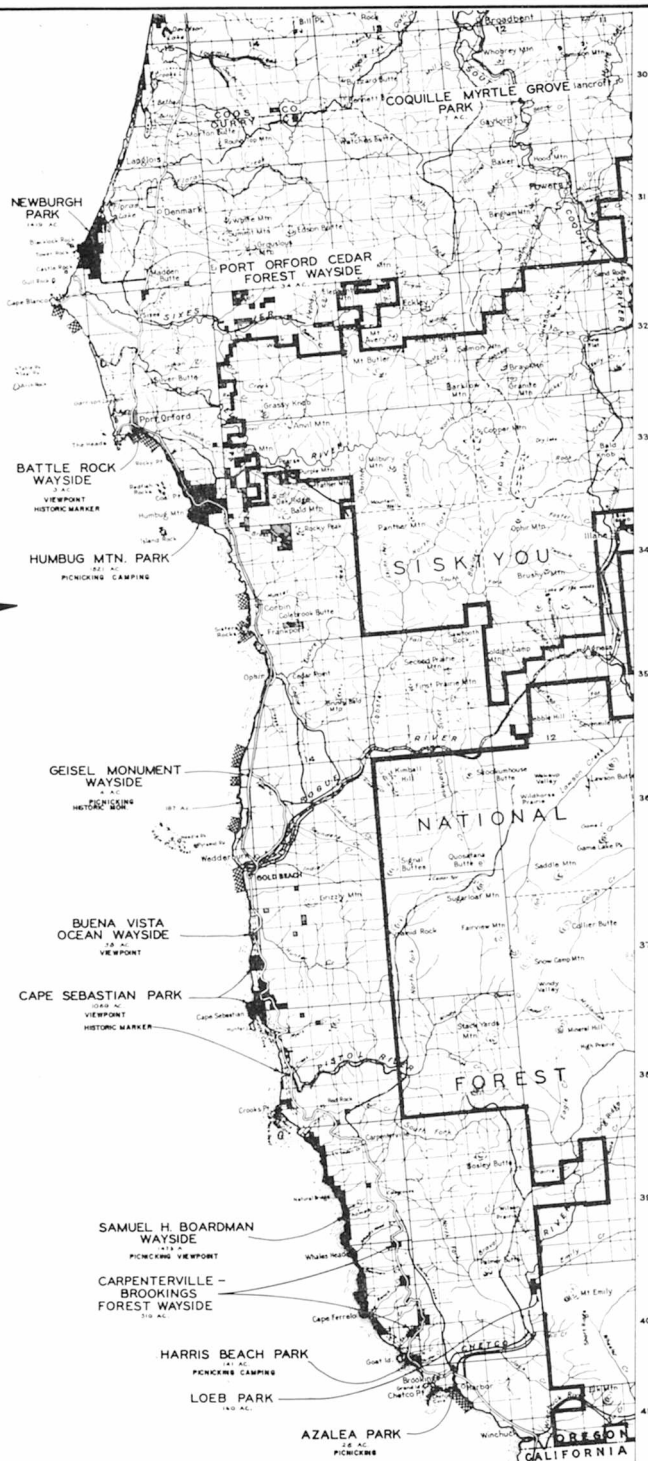
A

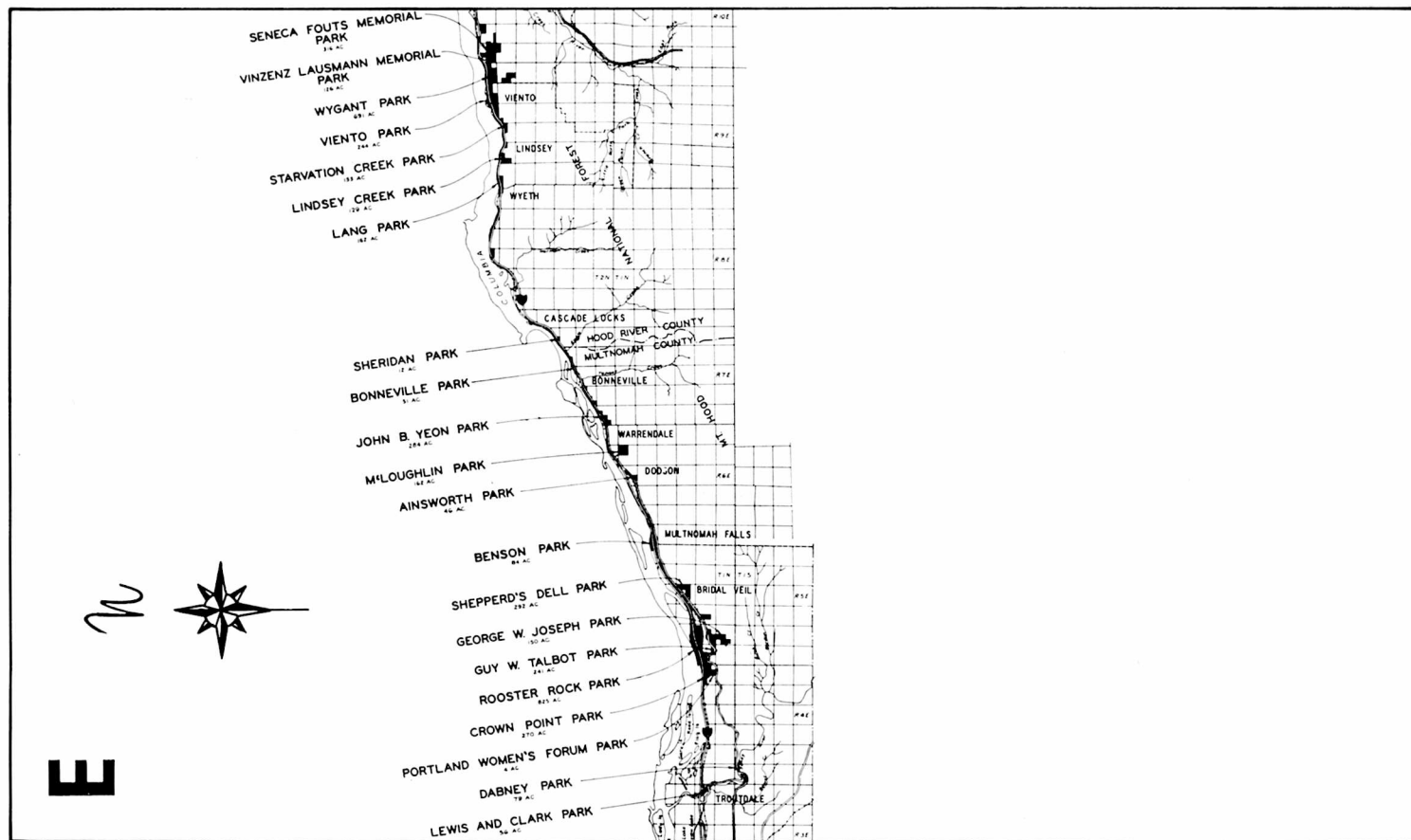


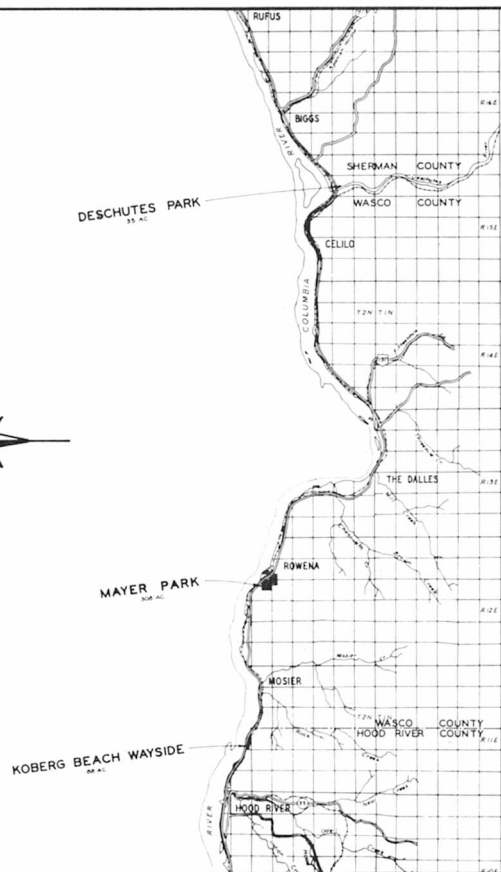
B



D







STATE PARKS

1963

0 5 10 15
Scale in Miles

LEGEND

- ☆ State Parks or Waysides
- ★ State Parks with Picnic Facilities
- ⊙ State Parks with Overnight Facilities

