

HISTORIC PRESERVATION OF PACIFIC NORTHWEST BEACH HOUSES:  
A STUDY OF BEACH HOUSES ALONG TILLAMOOK COUNTY'S COAST

by

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A THESIS

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Preserving Pacific Northwest historic beach houses in coastal communities can often be a daunting task due to the complexities that arise when combining preservation, planning, development, and climatic hardships. Using Tillamook County's coastline as the study area, this thesis explores the historical development of Tillamook County's structures and the current barriers that exist when trying to preserve them. Historical discussions include the development of transportation routes, recreational amenities, and the evolution of coastal construction materials, along with historic local and regional planning decisions that helped shaped towns along Tillamook County's coastline. Following this historical discussion, current preservation challenges will be discussed as well as the recommendations for preserving and maintaining vernacular coastal beach houses of the Pacific Northwest.

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CHAPTER I

HISTORIC PRESERVATION OF  
PACIFIC NORTHWEST BEACH HOUSES

*“If the writer were to choose a single natural feature of our state, he would place the [Oregon] coast, with the developments along it, as perhaps the most valuable economic and recreational treasure.”<sup>1</sup>*

*WARREN D. SMITH, 1941*

This thesis examines beach houses constructed prior to 1970 as the often seemingly insignificant, but, in fact, immensely compelling human habitation that they are. The identification and evaluation of these structures is key to understanding and protecting the landscape, heritage, and culture of these areas. The preservation of these houses requires both technical, “bricks and mortar” preservation and strategic preservation planning practices that will help these communities grow and change over time without sacrificing the integrity of these little oceanfront retreats.

Oregon’s beaches have been attracting vacationers for as long as transportation has been in place for such leisure. *The Oregonian* reported that summer visitors were regularly coming to southern Tillamook County as early as 1883.<sup>2</sup> By 1919, roads along the Oregon coast improved allowing even greater access for recreational visitors.<sup>3</sup> These tourists visited the beach for all

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1. Warren D. Smith, *The Scenic Treasure House of Oregon* (Portland: Binford and Mort. 1941), 74.

2. *The Oregonian*, “News From the Beach,” July 5, 1931.

3. Leslie M. Scott, “Oregon Coast Highways” *Oregon Historical Quarterly*. 33. (1932): 268.

forms of recreation from sea fishing, to hiking, to simply seeking the solitude and respite of the sea. As transportation improved, more and more visitors came to relax by the Pacific Ocean. Tourists began to build homes to “summer in” along the shoreline. This building of homes for recreational use has been constant since the end of the initial settlement of the Pacific Northwest. Even during the great depression, modest structures were built with an eye to the inevitable return of good times.

Coastal housing is a complicated problem for preservationists. The places along the coast that have historically received the attention of preservation enthusiasts are maritime resources with their corresponding architecture. Lighthouses, piers, ships, and other coastal defense structures have long been of interest because of their relationship to the sea and their unique part in our national history. These maritime resources have their own preservation concerns. They are often owned by governmental agencies that have a mandated duty to preserve their structures, but may not always have the needed funding or preservation knowledge. They require preservation plans that create a context of their relationship with oceanic history, and work with their federal governing agencies and volunteer groups to create programs and interpretive material. Through this process, visitors are able to thoroughly understand these types of architecture and their relationship to local history.

Beach houses require an decidedly different approach to preservation planning. Privately owned property requires the individual homeowner to be the advocate for their historic resource and to create preservation interest in their communities. This makes preservation of sea shore towns more about conveying the values of preservation to the homeowner, rather than to any governmental entity. This is not to say that governmental agencies are not an important aspect in coastal preservation. They are responsible for long-range planning, zoning, and policy formation, which can, if done well, shape the size and feel of the built environment. Private not-for-profits groups can also play a role in the preservation of these communities because of the programs and funding they make available for bricks and mortar preservation projects.

Many communities have realized, or are beginning to realize, the importance of preservation because constant development and remodeling can quickly destroy the historic integrity of a place. Communities are beginning to understand the *cost* of development to their municipalities and have found themselves unprepared or administratively unable to react without adequate strategic planning or development guidelines. From a homeowner's perspective, this change in the built environment, in the landscape of their place, is often described in terms of a "feeling" or "sense" of place. To engage this population of homeowners, it is imperative that they understand the value of maintaining their historic houses, and that they understand by doing so they are also maintaining the feel and integrity of their communities. The benefit needs to be described not only in terms of the intangible aspects of place, but also by the economic incentives of preservation and the sustainability of the community.

While development and planning issues can seem like the core concern for most coastal towns, they also suffer from a variety of other issues that make coastal preservation more difficult to manage and implement. Coastal areas are often complicated to preserve because they are inadequately understood as comprehensive districts. Many of these communities are rural in nature, but they are faced with extremely high rates of development. The tourist industry may help to maintain a solid tax base, but many of these tax payers are unable to voice their relationship to these places because they are only able to visit on an irregular basis. Likewise, the nature of the "beach house" leaves these structures unoccupied for extended periods of time. The problems associated with a lack of regular evaluation and repair of problems when they are manageable, is exacerbated by the wet, windy coastal climate. Finally, in terms of a collective approach, the primary historic resource, the vernacular beach house, does not normally stand out as an extraordinary example of our built environment. Even just describing why one should bother to preserve their old beach house would serve as a useful preservation promotion. It will only be through careful planning and proper techniques that the goal of preservation will be realized. Then historic beach houses will be able to take their place in maintaining a diverse built



environment along the Pacific Northwest coast.

This thesis focuses on ways to preserve and, when needed, adapt the common historic beach home for today's society without a serious loss of historic integrity. Because preservation must be tailored to a physical place, these themes will be discussed using Tillamook County as a case study area (see figure 1). This study will touch on a variety of discussions relating to how historical developments in transportation, planning, and building materials have helped create the beach house neighborhood, the architectural developments of the structures themselves, and the recreational development of communities that are defined by them. Following will be a discussion of the difficulty in applying current preservation planning tools to coastal areas. Finally, recommendations will be made about the best combination of planning practices and material use for the future of coastal towns and their houses.



Figure 1: Map of Oregon with county borders. Tillamook County highlighted. Oregon State University. Map created with Oregon Explorer, GIS Software and Photoshop. March 2009. Created by author.

Tillamook County was chosen as the case study area for a number of reasons. The coastal communities in the county are representative of the kinds of towns found along the entire Pacific Northwest coast. There are a few large cities that have industry as their economic center, there are a number of communities that rely on tourism to support their commercial districts, and then there are scatterings of communities that do not have commercial districts at all. The initial formation of these communities was linked to highway development and occurred in the same general time period. This transportation route was first known as the Roosevelt Military Highway and was completed along the entire Oregon-Washington coastline as a unified project. The highway along the coast is a two-lane, paved road that in some places runs directly in front of the Pacific Ocean, and in others is set inland a considerable distance. This is an important aspect to coastal development, as transportation was key to when and how development occurred.

Beach houses, specifically designed for leisure and recreation and constructed prior to 1970 are the main focus of this discussion. Oregon's dramatic coastline is often described as one of the most beautiful coastlines on earth, and its small ocean side towns are an integral part of Oregon's history as a result. Coastal recreational houses—whether they are modest bungalows, suburban ranches, or others—contribute much of the man-made atmosphere that informs one's travels along the coast and contribute to appreciation of the area as "Oregon's Playground."

The increase in these ocean side retreats is closely related to the increase in recreational time, the emergence of the middle class, and the improvements to transportation infrastructure and the automobile that helped make the coast so accessible. The historic development portion of the study will focus on three periods in the creation of recreational housing in Tillamook County: roughly from the Emergence of Modern America/Economic Growth and Expansion (1890-1930), through the Depression and World War II (1929-1945), ending with the

Post War era (1945-1970).<sup>4</sup> This time frame will encompass very early recreational trends in Tillamook County and then will support discussion of the changes in the built environment through the housing boom of the post World War II era. Visiting the sea has long been one of the great American pastimes. *The Oregonian* published a weekly update on the goings-on at the beach from as early as 1914 to well into the 1930s. Early visitors spent summers at the beach in cottages by the sea. Later visitors would stay for a week or even just for a weekend. The Pacific Railway and Navigation Company began running advertisements describing the wonders of Tillamook County's beaches as soon as they completed the rail line from Portland to Tillamook. Their sales pitch varied from year to year, but they all maintained the same general themes, "The summer vacationist can find a wide diversity of pleasure sport and recreation at the Tillamook beach resorts, and best of all, the cost is reasonable and they are within a few hours distance of Portland."<sup>5</sup>

The lack of information published on this topic is surprising and represents an opportunity for research that would be helpful in understanding the historical aspects of this housing type and also to help plan for future preservation. The Oregon and Washington coastline is such a vast province that what might be a reasonable presentation of one place would be likely inapplicable to another. It is hoped that this study will encourage others and serve as a model for further research. It is the author's sincere hope that what is conveyed in the pages herein is her own enthusiasm for the beach, its unique history, and the cottages and cabins that people have used as their physical, emotional, and spiritual retreats while visiting the sea.

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4. Oregon Historical Society, "The Oregon History Project," <http://www.ohs.org/education/oregonhistory/index.cfm> (accessed January 27, 2009).

5. Southern Pacific Line, "Tillamook County Beaches," Tourist Pamphlet, c. 1914. Oregon Collection. University of Oregon's Library, Special Collections.

## CHAPTER II

### TILLAMOOK'S EARLY HISTORY: "THE LAND OF CHEESE, TREES, AND OCEAN BREEZE"

The early settlement history of Tillamook County is the story of a small group of pioneer homesteaders who came to the county looking to farm the land and harvest the sea. As early as the 1830s, explorers, fur traders, and missionaries were present in the Oregon Territory, and by the 1850s, isolated groups of homesteaders lived along the coast. Some of this rise in population, especially along the southern portion of the coast, was the product of the growth during the California gold rush. In 1848, a survey of the Oregon coast was undertaken to find areas for occupation, security of trade, and for military points. The commission suggested points for lighthouses and concluded that the Pacific Northwest area might be the best trading point for lumber in the world.<sup>6</sup> Following this reconnaissance survey, early settlers began in earnest to settle areas along the Pacific Northwest coast.

Tillamook County was populated in much the same way as was the rest of the west. The earliest white settlers struggled for territory upon arrival. Small groups of people created small settlements, some of which grew into economic centers for the area and some of which were abandoned.

The name Tillamook refers to the native tribes that had inhabited the land long before the coming of the white man. Among several tribes, the Tillamook's were the most prominent native inhabitants in the area. They were settled around the area of the present day city of

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6. Hubert Howe Bancroft, *The Works of Hubert Howe Bancroft: Oregon History: Volume II* (San Francisco: History Company Publishers, 1888), 189-190.

Tillamook and as far north as Manzanita. The Nehalem's were clustered in the northern part of the county. Reports vary on how many Nehalem's were in this area, but overall it seems to have been a fairly small tribe.<sup>7</sup> In the southern portion of the county lived a tribe called the Stagaush. This tribe was an unusual combination of Tillamook's, Nestugga's, Clatsop's, and a small number of Nehalem's.<sup>8</sup>

Early in the county's history, the lower portion near the Nehalem Valley had been set-aside solely for the area's native populations. In 1876, part of the country was opened for homesteading and settlement. At this time all of the native inhabitants of the south were forcefully removed from the land and sent to the Grand Ronde Reservation in Lincoln County. By the beginning of the 1890s, most of the native inhabitants of the area were forced into a few small reservations, and whites, who steadily continued to move into to the area, began to create towns and cities along the sea shore.

In December of 1853, Tillamook was the twelfth county created in the Oregon Territory taking portions of Yamhill and Clatsop counties. The census roll for Tillamook County, in 1854, only counted seventy-nine white residents. Of these, only thirty-three were legal voters, meaning that there were only thirty-three white men over the age of eighteen in the entire county.<sup>9</sup> Tillamook was plainly on the frontier. The United States Congress granted Oregon statehood in 1859. Shortly after, the 1860 Census estimated Oregon's white population to be approximately 52,465 people.<sup>10</sup>

The town of Tillamook was laid out in 1861 and 1862. The first store opened in 1862 and was followed by the opening of the post office in 1866, the jail in 1873, and then, in 1887, the

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7. Sam J. Cotton, *Stories of Nehalem* (Chicago: M.A. Donohue & Company), 1915. 41.

8. Alexandria Iey Rock, *Short History of the Little Nestucca River Valley and its Early Pioneers: Tillamook County, Tillamook, Or.* (Tillamook, Oregon: 1949), 4.

9. Tillamook Pioneer Museum, *Tillamook Memories* (Tillamook Pioneer Association, 1972), 3.

10. U. S. Department of Commerce, Bureau of the Census, 1860, "Population" <http://www.census.gov/schools/facts/oregon.html>. (accessed March 23, 2009).

first courthouse was erected. By 1900, Tillamook City was a full service city and had a central business district, a large residential neighborhood, and a city hall.<sup>11</sup> In 1881, Tillamook City formally incorporated and became the center of the county's operations.<sup>12</sup>

Tillamook City has always been the core of the Tillamook County community. Since it was isolated by two small mountain ranges and was more than a hundred and twenty miles by road from the vast majority of Oregon's population, growth happened at a reasonably slow rate at the beginning of the century. By 1902, there was an array of governmental services and supply stores, including a post office, the county court house, a public school, a fire station, a meat market, a general merchandise store, two barbers, a confections and cigar shop, a tailor, a cobbler, a jeweler, a furniture store, two liverys, and a cheese factory.

Tillamook was also the center of local industry and there were a number of industrial buildings along the wharf, including a mill, warehouses, and docking areas in the navigable slough. There was also an array of noncommercial activities that could be found by traveling about the city. These ranged from an opera house, a gymnasium, two churches, and more than seventy nearby dwellings.<sup>13</sup> Sanborn Fire Insurance maps show that in 1912, one year after the South Pacific Rail Road started running between Forest Grove and Tillamook City, the city had grown to more than three times its 1902 size.

Early Tillamook County industries were, as was typical for the period, based in the resources that the land could offer. The largest and most profitable industry in Tillamook County was the forest, which provided a wealth of lumber that was easily transported by river and sea.

The various river basins offered residents fertile land for farming and the grazing of dairy cattle. Dairy farming became one of the defining industries for the region. It was reported that the moist, mild climate created the perfect conditions for cattle, as it provided the correct

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11. Tillamook County Pioneer Museum, "Early Tillamook," Tourist Booklet, 1.

12. Tillamook Pioneer Museum, *Tillamook Memories*. 2.

13. Sanborn Map. Tillamook City 1902, © 2001 by The Sanborn Map Company, Sanborn Library, LLC. <http://0-sanborn.umi.com.janus.uoregon.edu/HelpFiles/about.html> (accessed March 31, 2009).

conditions for fertile lush pastures. In 1894, Edward Gardner Jones, the author of the 1894 *Oregonian's Hand Book of the Pacific Northwest*, a substantial travel guide of the area, reported that Tillamook butter and cream 'sold without difficulty.'<sup>14</sup> In 1918, there were twenty seven cheese factories in the Tillamook County Creamery Association.<sup>15</sup>

Another industry that has long been practiced in the area is fishing. There were four canneries in Tillamook County before 1900.<sup>16</sup> These industries were key to early development and all remain sources of county income. Commercial fishing and sport fishing are prominent to this day. The timber and dairy industries continue to be the commercial sources for the most revenue in the county, but the tourist industry has become the county's third most prosperous sector.

Tillamook County is, unfortunately, famous for having one of the worst forest fires in history. The Tillamook Burn, which came to encompass a combination of three fires over ten years, was a human-caused disaster of unprecedented size (figure 2). Tillamook County total acreage equals roughly 720,000 acres. The fire started on August 14, 1933 and burned for two weeks, until wet, cool conditions all but put the fire out on August 28, 1933. It burned approximately 311,000 acres.<sup>17</sup> Two later forest fires brought the total acreage devastation to nearly 354,940 acres. The Tillamook fires burned almost half of the county's acreage in the midst of the greatest depression the United States had ever seen. This was an economic shock to both the county and the State. It is estimated that the Tillamook Burn destroyed between eleven and twelve-and-a-half billion board feet of green lumber.<sup>18</sup> The forest was frequently described as the heaviest growth of timber in Oregon, containing approximately 22,092,000,000 feet of timber

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14. *The Oregonian's Handbook of the Pacific Northwest, The Oregonian.* (Oregon Publishing Co. 1894), 241.

15. Lila V. Cooper Boge, *Tillamook History: A Sequel to Tillamook Memories* (Tillamook Pioneer Association. 1975), 241.

16. *Ibid.*, 242.

17. Jeanne Hoadley, "The Tillamook Burn: Separating Fact from Legend," Oregon State University Student Research Paper, [oregonstate.edu/instruct/geo422/522-Paper%20hoadley.pdf](http://oregonstate.edu/instruct/geo422/522-Paper%20hoadley.pdf). (accessed April 23, 2009), 13-16.

18. Homer G. Lyon Jr., "Historical Sketch of the Tillamook Fire," (Oregon State Board of Forestry. Salem, Oregon: July 1, 1949) Oregon State Library Document Archives. 1.



Figure 2: Aerial view of the Tillamook Burn in August of 1933. This photograph is looking east at the fire and was hand tinted. Photo courtesy of the National Archives. Department of Agriculture. Forest Service. Region 6 (North Pacific Region). (1930 - 1966), ARC Identifier 299308.

in 1894.<sup>19</sup> Despite this massive setback, Tillamook County, with the help from thousands of school children, planted seedlings, which today have grown into a diverse, healthy forest.

The combination of Tillamook County's lumber industry, its dairy farming operations, and its proximity to the Pacific Ocean caused the county to pick the slogan, "Tillamook County: The Land of Cheese, Trees, and Ocean Breeze." A fitting description of the diversity of the county and the reasons one might be attracted to the place.

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19. *The Oregonian's Handbook of the Pacific Northwest, The Oregonian*, 54.



### CHAPTER III

#### DEVELOPMENTS IN TRANSPORTATION: FROM THE CITY TO THE SEA

It is impossible to discuss the historical development of recreational coastal housing without discussing the advances in transportation and how the ever-improving transportation corridors have aided in the creation of the coastal communities along the entire Pacific Northwest coast. In a 1939 *Oregonian* article, the connection between transportation and resort development was noted with the suggestion that “each beach resort prospered in almost exact proportion to its accessibility.”<sup>20</sup> The earliest forms of transportation to Tillamook County—horse, stagecoach, and ship—were replaced in 1911 by the advent of the railway from Forest Grove to Tillamook City. The novelty of traveling to the coast by rail declined steadily with the growth of the automobile industry and the advancements in state highways and roads. All of the improvements in transportation made the coastline attainable to a growing base of recreational travelers.

An early resident of Tillamook County recollected that one of the first wagon toll roads to the beach in the Nestucca River Valley, the far south portion of the county, was constructed with volunteer labor in 1882. The road started near the area of present-day Dolph, and roughly followed the Little Nestucca River, crossing it at least twice, crookedly snaking around large trees and over rocky knolls rather than grading the road or moving the rocks.<sup>21</sup> People came from Sheridan, Salem, and elsewhere to visit the beach at Oretown shortly after the road

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20. *The Oregonian*, “Oregon’s Beach Resorts,” July 5, 1939. 1.

21. Alexandria Iey Rock, *Short history of the Little Nestucca River Valley and its Early Pioneers*, 26.

opened.<sup>22</sup> These smaller toll roads were common during the pioneer days of Tillamook County and many of the routes laid out by the earliest settlers are still followed today.

Visitors to the Tillamook area also traveled by horse and by stagecoach during the latter part of the 19th century. *The Oregonian* reported that in 1894 the easiest way to travel to Tillamook County was by stagecoach. The stagecoach from Forest Grove to Tillamook was often advertised as the safest and best traveled stagecoach route in the West.<sup>23</sup> The trip started in Forest Grove and went through farmland until reaching Gales City.

A short distance beyond Gales City, the stagecoach route met the “famous Wilson River toll road.” *The Oregonian’s Handbook of the Pacific Northwest*, a publication about travel opportunities in the Pacific Northwest, reported that this portion of the road was forty-seven miles long, and was constructed by the Wilson River Boom, Tollroad & Improvement Company, at a cost of more than \$35,000. Tillamook County had decided it would be too much of a tax burden for county residents to afford such a road. The Wilson River Boom, Tollroad & Improvement Company was created for the sole purpose of building this road, and in return, the county gave them the logging rights to the Wilson River basin for thirty years following its construction in the 1880s. The company was also given the rights to charge for the use of the road (\$2.00 for stagecoaches with double teams, \$1.50 for single teams, and \$1.00 for a rider on a horse). Reportedly the road took more than four summers to complete and had more than a hundred bridges (figure 3).<sup>24</sup> Not all stage roads were so well thought of; many at the time were dangerous, and thus not often traveled by the recreational tourist.

The other stagecoach road that was taken to Tillamook was the Trask River Road through Yamhill. The route was used on a regular basis between approximately 1872 and 1912.<sup>25</sup> This

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22. Ibid.

23. Ibid., 234-235.

24. Ibid., 233.

25. Lyle Nelson, “Trask River Road!! Trip to Tillamook Once was Hazardous,” in *Tillamook History: Sequel to Tillamook Memories*. (Tillamook Pioneer Association. 1975), 49.

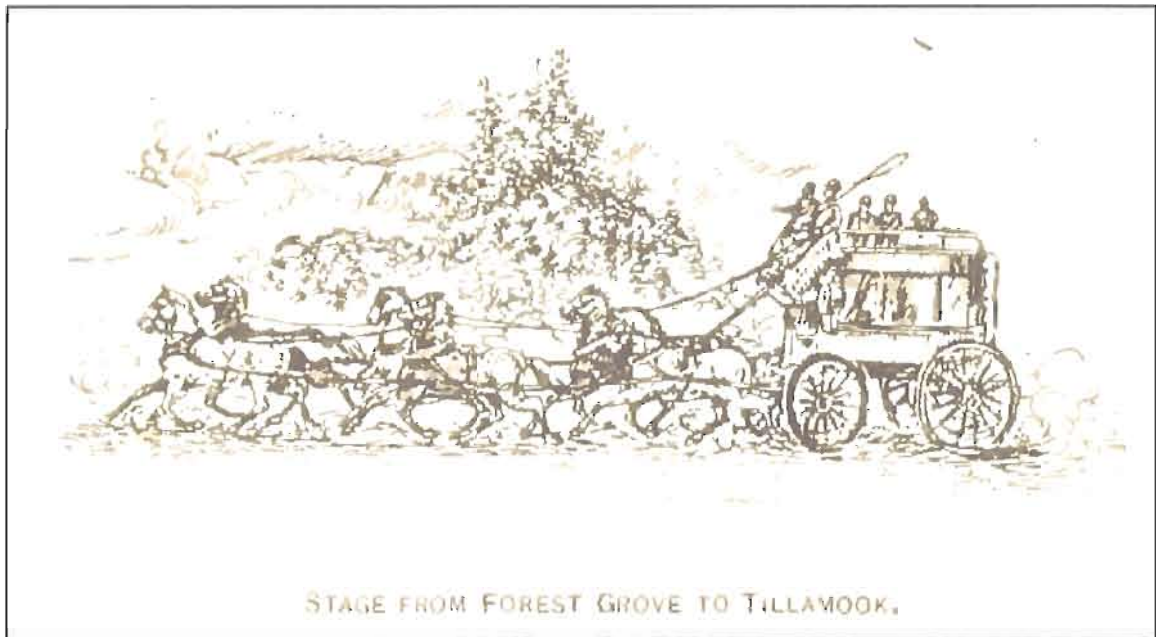


Figure 3: Etching from *The Oregonian's Handbook to the Pacific Northwest* of the stage from Forest Grove to Tillamook. Oregon Publishing Company, 1894.

toll road was considered to be dangerous and was described by locals as “probably the most awful ride in the world.”<sup>26</sup> Locals were pleased when the automobile road was completed in the mid 1930s by the Civilian Conservation Corps.<sup>27</sup>

Steamships and sailboats were also used to access Tillamook County’s beaches. It was possible in the 1860s to take a steamboat from Portland to Astoria, a sailboat into Clatsop Plains, and then travel over land by a horse drawn wagon to Clatsop Beach. A resort was constructed at Clatsop Beach in approximately 1873.<sup>28</sup> The wet sand section of the beach, the area between high tide and low tide, had been designated a public highway in 1899 all along the Clatsop County Coast.<sup>29</sup> Beyond the Clatsop County line, it is unclear how early

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26. Ibid.

27. Ibid.

28. Thomas Vaughan, ed. *Space, Style, and Structure: Building in Northwest America*, Vol. 1. (Portland: Oregon Historical Society, 1974), 156-157.

29. Gail Wells, “Capital, Transportation, and Technology Transform the Economy: The Highway Arrives,” Oregon Historical Society. Oregon History Project. [http://ohs.org/education/oregonhistory/narratives/subtopic.cfm?subtopic\\_ID=567](http://ohs.org/education/oregonhistory/narratives/subtopic.cfm?subtopic_ID=567) (accessed: March 27, 2009).

transportation proceeded, but it is likely that small roads and trails were available, but difficult to traverse. Horse travel on the shoreline was probably the fastest and least dangerous mode of transportation.

The first passenger railroad to reach the Oregon coast from Portland traveled to Seaside in 1898. The journey, which passed through Astoria, took about four and a half hours. Previously, trips to the ocean were generally for long periods of time, but the advent of the train made trips for just a few days possible. The Saturday afternoon train from Portland became known as the “Daddy Special” since it allowed fathers to join their wives and children at the coast for a brief weekend visit.<sup>30</sup> By 1907, access to Tillamook County, and its beaches, was still limited and time consuming. *The Oregonian* long lamented the lack of rail connection from the Portland area to the Tillamook County beaches, but the railroad was not completed to the area until 1911. In 1910, *The Oregonian* reported on the coming of rail to the Tillamook beaches the following year. The article delighted in the fact that the rail line would open up new beaches to city dwellers, as well as spur development of new hotels and additional lines of travel.<sup>31</sup>

T. B. Potter, a Kansas City real estate agent, envisioned a resort along the Bayocean Spit and began to promote an easy form of transportation to Tillamook to help to make it a reality.<sup>32</sup> His dream was to build a version of Atlantic City on the Pacific Coast, but to do so he would need easier access to and from the sea.<sup>33</sup> He apparently convinced E. E. Lytle, President of the Pacific Railway and Navigation Company, who announced they were constructing a rail line from Hillsboro to Tillamook’s Bay City, a town within view of Potter’s site. The railroad, after a few set backs and a number of complications, finally took its first run on October 11, 1911.<sup>34</sup> This

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30. Gail Wells, “Tourists Discover the Oregon Coast,” Oregon Historical Society, Oregon History Project, [http://ohs.org/education/oregonhistory/narratives/subtopic.cfm?subtopic\\_ID=570](http://ohs.org/education/oregonhistory/narratives/subtopic.cfm?subtopic_ID=570) (Accessed April 1, 2009).

31. *The Oregonian*, “Oregon Beach Resorts Entering on Heyday of Their Popularity,” July 31, 1910, 10.

32. Charles Oluf Olsen, “Bayocean Park, Tillamook County: 1937,” in *Tillamook Memories* (1972, Tillamook Pioneer Association), 128-137.

33. Gail Wells, “Tourists Discover the Oregon Coast,” (Accessed April 1, 2009).

34. *The Oregonian*, “New Line to Tillamook,” January 12, 1912, 6.

line dramatically cut the travel time to Tillamook's beaches and a number of resorts began to take shape. Bayocean was one of the first to be systematically planned, but hotels, tent cities, and summer cottages were already taking shape along the coast, especially in Neskowin, Rockaway Beach, Nehalem, Wheeler, and Manhattan Beach.

E. E. Lytle had driven an early model automobile home from one of his first trips to check on the progress of his new coast railroad. The trip took more than nine hours, but was still hailed as a record for one of the fastest automobile travel times ever between Portland and the coast.<sup>35</sup> Accordingly, the train was viewed as a very effective form of transportation for both the tourist industry and for the goods produced by Tillamook's various industrial practices. It was thusly welcomed with excitement.

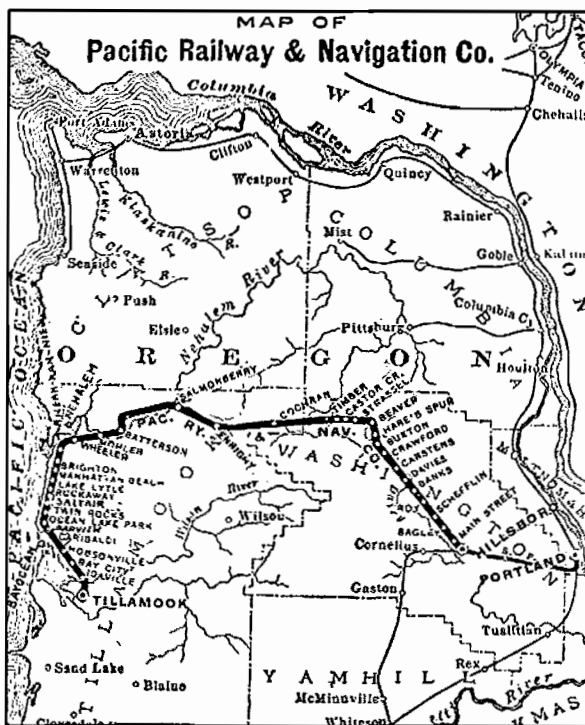


Figure 4: Map of Pacific Railway & Navigation Co. Line from Hillsboro to Tillamook. Tillamook County Beaches Tourism Pamphlet. c. 1916. University of Oregon Library's Special Collections.

While the rail line into Tillamook County was well used and liked, it did not alleviate all of the transportation troubles across the county (figure 4). Traveling north, from Tillamook City to Neahkahnie Beach or Netarts, was difficult at best, until roads were established in later decades. Travelers took the train from Portland to Wheeler where they boarded a boat, which took them across the bay and then they finished the journey by stagecoach.<sup>36</sup> The years following the establishment of the rail lines saw a growth in the communities along the line to Tillamook City, but the rail line had

35. *The Oregonian*. "Inspects Railroad Work," June 27, 1907. 4.

36. Thomas Vaughan, ed., *Space, Style, and Structure: Building in Northwest America*, 342-343.

less influence on the southern portion of the coast and the northern towns between Wheeler and Seaside, as they were still relatively difficult to access.

Very few cars were owned in the United States prior to 1900. Americans owned somewhat less than a thousand cars at the beginning of the 20th century. By 1920, that number had jumped to nearly eight million.<sup>37</sup> The Motor Age, often described as starting in 1914, the year Model-T sales dominated the U.S. automobile market, marked the true beginning of the first great wave of coastal recreational development in Tillamook County. By 1924, one in seven Americans owned a car, and by 1929, automobile manufacturing had become the largest industry in the United States.<sup>38</sup>

Automobiles required highways. The Oregon Coast Highway progressed slowly during the early part of the 20th century, but by 1941 it was complete and linked to a network of paved roads connecting the coastline to the rest of the state. The growth of the highway system has had the single most profound effect on the growth of the recreational housing market—eclipsing any other single development factor in Tillamook’s history.

There were a variety of road types in use in the county before the completion of the Oregon Coastal Highway in 1941. Dirt, wood plank, rock and gravel, macadam surfaced, and bituminous surfaced roads were all prevalent materials.<sup>39</sup> The most common early road was a surface of packed dirt, mostly cleared of rocks, brush, and foliage. Because of Oregon’s extremely wet weather, plank roads often supplemented dirt roads where wet earth made travel difficult or even impossible.<sup>40</sup> Early in the 20th century, some towns along the coast constructed plank roadways and bridges to connect to nearby areas.<sup>41</sup>

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37. Frederic Logan Paxson, *Recent History of the United States* (Cambridge, Massachusetts, Houghton Mifflin Company, 1931), 392.

38. “Evolution of the U.S. Auto Industry: 1900 to the Present,” (Congressional Digest, February 2009), 34.

39. Oregon State Highway Department. Map Collection, <http://boundless.uoregon.edu/digcol/ormaps/index.php>. (accessed March 23, 2009).

40. Mary Evelyn Metcalf. *Oceanside Oregon: Treasure by the Sea* (Arlington: AMC Designs, 2002), 50.

41. Tillamook County Pioneer Museum, Historical Photograph Collection. (Accessed May 19 2008).

Another common early road type was the macadam surfacing technique, named for the 19th century developer of the road type, John Loudon McAdam. This technique had been widely used in the United States since its conception in the early part of the 19th century. By the early 20th century, macadam roads were constructed of stones of granite, basalt, limestone, and flint, or any other locally found rock, which could then be broken up into 1½ to 2 inch pieces, that were laid in two, four-inch layers, and were steam rolled one layer at a time until they were each compressed.<sup>42</sup> Small crushed particles, tar, or bitumen mixed with water helped to form a hard coating on the surface of the road.<sup>43</sup> This process formed a strong surface that held up well to early stagecoach and automobile traffic, but deteriorated rapidly with the increased use of the automobile. By 1941, most of the larger, and many of the smaller, state and county roads in the Tillamook area were covered with a bituminous surface or paved with concrete.<sup>44</sup>

The rapidly expanding routes of automobiles demanded more paved roads. To deal with this, the Oregon Highway Department was created in 1913 by an act of the Legislative Assembly. The Oregon Highway Department's first slogan was "Get Oregon Out of the Mud." A number of cities in Tillamook County also began paving streets well before it was commonplace to do so in these small coastal towns. The resort community of Bayocean was an early proponent of paved roads in the county, paving most of the city streets by 1909. Tillamook City followed suit and entered into a contract in May of 1912 with the Warren Construction Company to begin to pave all their roads throughout the city.<sup>45</sup>

In 1916, the Oregon State Highway board tentatively planned a statewide highway system

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42. Frances Wood, *Modern Road Construction. A Practical Treatise for the Use of Engineers, Students, Members of Local Authorities, etc.* (London: C. Griffin, 1912), 15.

43. *Ibid.*, 16.

44. Oregon State Highway Department. Map Collection. 1941.

45. Caroline Hataway Kinnamon, *Tillamook Lest We Forget* (Tillamook County Pioneer Museum. 1979), 108.

that would equitably serve all areas of the state.<sup>46</sup> The Tillamook County area was initially slated for the Oregon Coast Highway and a single highway from the southern county line to run to McMinnville. In 1918, the Oregon State Highway Division published a map of all official paved automobile roads (figure 5). To travel to the Tillamook County beaches, there were two possible routes: a northern route through the city of Astoria and then south down the coastal road and a southern route connecting to the coastal highway through McMinnville. This large route was

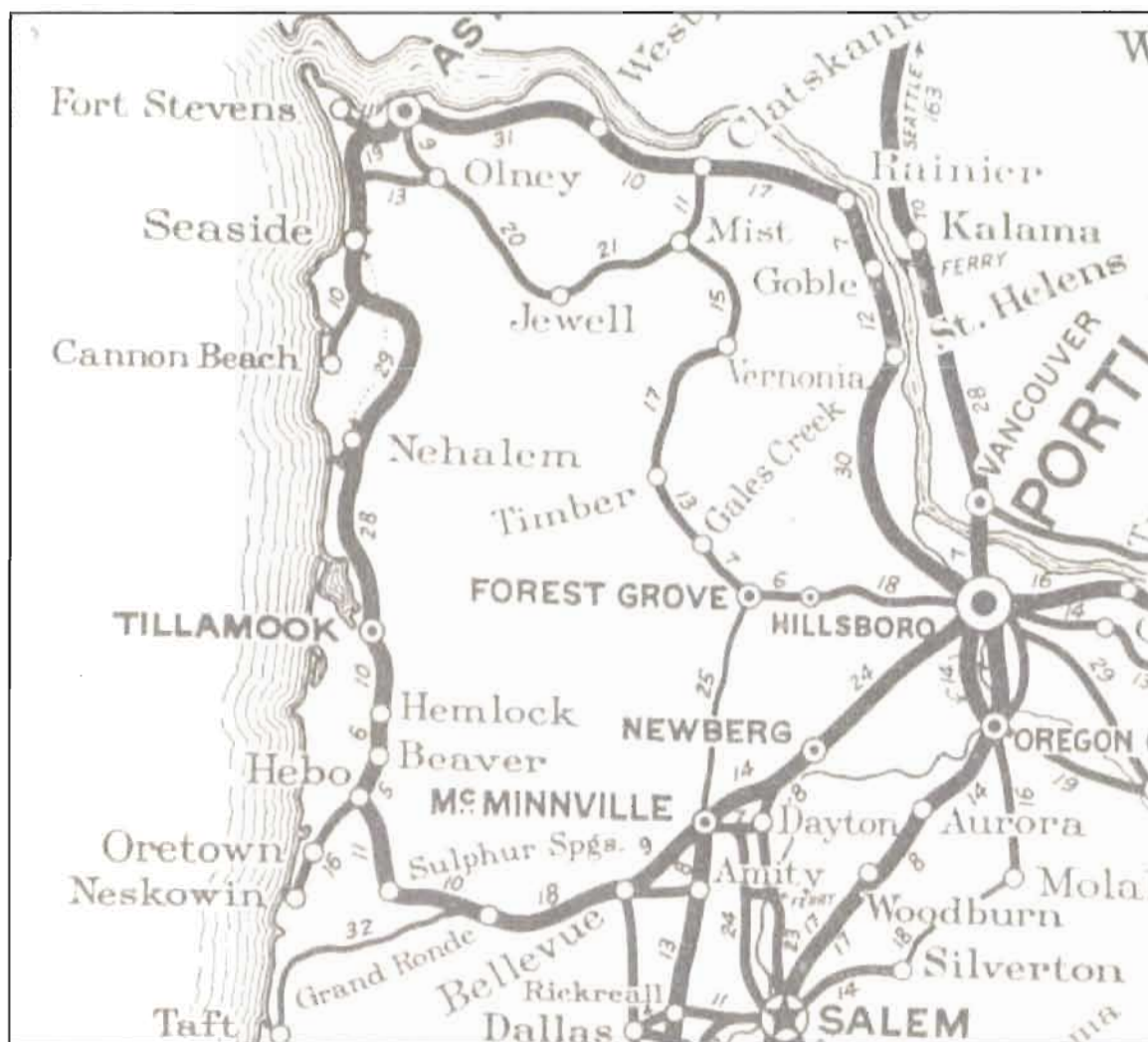


Figure 5: 1918 State Highway Department's official automobile road map for the state of Oregon. Courtesy of University of Oregon Libraries' Oregon Maps Collection. [http://boundless.uoregon.edu/cdm4/item\\_viewer.php?CISOROOT=/ormaps&CISOPTR=0&CISOBX=1&REC=6](http://boundless.uoregon.edu/cdm4/item_viewer.php?CISOROOT=/ormaps&CISOPTR=0&CISOBX=1&REC=6). (accessed May 14, 2009).

46. Oregon State Highway Department, "Third annual report, to the State Highway Commission," University of Oregon Libraries' Oregon Maps Collection. c. 1916. [http://boundless.uoregon.edu/cdm4/item\\_viewer.php?CISOROOT=/ormaps&CISOPTR=0&CISOBX=1&REC=6](http://boundless.uoregon.edu/cdm4/item_viewer.php?CISOROOT=/ormaps&CISOPTR=0&CISOBX=1&REC=6). (accessed May 14, 2009).



publicized in newspapers and brochures as the “Tillamook Beach Loop.” The distance between Portland and Tillamook on the southern route was 102 miles and then to continue up the coast and through Astoria back to Portland was another 183 miles.

In 1921, H. W. Lyman, an automobile reporter for *The Oregonian*, took his Paige-Detroit four-passenger, sport model out for a weekend around the Tillamook Loop. He reported that, at this time, the Tillamook County Beach Loop was a mix of surface types, but all reportedly in fair condition. His trip took him through McMinnville and Sheridan on mostly paved roads and then the portion from Sheridan to Tillamook was surfaced with gravel, but was undergoing improvement. The roads in Tillamook City were mostly paved by this time. Lyman reported that the road up the north coast was surfaced with a macadam surface. Lyman believed that the road all along the north Tillamook coast would be passable, even after a rainstorm.<sup>47</sup> Even in the teens, travel time to and from the beach was such a time consuming affair, it was relatively uncommon to go on a trip just for the weekend. Lyman showed that a round trip was now possible over a long weekend. Subsequently this type of quick travel was gaining popularity among tourists and travelers looking for a getaway to the ocean beaches. The report that Lyman was able to comfortably travel to the beach for just a weekend marked and publicized an enormous improvement in the ease of travel.

Around 1920, the road leading to the south coast past Neskowin was completed. When the road was constructed, the large hemlock and fir trees removed from the path were cut in short lengths and corded along the road’s edge. Reportedly the market for wood was so saturated, that much of the removed timber remained in piles along the highway well into the 1940s and early 1950s.<sup>48</sup>

In the fall of 1921, a tax was passed to raise nearly \$35,000 for a road from Manhattan

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47. H. W. Lyman, “To the Tillamook Beaches with a Paige Little Six” *The Oregonian*, Vol. XL. No. 36. September 4, 1921.

48. *Oregon: The American Guide Series*, Compiled by Workers and Writers of the Works Projects Administration in the State of Oregon. (Portland: Binford and Mort: 1940), 372.

Beach and around Nehalem Bay to the town of Nehalem. This made practically all the northern beaches of Tillamook County accessible by hard surfaced road from Tillamook City.<sup>49</sup> By 1925, there was substantial talk of a possible highway running from Forest Grove to the City of Tillamook. At this time, the available auto routes still consisted of the northern route through Astoria and southern roadway through McMinnville, although much of these roadways were not paved at this time.

In 1926, the construction of a central route to the beach between Tillamook and Forest Grove was promised (figure 6). In 1925, Charles E. Gratke, while reporting for *The Oregonian*, stated that the Wilson River Road would now be able to move forward since the legislature passed a law allowing “the construction of toll roads by private companies.”<sup>50</sup> In a 1928 Road Map of Oregon it is possible to see the beginning of that road, which was eventually named the

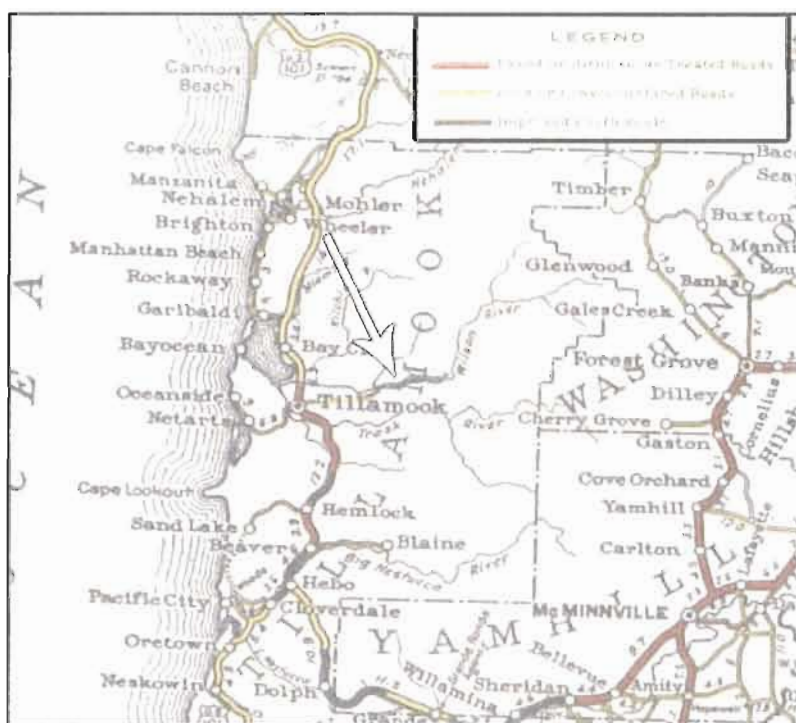


Figure 6: 1928 Oregon State Highway Map. Beginning of the Wilson River Highway is visible leaving Tillamook City to the east. © Oregon State Highway Department. University of Oregon Libraries' Oregon Maps Collection.

49. *The Oregonian*, “Beach Road is Assured: Tillamook Election Provides Five Mill Tax,” 1925. 9.

50. Charles E. Gratke, “The Tillamook Beach Loop,” *The Sunday Oregonian*. May 24, 1925. Section 7. 1.

Wilson River Highway. The Wilson River Highway construction was touted as the greatest automobile transportation development for the beaches of Tillamook County. Unfortunately, the construction of this highway was met with a number of setbacks. The road was started in earnest in 1928 from Tillamook City. Only a short portion was finished before the beginning of the Great Depression when construction was postponed. The first and second fires of the Tillamook Burn disrupted the restarted efforts in 1933 and 1939 (figure 7). While the road had been described as early as 1894 as a route for stagecoaches, it is not shown on automobile maps until after 1941.<sup>51</sup> It appears that the Wilson River Highway was mostly completed by 1936, but not fully operational then.<sup>52</sup> The completion of this highway cut the driving distance from



Figure 7: Construction of Highway 6 (Wilson River Highway) at the Wilson River cutoff in 1938. Note the barren landscape created by the Tillamook Burn. Photo courtesy of Oregon State Archives, Oregon Department of Transportation, OHGD511.

51. Oregon Road Map, 1941, Oregon State Highway Department, University of Oregon Libraries' Oregon Maps Collection.

52. Richard Nokes, "A Trip to the Seashore for Sunday Drivers," *The Oregonian Magazine*, May 15, 1949, 5.

Portland to Tillamook City from 102 miles to 72 miles, making Tillamook County's beaches the closest, easiest to reach beaches from Portland.

The north-south axis of the highway system was growing as well. By 1930, the northern route of highway 101 was finally listed as an oiled macadam road, rather than a gravel or rock surfaced road. The chairman of the Oregon State Highway commission, Leslie Scott, announced that at the turn of the century there were hardly any thing but wagon roads along the coast and that by May of 1932, the Oregon Coast Highway consisted of 396 ½ miles of paved or graded and ready to be paved roadway.<sup>53</sup> Prior to this time, there had been ferries at the five largest river outlets on the coast. A 1936 tourist pamphlet published by the Oregon Department of Transportation, announced that the Oregon Coast Highway had eliminated the ferries by building a series of coastal bridges. The ferries, they stated, "were a rest and a diversion, but progress demanded bridges in their stead."<sup>54</sup> They also advertised the fact that the Oregon State Highways required "no tolls" because Oregon roads were funded through a "reasonable gasoline tax."<sup>55</sup> *The New York Times* even reported on the "impressive design" of the Oregon coastal bridges in a 1935 article titled "Bridges Link Coast Road."<sup>56</sup> Conde B. McCullough, who designed all of the coastal bridges, also constructed highly stylized bridges throughout the state, which continue to enhance the landscape today.

The portion of roadway on the ocean side of the Neahkahnie Mountain, the area of coast between the city of Manzanita and Cannon Beach, had been proposed for development, but was an extremely difficult road to construct. There had been talk of completing this portion of the road as early as 1909. Some of the roadway was actually completed, but was abandoned

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53. Leslie M. Scott, "Oregon Coast Highway," *Oregon Historical Quarterly*, 33 no. 3. (1932), 268.

54. Oregon Department of Transportation, "Drive Oregon Highways," Pamphlet. 1936.

55. Ibid.

56. Charles F. A. Mann, "Bridges Link Coast Road," *New York Times*, December 15, 1935; ProQuest Historical Newspapers. *New York Times* (1851 - 2005), 8.

after 1910 following a few fatal accidents.<sup>57</sup> The process of building a highway around the cliff side of the sixteen hundred foot mountain proved to be costly and laborious, and was not completed until well after the Works Progress Administration was assigned the project in 1935.<sup>58</sup> John Yeon, a architect, naturalist, and preservationist helped to shape the landscape of the Neahkahnie area by lobbying for a more thoughtful road around the mountain. The road that had been planned was a straight line across the base of the mountain. Yeon described this by lamenting that “this involved blasting great portions of [the mountain] into the sea.”<sup>59</sup> He first lobbied Leslie Scott, the head of the Highway Department in Oregon, in an attempt to see something more thoughtful, but when this was unsuccessful, he went to Washington D.C. to speak with the chief of the Bureau of Public Roads. They sent their chief landscape architect, Wilbur Simonson, to Oregon to persuade the Road’s Board to look for another option.

While this pressure from Washington helped to change the minds of the State, no design had been agreed upon. It was around this time that Yeon had his idea of how to build the Neahkahnie Mountain road. Yeon had constructed a clay model of his proposed road, detailed in the way he thought it should be designed. His design was “four or five feet long,[...] it showed masonry retaining walls holding up the road instead of blasting [out the] concrete.”<sup>60</sup> A picture of the model was featured in *The Oregonian* where the state bridge engineer, Conde B. McCullough, saw this picture in the paper and decided to try something similar around the mountain.<sup>61</sup> Today the highway hugs the edge of the mountain and has turnouts for motorists to pull off and enjoy the astounding view. The roadway was engineered to work with the natural topography of the site. The rock walls and concrete curbing were conceived as safety measures,

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57. Helen Over, “Mountain Highway Now Traverses Historic Route,” *The Oregonian*, February 22, 1942.

58. Ibid.

59. John Yeon interviews, 1982 December 14, 1983 through January 10, 1984, Archives of American Art, Smithsonian Institution.

60. Ibid.

61. Ibid.

but are an intriguing artistic addition to the roadway.<sup>62</sup>

In 1937, *The Oregonian* reported that “the Oregon Coast Highway and the mile-a-minute flivver opened the entire ocean front.”<sup>63</sup> The coastal highway, by 1941, had nearly all the routes that are in place today. The Oregon geologist at that time, Warren D. Smith, described the Oregon Highway by saying, “The Coast Highway, paralleling the coast, and in most cases running very close to the shoreline, is the chief feature, in the matter of transportation that makes our coast so accessible.”<sup>64</sup> He goes on to say that the new highway “from all points which go to make for excellence in a highway, this is perhaps the world’s premier example.”<sup>65</sup> While the highway’s original intent was to be constructed to aid our military defenses along the west coast, it has mainly served as a route for tourists to explore the small cities and towns along the ocean shore. Smith related its recreational virtues by commenting, “Small towns, inns, service stations, and vacation camps are conveniently spaced along it, so that one is always in touch with civilization, and yet within hail of the forest and wilderness of the back country.”

Transportation development continued to improve in the 1950s and 1960s. During the 1950s a highway was constructed across the Nehalem Bay, which then reconnected to Highway 101.<sup>66</sup> This type of roadway improvement is typical, and continues today along the coast. The roadways in Tillamook, and all across the country, have seen constant growth and development since the end of World War II. New safer roads reshaped and reinvigorated America and were the beginning of another era in coastal development. The country was focused on returning to civilian life. The rise in homeownership, wages, population growth, and the increased use of the automobile created a burgeoning interest in recreation and a growing market for the coastal

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62. Samuel N. Dicken, *Pioneer Trails of the Oregon Coast* (Oregon Historical Society: Portland, Oregon, 1971).

63. “Oregon’s Beach Resorts” *The Oregonian*. July 5, 1939. 1.

64. Warren D. Smith, *The Scenic Treasure House of Oregon* (Portland, Oregon: Binford and Mort, 1941), 74.

65. *Ibid.*, 75.

66. Tillamook County Planning Commission, “A Proposed Preliminary Comprehensive Plan: Barview-Rockaway Beach Area,” (Tillamook County, Oregon 1966), 54.

tourist industry.

Americans' new relationship with the automobile in the post-war society made weekend travel ever more attainable. The expansion of the suburb had begun and Americans were looking to travel to other bucolic retreats. The downtown cores of larger cities, including the central districts in Seattle and Portland, began to see a marked decline in investment, population, and development, while the planned communities of the outer-edges of the city, the suburbs, saw the beginning of their greatest era.<sup>67</sup> These changes in transportation inevitably helped to create a landscape that resembles the one visible today. The expansion of Oregon's transportation infrastructure also gave the Oregon Department of Transportation (ODOT) the perfect opportunity to develop new slogans to promote its work during this period. These slogans included: 1957—"Building Oregon Thru Better Highways," 1958—"Oregon Freeways...Symbol of 2nd Century Progress," and in 1961—"Freeways are Easier."<sup>68</sup> It was the ease of travel that has helped to create the tourist industry that we know today, and shaped the coastal communities of Tillamook County.

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67. Alison Isenberg, *Downtown America: a History of the Place and the People Who Made it. Historical Studies of Urban America* (Chicago: University of Chicago Press: 2004), 14.

68. Oregon Department of Transportation, "History Center." Oregon State Government. <http://www.oregon.gov/ODOT/CS/BSS/historycenter.shtml> (accessed February 8, 2008).

## CHAPTER IV

### DEVELOPMENT OF RECREATION ALONG THE COAST

Recreation has long been an important aspect to the American way of life. As urban centers of America grew, cities began looking for ways in which to incorporate the natural into the urban landscape. Boston's Walden Pond and New York's Central Park are two early examples of a city creating natural space within its urban boundaries, but countless other examples both preceded and followed. There was an innate understanding that getting away from the city for respite and relaxation was good for one's overall well-being. The ocean was viewed as an escape that could be regenerating to one's health in such a way that doctors would often "prescribe" a month by the sea as a part of a treatment plan for various ailments. *The Medical Record*, a weekly journal of medicine and surgery, spoke of the benefit of visiting the sea often, and for various ailments. In a 1902 edition, a contributing doctor spoke of the regenerative nature of the sea by stating, "sea bathing is beneficial in most instances [...] by diving under the waves, the entire upper-respiratory tract is cleansed and stimulated in a most remarkable manner."<sup>69</sup>

This theory of resting by the ocean had long been practiced by human cultures and Americans were no exception. Beyond understanding the healing powers of the ocean, there was also a general understanding about the euphoria of simply visiting the sea. It was simply fun, the ocean, with all its grandeur and scenery was the perfect location for many of America's favorite pastimes. Hunting, fishing, camping, and hiking, were all popular pastimes at the beginning of

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69. W. Preudenthal, M.D., "Some Hints to the General Practitioner on the Treatment of Chronic Nasopharyngeal Catarrh." *Medical Record*. Vol. 62. No. 1. August 9, 1902. 213.



the 19th century. In the Pacific Northwest, immigrants from the eastern sea shore had brought the long held tradition of the summer vacation with them as they moved west. Although Pacific Northwest summer months were not generally unbearably hot as they were in many eastern cities, city dwellers still looked to leave for the summer. Beyond their institutional memory, the choice of when to recreate was likely also regulated by the closing of the schools and the downturn in business during the summer months. Bertha H. Smith, a travel reporter during the early part of the 20th century noted in “Sandyland,” her article about beach travel on the Pacific Coast that, “Summer is the time for going from where one is to where one is not. A habit, once the prerogative of the more than well to do, has become the common property of the great American Everybody.”<sup>70</sup> This notion that the “American Everybody” could afford to travel in the summer, marks the beginning of what eventually became the typical American summer vacation.

The American Canoe Association and the League of American Sportsmen published *Recreation: A Monthly Publication Devoted to Everything the Name Implies*, to discuss all recreation related matters.<sup>71</sup> It had been in print since as early as 1898 and was certainly not the first publication of its type. Because Americans had steadily been moving into urban centers, they were increasingly looking for opportunities to recreate in bucolic, tranquil settings. The ocean, especially if you lived in the Pacific Northwest, turned out to be the perfect escape.

Seaside, Oregon, Washington’s Puget Sound, and Victoria Island all experienced early movements toward coastal recreation. Metropolitan areas focused on retreats that were close to home, making travel between the two as easy as possible. City dwellers quickly found the coastal atmosphere a pleasant alternative from the bustling city life. Early travelers to ocean communities often stayed with friends or family, tent camped for the summer, or stayed in one of the few ocean-side resort hotels.<sup>72</sup> In the teens and twenties, more summer cottages were built, the tent

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70. Bertha H. Smith, “Sandyland,” in *Sunset, the Pacific Monthly*, Vol. 33. July. Southern Pacific Company’s Passenger Department (San Francisco: Southern Pacific Company Publishers: 1913), 291.

71. G. O. Shields. *Recreation: A Monthly Publication Devoted to Everything the Name Implies*. December 1903. New York. i.

72. *The Oregonian*, “Pastimes Attract Hosts of Visitors to Seashore,” Portland, Oregon. August 8, 1915.

cities were often replaced with simple, one-room bungalow cities, and more hotels and resorts were constructed along the coast. Over time, communities grew in clusters around these early retreats.

One of the first references to the budding tourist industry in the Tillamook County area was in *The Handbook to the Pacific Northwest*, published by *The Oregonian* in 1894. Tillamook County's largest cities at the time were Tillamook, Bay City, Nehalem, and Garibaldi.<sup>73</sup> In 1894, Netarts Bay and Nehalem were both planning summer resorts to take advantage of the hundreds of campers who visited the coast annually from the Willamette Valley.<sup>74</sup>

The typical early recreational beach house consisted of a modest dwelling, constructed of locally available materials, frequently with a front porch or deck facing the sea. The earliest examples are set back along the tree line to help protect the structure from climatic events. Houses built after World War II are much less likely to be set back behind the tree line. As construction practices improved and waterproof materials became available, housing began to be constructed in the flat vegetation closer to the sea. These houses are similarly styled to their city dwelling counterparts, but often smaller and more whimsical in nature. Most towns began with just a few houses and grew organically over time, while others were platted and advertised as well-planned resorts. Tillamook County had more than a dozen recreational towns along its coast. Each offered visitors a slightly different coastline, town center, and a fantastic view of the Pacific Ocean (many of these towns are visible on the 1935 motor coach map as shown in figure 8).

Before it was customary to own a beach house of one's own, most vacationers visited the beach and either stayed in large resort hotels or camped along the shore. The largest, most modern hotel was the Tillamook Hotel in Tillamook City. Tillamook was frequently advertised as the metropolis of the area because of its "hotel, paved streets, schools, churches, and mercantile

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73. *The Oregonians Handbook of the Pacific Northwest*, *The Oregonian*, 232.

74. *Ibid.*, 242.

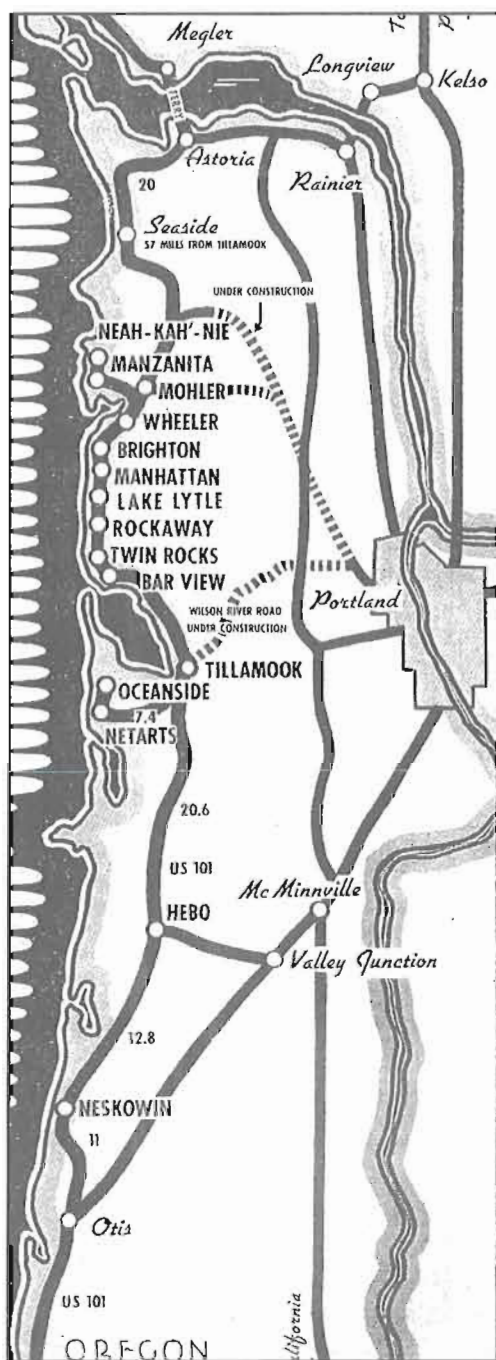


Figure 8: Oregon Motor Stages service map to major beach destinations in Tillamook County, 1936. Oregon Collection. Special Collections, University of Oregon.

establishments worthy of a metropolis.<sup>75</sup> The number of hotel offerings in the county grew quickly with the introduction of new transportation. By 1914, three years after the Pacific Railway and Navigation train arrived to the north coast, there were resort hotels in most of the county's coastal towns.<sup>76</sup> These resorts varied in size and style. Some hotels were simply decorated bungalows, while others were to grand structures with classical details. The Bayocean Annex, which opened in 1911, was a fine example of a premier hotel that opened after the train line was completed. Groups of family campers were also very common in these beach-side towns long before any substantial housing was constructed. Some of the first elements of the recreational housing development are reminiscent of these semi-permanent camps.

Camping was an extremely popular recreational activity early in the history of the Pacific Northwest. Numerous coastal areas' history begins with stories of campers coming and spending the summer. These "tent cities" became larger and offered more services with each coming year. They often spurred development of dance halls,

75. Southern Pacific Line, "Tillamook County Beaches," Tourism Pamphlet. c. 1914. Oregon Collection. University of Oregon's Libraries, Special Collections.

76. Ibid.

sanitariums, stores, and other support services for the yearly visitors.<sup>77</sup> In 1914, there were tent sites at Neah-Kah-Nie, Bar View, and Neskowin.<sup>78</sup>

Following is a contextual overview of some of the recreational towns along the coast, highlighting their relationship to the tourist industry, their growth, sometimes their demise, and their recreational atmosphere today.

#### BAYOCEAN

Bayocean Park had an interesting, albeit short, history. It was one of the grandest resorts ever conceived on the Oregon coast and it was one of the driving forces behind the completion of the railroad to Tillamook City. Bayocean was cleverly named for its proximity to both the sea and the bay (figure 9). T. B. Potter, a real estate developer from Kansas City, visited the area, on doctor's orders to rest and breathe the fresh ocean air. He immediately envisioned turning the Tillamook Spit into the Atlantic City of the west. He soon set to work and the Potter-Chaplin Realty Company began to develop this high-end resort by the sea.<sup>79</sup>

The first, and symbolically the last, resident of Bayocean was an entrepreneur from Portland, named Francis B. Mitchell. He bought the first lot in town and started the post office with a small hotel on the second floor. The town was originally platted with two hundred lots, but by 1914 popularity had outgrown the original plan and soon after, six hundred lots had been sold. The town was well on it's way to becoming the resort Potter had envisioned.

*Sunset, the Pacific Monthly*, a publication by the Southern Pacific Company's Passenger Department, advertised Bayocean in their development section in 1913. Bayocean was created, they declared, as a "recreation city where mountains, forest, stream, and ocean meet," that was

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77. Ibid.

78. *The Oregonian*, "News From the Beach," Portland, Oregon, July 5, 1931. 2.

79. Joseph Gaston, *Portland, Oregon, its history and builders: in connection with the antecedent explorations, discoveries, and movements of the pioneers that selected the site for the great city of the Pacific* (Chicago: S. J. Clarke Publishing Co., 1911), 238.



Figure 9: Aerial view of the Bayocean Spit. Courtesy of the Tillamook County Pioneer Museum.

built for “permanency as well as beauty and comfort.”<sup>80</sup> This aggressive advertising campaign was used to sell lots, spur development, and promote an air of excitement about coming to stay at the grandest resort on the Oregon coast. Bayocean had a “large number of well built and sightly summer cottages.”<sup>81</sup> The tent city in Bayocean was particularly well known, and was often referred to as a “bungalow city,” because of the military precision with which it was platted (figure 10). The tents, which were of a more permanent nature, frequently had electricity, and were located in a small grove to protect the inhabitants from the wind and the rain.<sup>82</sup>

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80. Charles K. Field, *Sunset, the Pacific Monthly*. Vol. 31. No. 4. October. (San Francisco: Southern Pacific Company Publishers: 1913), 577.

81. Southern Pacific Railroad, “Seashore: Tillamook County.” Tourist Pamphlet, c. 1915. Oregon Collection. University of Oregon Library’s Special Collections. University of Oregon Library’s Special Collections. 3.

82. *Ibid.*



Figure 10: Bayocean bungalow city. Note the organization and neatness of the “tent city.” Courtesy of the Tillamook County Pioneer Museum.

Bayocean advertised a variety of activities for the coastal tourist. Organized trips for deep sea fishing were advertised as early as 1914, along with trout fishing, clam digging, and crab catching.<sup>83</sup> Hiking and hunting were also described in detail for almost all the Oregon coastal retreats from the beginning of the 20th century, and Bayocean was no exception. While these natural recreational activities are a

major draw to the coast Bayocean offered visitors amenities such as a natatorium with a heated saltwater swimming pool that had artificial waves, as well as a dance hall and a large hotel.<sup>84</sup>

Bayocean was conceptualized as a tourist mecca, and the amenities that were established created a delightful tourist destination with top-notch attractions. The town had something for all budgets and interests.



Figure 11: Bayocean beach house. nd. Courtesy of the Tillamook Pioneer Museum.

Fifty-nine homes were constructed prior to Bayocean succumbing to erosion and falling into the sea (figure 11). This erosion had begun by 1930, and in 1932, the Natatorium, with its heated pool and wave-maker, washed into the sea. In 1941, after progressive worsening of the situation, John Aschim, Secretary and Manager of the

83. Southern Pacific Railroad, “Seashore: Tillamook County.” Tourist Pamphlet. c. 1915. 3.

84. Ibid. 11.

Tillamook Chamber of Commerce, wrote to President Roosevelt to ask for assistance with the Bayocean erosion problem.<sup>85</sup> Houses followed suit, and by 1959, the last house had washed into the sea. It is reported by locals that five houses were moved before the erosion encroached onto their property. One, the Pagoda House, was moved to 3rd and Pacific Street in Cape Mears, where it still stands today (figure 12).



Figure 12: The Pagoda House. Photo courtesy of Chris Woods.

As tourism plummeted during the Depression an interesting group of occupants moved into the Bayocean Hotel (figure 13). Only a few references are made to this group who called themselves The Artisans Cooperative Community. The group, comprised of two or three families and a few single men, were “drifters and products of the Depression.”<sup>86</sup> *The Oregonian* reported in

85 Thomas A. Terich & Paul D. Komar. “Development and Erosion History of the Bay Ocean Spit, Tillamook Oregon.” September 1973. Oregon State University. School of Oceanography. 141-142.

86 Ibid. 55.

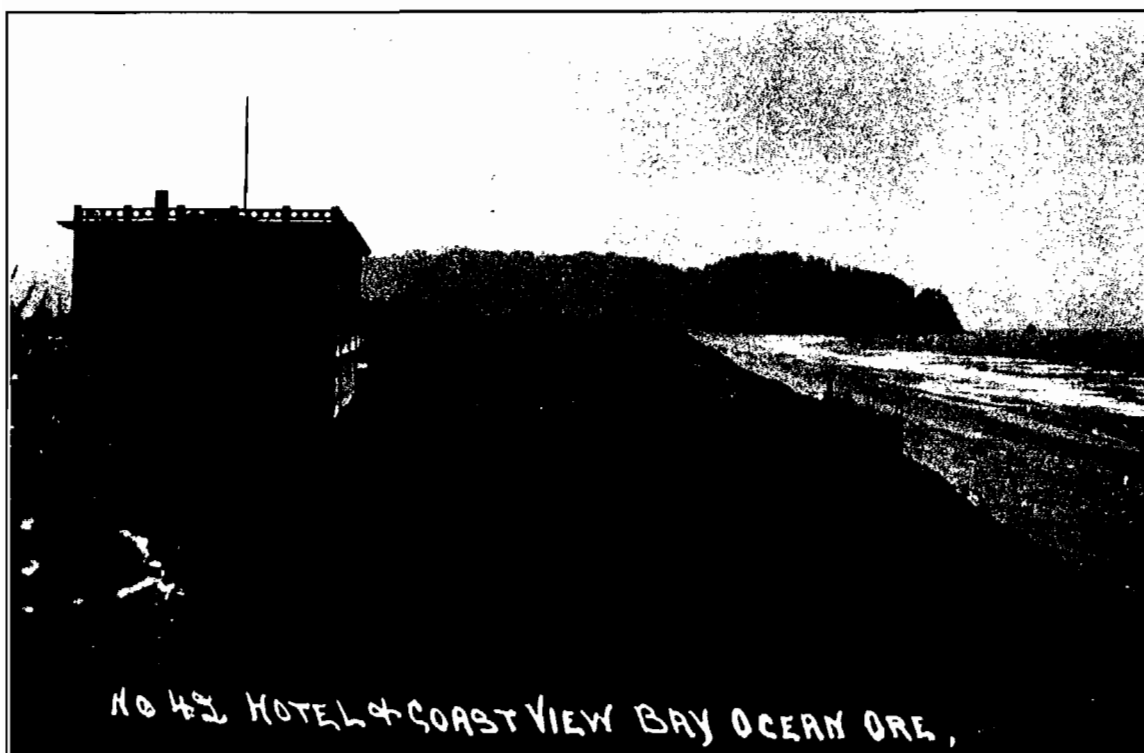


Figure 13: Bayocean Hotel. Courtesy of the Tillamook Pioneer Museum.

June of 1935, in a article titled, “Beach Colony Growing,” that a few families were given permission to live in the Bayocean Hotel, where they set up a communal living situation. The women did the household chores and the cooking and the men tended to the garden and went fishing. They sold their seafood in the local market. At some point, the cooperative was recognized by the federal government and given three-thousand-nine-hundred “to purchase fishing equipment and building materials.” *The Oregonian* published one other news article about the group in 1935, and then they apparently dispersed along with the rest of the town.<sup>87</sup> Long gone were the days of the large groups of spectators who came to visit the Atlanta City of the west and eventually the beautiful beach cottages all slipped into the sea.

While Bayocean is a tragic story of loss, the city’s history was captured in a number of photographs that provide a glimpse of early beach houses in this planned resort. The lots for these retreats were platted and then sold to individual buyers, who either hired an architect or

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87. Ibid., 56.



builder to construct the house. The architecture in Bayocean was very formal and consisted of homes with all the amenities of the city, as noted earlier; even the tent district in Bayocean had electricity. A 1912 advertising bulletin in *Sunset, the Pacific Monthly* extolled the qualities of this city's amenities as being akin to "living at home so far as conveniences go, for nothing has been left to the imagination there. Fine mountain water piped all over the grounds, hundreds of electric lights in every conceivable nook and corner, cement walks, paved streets, convenient and well-stocked stores, telephone connection, and good mail service."<sup>88</sup>

Bayocean suffered the greatest erosion losses of any recreational community in the Pacific Northwest (figure 14). The erosion, according to a 1970 report by Oregon State University, was likely caused by the construction of a jetty on the north side of the Tillamook Bay en-



Figure 14: Bayocean house succumbing to erosion. 1947. Courtesy of the Salem (Oregon) Public Library Historic Photograph Collections. Mr. Ben Maxwell Collection. OTB.1.1

trance.<sup>89</sup> The jetty, constructed in 1917, "obstructed the seasonally reversing long shore sand transport," which created an environment where sand was moved and redeposited elsewhere.<sup>90</sup> It is terrible that such a magnificent, well planned resort was lost to sea. Potter was right that it was a one of the most beautiful places along the Oregon coast.

#### MANZANITA

Manzanita has long been popular with vacationists. Its history is intrinsically

88. Charles K. Field, "Bayocean: 'The Playground of the Pacific Northwest.'" *Sunset, the Pacific Monthly*. Vol. 28 January-June. Southern Pacific Company's Passenger Department. (San Francisco: Southern Pacific Company Publishers: 1912), 641.

89. Thomas A. Terich and Paul D. Komar, "Development and Erosion History of Bayocean Spit, Tillamook Oregon." (School of Oceanography, Oregon State University: September 1973, Reference no. 73-16), 116.

90. Ibid.

linked to the history of Neahkahnie Beach, since they are only separated by a small knoll. Development has occurred in such a way that, anymore, it is nearly impossible to differentiate one town from the other. Manzanita is bound “on the west by the Pacific Ocean; on the south and east by Nehalem Bay, [and] on the north by Neahkahnie Mountain.”<sup>91</sup>

Manzanita’s name is derived from the evergreen shrubs that long grew in the area. The fruit from the Manzanita resembled a small apple, but unlike the apple, the fruit was not sweet and juicy. Native American tribes ground the fruit of the manzanita in to a fine meal, to which they would add water, making a sweet cider.<sup>92</sup> The Manzanita Beach was promoted as being “the beach ninety-six miles from Portland.”<sup>93</sup> It is approximately halfway between the towns of Seaside and Tillamook City. The town itself was, in 1925, a three hundred and fifty acre wooded tract with a half a mile of ocean front. It was noted for its “beautiful scenery” and mild climate.<sup>94</sup> All of the usual beach activities could be found at Manzanita beach; hiking, surf bathing, fishing, and crabbing were all typical of the area.

The Manzanita Inn was the largest hotel and was marketed as being a good place for families. There was also an auto campground, housekeeping cottages, and tents that were available to rent. In 1925, there were lots that had been platted for recreational houses. The rate then for a lot that measured 50 by 150 feet started at just \$75. At the time, there were premiere lots that were selling for as much as \$500, but those all promised to come with views of the “ocean, mountain, and surrounding woods.”<sup>95</sup>

Manzanita now serves as one of the main tourist destinations of the north Tillamook beaches. The city’s central main street has a number of shops, restaurants, hotels, and bars. Most

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91. Sea Treasure Association, “Tillamook County Fisherman and Tourist Guide.” University of Oregon Special Collections. (Wheeler, Oregon. 1935), 7.

92. Writers Program, Oregon. *Oregon, the End of the Trail*. 155.

93. Laneda Inc., Manzanita Oregon, “Road Map to Manzanita Beach.” c. 1925. University of Oregon Special Collections.

94. Ibid.

95. Ibid.

of the area's house are sited along the bluff overlooking the ocean.

#### NEAHKAHNIE BEACH

Neahkahnie Beach, because of proximity, can hardly be differentiated from Manzanita. It did, however, have slightly different growth patterns and Neahkahnie has one of the most romantic histories of all the beach towns along the Tillamook County coast. A number of prominent architects designed houses for this little town. The setting attracted a creative class, unparalleled in other beach towns along the coast. A. E. Doyle, a prominent Portland architect—most notably for his design of the Multnomah County Library—built a number of cottages by the sea. These houses are considered the early beginnings of the Northwest Regional Style of architecture. Doyle spent all his summer vacations at this little resort. He was particularly enthusiastic about the beautiful landscape of this area of the Oregon beach. The Neahkahnie Mountain, as the highest point in the county, commands amazing views and has a combination of surfaces including “grassy and wooded slopes, springs and creeks, ragged gorges, high pinnacles, and awesome cliffs overhanging the ocean.”<sup>96</sup> In 1927, an old trail around the Neahkahnie Mountain “followed the edge of the mountain at the summit of an ocean-beaten cliff, almost 1000 feet above the surf.”<sup>97</sup> This was likely the route used to carry the mail between Seaside and Nehalem between 1880 and when the train began running in 1911.<sup>98</sup>

Samuel Gordon Reed, a member of the Portland Chamber of Commerce, visited the area in 1906 with other members of the commerce group to look for investment property along the strip of ocean that was opening up along the shore.<sup>99</sup> Reed spent the remainder of his life working to create better transportation routes to the area. He purchased more than 800 acres of land

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96. Pacific Stages, “Tillamook: The Playground of the Pacific Northwest.” Tourist Booklet. c. 1927. University of Oregon Library’s Special Collections. 1.

97. Ibid.

98. Helen Ober, “Mountain Highway Now Traverses Historic Route, *The Oregonian*, February 22, 1942. in *Tillamook History*. (The Tillamook Pioneer Association. 1975). 45.

99. Jean Prentiss. “Neah-kah-nie, in the Beginning...” in *Tillamook: Lest we Forget*. (Tillamook Pioneer Museum. 2001). 33.

in 1907. At the time, there were no houses by the beach, and only one other farmhouse on the road to Nehalem.<sup>100</sup> Reed brought his family to the area in 1911 and, soon after, began work on the Neahkahnie Tavern and Hotel (figure 15).

The large Neahkahnie Tavern, opened in the summer season of 1912. The hotel was designed by the architecture firm of Ellis Lawrence. Jean Prentiss, Gordon Reed's daughter, reported William Holford was the lead architect on the project, but most often it is credited to Ellis Lawrence himself.<sup>101</sup> Holford had just moved to Portland at the time and was working as a draftsman at Lawrence's office.<sup>102</sup> Jean Prentiss remembers this as one of his first commissions after graduating from the Massachusetts Institute of Technology (MIT), which he had attended with Lawrence. Regardless of the designer, the hotel was a grand, massive structure. Measuring more than 200 feet, the hotel had a rustic feel with its shingled exterior wall cladding and its



Figure 15: Neahkahnie Inn. Neahkahnie, Oregon. Photo Courtesy of the Tillamook Pioneer Museum.

100. Ibid.

101. Thomas Vaughan, *Space, Style, and Structure: Building in Northwest America*, 344.

102. Richard Ellison Ritz, *Architects of Oregon* (Portland: Lair Hill Publishing, 2003), 191.

board and batten interior wall covering. The hotel had many of the defining features of the bungalow style, in its exposed rafter tails and roof beams, wide eaves, shed dormers, and stone chimney.<sup>103</sup> Within, the hotel had oiled wood floors and a exposed beamed ceiling. In it's early days, even though it was wired for electricity, kerosene lamps were used to light the rooms and hallways. This hotel marks the beginning of Neahkahnie's tourist industry, and within the coming years, recreational housing began to dot the coastline in this area. The hotel was reportedly fashioned after New England's coast inns, possibly because both Lawrence and Holford had been exposed to these types of coastal structures along the coast of Massachusetts while they were studying at MIT.<sup>104</sup> The hotel had nineteen guest rooms. The second floor had seven bathrooms and the third floor had one.<sup>105</sup> The Reed family, Mr. and Mrs. Reed and their five girls, lived in quarters above the kitchen.<sup>106</sup>

Chester A. Moores, a writer for *The Oregonian*, took a trip to Neahkahnie in 1915 in a brand new, 1916, Hudson Six. He reached Neahkahnie in just under eleven and a half hours after traveling a distance of one hundred and forty seven miles. Moores had nothing but positive reactions to both the driving trip and the destination. Most interestingly, he reported on a happenstance meeting with Doyle himself, when both parties were on a hike around the Neahkahnie Mountain. Moores reported that, "Mr. Doyle has been around this mountain time after time during the weeks he has spent at the beach, but he never fails to enthuse over its wonders."<sup>107</sup>

Doyle expanded on his love of the place, by telling Moores about the area's attributes:

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103. Southern Pacific Railroad, "Seashore: Tillamook County," Tourist Pamphlet. c. 1915. University of Oregon Library's Special Collections. 3.

104. Chester A. Moores, "Pathfinding Trip to Neah-kah-nie Reveals Beautiful Scenery, Fine Roads and Power of 1916 Hudson Six," *The Oregonian*. August 8, 1915. 5.

105. Ibid.

106. Jean Prentiss, "Neah-kah-nie, in the Beginning..." 34.

107. Ibid.

There is something stimulative and at the same time restful about this place that makes it the greatest thing on the Coast. [...] Every line in this landscape is true art. The mountain is a mammoth creation of solid rock, but every contour in the country at its base is peaceful and delicately graceful. Its moods are varying, its shadows elusive. Nature seems to have taken a particular delight in effecting here a harmonious combination of mountain and sea, of upland and meadow, of velvety carpeting and tangled wild wood, of rugged precipice and fertile soil<sup>108</sup>

Doyle was not the first to understand the power of the Neahkahnie Mountain, or Neah-Kah-Nie Mountain, as it was known by the Tillamooks. For them, it is “the place of the Fire Spirit,” Tillamook’s most powerful god. The mountain has long been described as a place of astounding beauty, both for its diversity and its height, rising to an elevation of more than 1600 feet.<sup>109</sup> By 1915, Doyle had constructed a number of unpretentious houses in the meadow below the mountain and there were a handful of other modest cottages that dotted the forty acre knoll beside the sea (figure 16).<sup>110</sup>

Neahkahnie Tavern’s owner, Sam Reed, opened a hundred-and-sixty acre golf course on the upland meadow. The turf was described as playing “on a soft carpet of yielding grass dotted with wild-flowers.”<sup>111</sup> The course was advertised as being laid out by a golf enthusiast. Golf experts described the course as the most picturesquely situated course anywhere.<sup>112</sup>

Hiking and fishing were also popular activities around the Neahkahnie mountain area. By 1935, fishing was allowed in the area without a licence. Visitors had also begun coming to visit the Short Sands Beach State Park, which had opened near the Neahkahnie Mountain a few years earlier, and was being operated by the Parks Department.<sup>113</sup> There was also a newly

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108. Ibid.

109. Writers Program, Portland, Oregon. *Oregon, the End of the Trail*, 368.

110. Chester A. Moores, “Pathfinding Trip to Neah-kah-nie Reveals Beautiful Scenery, Fine Roads and Power of 1916 Hudson Six,” *The Oregonian*, August 8, 1915. 5.

111. Southern Pacific Line, “Tillamook County Beaches,” Tourist Pamphlet. c. 1914. 2.

112. Ibid.

113. Tillamook County Oregon, “Fisherman and Tourist Guide.” c. 1935. 7.



**Figure 16:** A. E. Doyle beach house. Constructed in 1910, the house was one of the earliest to dot the landscape in Neahkahnie. Photo by author.

constructed Civilian Conservation Corps trail to the top of Neahkahnie mountain, which led across the mountain and “terminated at the Sam Reed Bridge.”<sup>114</sup> Neskowin’s housing stock and recreational activities continued to grow, and by 1941 there were twenty-two houses in the Neahkahnie area.<sup>115</sup>

World War II greatly reduced the activity on the Oregon beaches, mainly because the men were away at war, the women were working in factories, and gas was being rationed as a precious commodity. The Neahkahnie Tavern was rented to the United States Coast Guard as a base for beach patrolling during the war years. After the war, the building of summer homes increased; a practice that has continued into the present day. A new golf course was constructed sometime after the property was sold in 1946. The tavern’s history ended abruptly in 1956 when it

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114. Ibid.

115. Jean Prentiss, “Neah-kah-nie, in the Beginning...,” 35.

mysteriously burned to the ground.<sup>116</sup>

Other than the ongoing development of coastal housing, there have not been many commercial endeavors or public infrastructure projects constructed in the Neahkahnie vicinity. The unincorporated community of Neahkahnie borders the city of Manzanita, which has long been the economic center of the two communities.

#### NESKOWIN

Neskowin is a small, unincorporated community on the southern edge of Tillamook County. The town was platted in 1910, but summer visitors had been setting up tents and vacationing since as early as 1883.<sup>117</sup> The word Neskowin meant “plenty of fish” to the early Native American population that lived in the lower Nestucca area. The town grew very slowly until Highway 101 was completed after World War II. Neskowin has two natural features that dominate its landscape, Proposal Rock, a large natural rock formation in the bay, and a rocky “grove” of petrified tree stumps that are visible when the tide is low. They have been carbon dated to being nearly 2000 years old.<sup>118</sup>

Henry Page, an early homesteader living on his donation land claim by the beach, allowed borders and campers to stay at the house as early as 1895.<sup>119</sup> He lived with his wife, eight daughters, and two adopted sons. Page sold the property to an investor in Tillamook City who later, formally turned the house into a hotel. The new owner put a road in behind the house and expanded the kitchen. Electricity was brought to the building in 1929 (figure 17).<sup>120</sup>

The Neskowin area had been a destination for campers as early as 1883, but some reports have people from the interior coming to camp at the beach as early as the 1870s. The first

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116. Ibid., 33.

117. *The Oregonian*, “News From the Beach” Portland, Oregon, July 5, 1931. 2.

118. Greg Verret, “Community Plan for the Unincorporated Community of Neskowin,” March 31, 1999. Tillamook County Department of Community Development, 3.

119. Alexandria Iey Rock, *Short history of the Little Nestucca River Valley and its Early Pioneers Tillamook County, Tillamook, Or.*, 13.

120. Ibid.





Figure 17: Neskowin Hotel. Photo courtesy of the Tillamook County Pioneer Museum.

campground in Neskowin was to the south of Slab Creek. Alexandria Iey Rock reported that wealthy families from Salem arranged their tents in rows to form streets and established an exclusive campground to serve as an “Artistic Resort.”<sup>121</sup> Similarly, the Bridewell’s, a family from McMinnville and Amity, Oregon, began making the long trek to the beach for summer vacations during the 1880s. At that time, there were only a few farm homes and “practically no roads.”<sup>122</sup> In 1914, when Mr. Bridewell built a small cottage at Neskowin, there were only three other cottages in the area.<sup>123</sup> Tent camping was still popular, but after the Roosevelt Highway made it possible to reach Neskowin without having to forge a small creek, more and more people chose to build their houses here.<sup>124</sup>

Neskowin was infrequently advertised as a resort town before improved roads. The town was platted in 1910, but as it was not near train routes or roads, it grew slowly. Very few advertisements exist for the early recreation opportunities in the area, but began to be printed with some

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121. *Ibid.*, 12.

122. *Ibid.*

123. *The Oregonian*, “News from the Beach: Spends 48 Seasons at Neskowin,” July 5, 1931. 2.

124. *Ibid.*

regularity after motor stages began making regular trips to Tillamook beaches. Around 1927, Pacific Stages published a booklet highlighting the gems of the Tillamook coast. Neskowin, at this time, was advertised as one of the newest recreational beaches of the county.<sup>125</sup>

Neskowin already had a modern campground by the mid 1920s. The campground had a number of semi-permanent structures (figure 18). The “tents” had vertical board siding and simple rafters that created small eave overhangs. They also had canvas roofs and window coverings. These structures were elevated off the ground less than a foot. By 1927, there were seventy-five privately owned summer homes, a hotel, a garage, store, and a post office. New houses were being constructed at the time. This was also the year a community kitchen was constructed near the tent city (this first kitchen shelter, a common structure during this era, was unfortunately destroyed in a storm in the late 1930s).<sup>126</sup> By the late 1920s, the community had



Figure 18: Neskowin’s tent/bungalow city. nd. Photo courtesy of the Tillamook Pioneer Museum.

125. Pacific Stages, “Tillamook: The Playground of the Pacific Northwest.” Tourist Booklet, c. 1927, University of Oregon Library’s Special Collections, 7.

126. Greg Verret, “Community Plan for the Unincorporated Community of Neskowin,” March 31, 1999, 4.

grown in popularity and received large crowds for long weekends and holidays. Neskowin, as it was reported for the 1926 Labor Day holiday, was favored with “good weather,” which explained why all the town’s “cottages and rooms had been engaged ahead and it is probable that camping room only will be left” by the height of the weekend.<sup>127</sup> In the early 1930s, the Neskowin Beach Golf Course opened for business and another, the nine-hole Hawk Creek Golf Course was added in the late 1960s.<sup>128</sup> These remain as one of the areas most notable recreational features.

Neskowin has almost no commercial buildings to this day. Part of this aversion to commercial interests came from a very early deed restriction on buildings in Neskowin’s vicinity. Bill Walton, the brother of the man who bought most of the land in Neskowin and to whom the land was given, did not believe that a pool hall or dance hall were acceptable businesses for a wholesome family retreat community.<sup>129</sup> Deeds for Walton’s properties stated that buildings in Neskowin could not be “erected, maintained, or used for stables, chicken houses, commercial garages, filling stations, stores, theaters, public amusement places, business, or manufacturing.”<sup>130</sup> Walton did allow the grocery store to remain, which housed the post office, a lunch counter, and later, some hotel accommodations (figure 19). This restriction ended in 1959, but is likely the source of the minimal commercial development in the town.<sup>131</sup>

The Neskowin Hotel was intentionally burned in 1968 to make room for a larger, grander building. *The Capitol Journal* reported on January 17, 1968 that the inn was to be destroyed by fire to make way for a million dollar motel, that still stands today. The old hotel, built by Henry and Sarah Page before the turn of the century, gave way to a much larger hotel, with ocean front views and modern amenities. Sometime after Walton’s deed restriction ended, a few businesses

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127. *The Oregonian*, “Vacationist Bid Reluctant Farewell to Joys of Life by the Sea.” September 5, 1926. 10.

128. Greg Verret, “Community Plan for the Unincorporated Community of Neskowin.” March 31, 1999. 6.

129. *Ibid.*, 5.

130. *Ibid.*

131. *Ibid.*

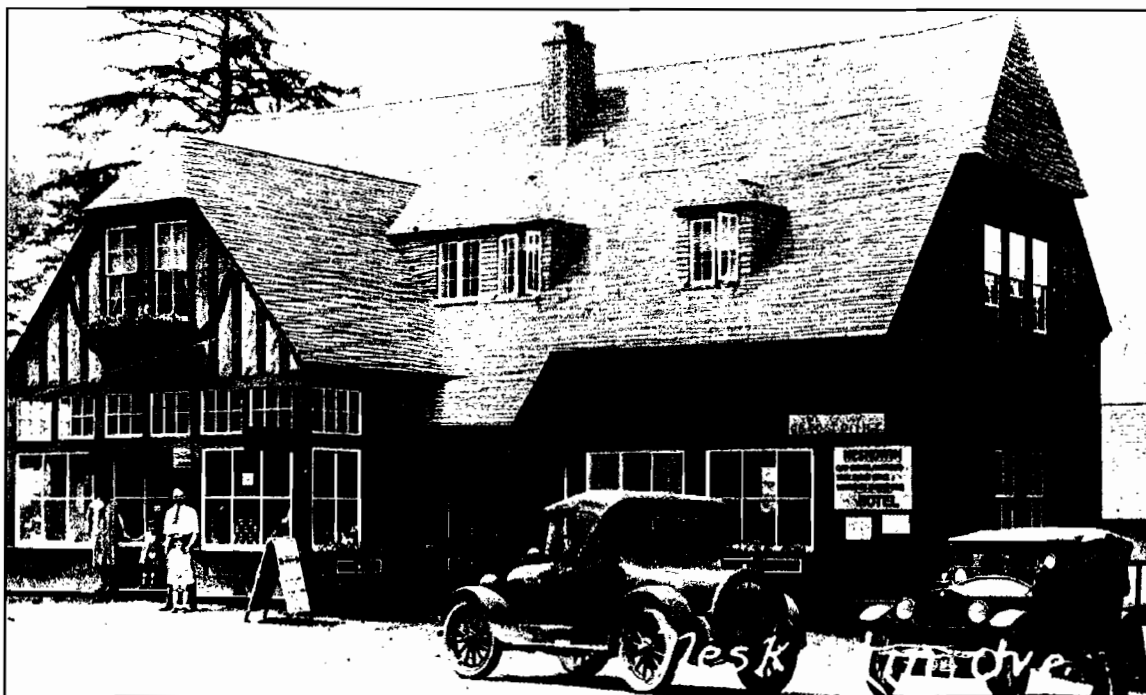


Figure 19: Neskowin Store. Photo courtesy of the Tillamook County Pioneer Museum.

sprung up. A small house near the new store was converted to a restaurant, and coffee house and, for many years, another house called “The Rainy Day” served as the town’s bookstore.

Neskowin’s natural landscape is currently undergoing a massive change. The give and take of the ocean has moved the edge of the shoreline drastically close to the houses along the vegetation line. A large rock wall is now in place, but it is unclear how much more the shoreline will change and if all of the beach houses along the shore will be able to remain.

#### OCEANSIDE

Oceanside may be one of the sleepest beach towns along the Oregon coast. It is located nine miles west of Tillamook City and two miles north of Netarts. The ocean in front of Oceanside is dotted with the Three Arch Rocks, a series of three “massive, wave-worn, monoliths” that have long been home to a variety of wild life.<sup>132</sup> In 1907, President Theodore Roosevelt declared the Three Arch Rocks a National Wildlife preserve to help ensure the safety of the puffin and murre colonies residing in the area. It is the oldest National Wildlife Refuge west of the Mississippi,

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132. Writers Program, Portland, Oregon. *Oregon, the End of the Trail*, 372.

and now protects a quarter of a million nesting seabirds.<sup>133</sup> Three Arch Rocks used to be a destination for hunters and sportsmen, but was closed by its formal designation and now serves as one of the coast's best bird watching spots.

Oceanside was the homestead of soldier John W. Maxwell.<sup>134</sup> Maxwell, who later became an Oregon Senator, helped bring money in to the county to build roads and infrastructure.<sup>135</sup> He owned about one hundred and sixty acres, which covered most of the community.<sup>136</sup> Oceanside grew at an extremely slow rate because of its distance from the main highway and the difficulty to access it. It was not until July of 1925 that a plank road opened from Netarts to Oceanside. Before this time, the only way to Oceanside was to travel on the beach during low tide.<sup>137</sup>

Oceanside was not named until J. H. and H. H. Rosenberg bought the property in 1921 and then officially decided to dub it Oceanside in July of 1922.<sup>138</sup> The City of Oceanside grew in the shadow of Three Arch Rocks and started as not much more than a collection of tents. The popularity of beach vacations during the summer season eventually led to some growth and turned the area into a small sea shore town with a post office, a motor camp, and a restaurant. Early vacationers remember a roller skating rink at the site where the post office now stands.

In 1925, it was reported that a majority of the plank road from Oceanside had finally been surfaced with a macadamized road. At this time, Oceanside was undergoing a variety of "resort developments."<sup>139</sup> This was the era that the Maxwell Point tunnel was excavated by the Rosenberg brothers. They began the tunnel in 1925. The tunnel, which is 4 feet wide and 7 feet

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133. U. S. Fish and Wildlife Service, "Three Arch Rocks National Wildlife Refuge" <http://www.fws.gov/oregoncoast/3archrocks/index.htm> (accessed April 23, 2009).

134. Mildred Edner, "Netarts" in *Tillamook Memories* (Tillamook Pioneer Association 1972), 26.

135. Mary Evelyn Metcalf, *Treasure by the Sea* (Arlington, AMC Designs. 2002), 50.

136. "Oceanside-Netarts," in *Tillamook Lest We Forget* (Tillamook Pioneer Association, 1972), 51.

137. Mary Evelyn Metcalf, *Treasure by the Sea*, 10.

138. Ibid.

139. Charles E. Gratke, "The Tillamook Beach Loop" *The Oregonian*, May 25, 1925. Section 7. 1.

tall, extended through the point 160 feet. This made it possible to reach Short Sands Beach, which was “a mecca for agate hunters.”<sup>140</sup> Unfortunately, to the dismay of many, the tunnel was closed in 1980 because of the danger of falling rocks.<sup>141</sup>

By 1927, the natural elements of the area were most often highlighted as the area’s main attraction. Three Arch Rocks were, at the time, referred to as “the seal rocks,” because they were home to “thousands of water fowl and hundreds of sea lions.”<sup>142</sup> Also at this time, a series of small ocean-front cottages, now known as Dixon’s Cottages, but originally named Minaker’s Cabins, have long been the staple of the built environment in the Oceanside community. The first of the cottages were constructed in 1925 and in 1926.<sup>143</sup> Many of these little cottages and the main office are still standing today (see figure 20 and figure 21). The cabins were advertised as being of very modern construction and equipped with “two full beds, mattresses, stoves, cooking utensils, dishes, knives, forks, and spoons necessary for four people.”<sup>144</sup> Mary Evelyn Metcalf, a early visitor to Oceanside, and author of the town’s only history, remembers staying in the small cottages in 1938. At the time, there were three rows of cottages, renting for between one and five dollars a day.<sup>145</sup> Mrs. Metcalf remembers the cabins being primitive, but clean. She recalls the closest rest rooms being just below their cabin, water coming from an outdoor faucet, a sink furnished for drainage, and a “window box with wire doors,” which served as a ice box.<sup>146</sup> Around this time there was also a store, a confectionery, a restaurant known for its “famous barbecued crabs,” a bakery, a fish market, a post office and a daily stage run from Portland.<sup>147</sup>

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140. Pacific Stages, Tillamook: The Playground of the Pacific Northwest, 3.

141. Mary Evelyn Metcalf, *Treasure by the Sea*, 35.

142. Pacific Stages, Tillamook: The Playground of the Pacific Northwest, 6.

143. Mary Evelyn Metcalf, *Treasure by the Sea*, 11.

144. Pacific Stages, Tillamook: The Playground of the Pacific Northwest, 3.

145. Mary Evelyn Metcalf, *Treasure by the Sea*, 9.

146. *Ibid.* 10.

147. *Ibid.*



Figure 20: Hand painted Oceanside postcard. Text at bottom reads "Oceanside, Oregon's Charming Seaside Resort" Courtesy of the Tillamook County Pioneer Museum.



Figure 21: Dixie's Cottages May 2008. Photo by author.

Oceanside has continued to grow, adding more businesses, restaurants, shops, and many more recreational homes. Oceanside's population in 2000 was three hundred and twenty six and there were five-hundred and twenty two total housing units. It appears that far more than half of the city's housing is used in a recreational nature.<sup>148</sup>

#### WHEELER

Wheeler is approximately three miles north of the mouth of the Nehalem River. Wheeler took part in an early recreational expansion, especially after the construction of the Southern Pacific Railway. Wheeler was originally founded as a mill town in 1880 by C. H. Wheeler and C. A. Himple. The town was originally called Vosburg, but was renamed Wheeler in 1913, when the town incorporated. By 1914, Wheeler had the largest lumber mill on the west coast. The Southern Pacific Rail line made it's first coastal stop in Wheeler, which was a quaint city that looked out over the Nehalem Bay. Wheeler had a single thirty room hotel called Hotel Rector, which was later known as the Wheeler Hotel (figure 22). The hotel was owned by Mrs. E. L.



Figure 22: Hotel Wheeler. Photo Courtesy of the Tillamook County Pioneer Museum.

148. U.S. Department of Commerce, Bureau of the Census, "Oceanside CDP, Oregon," American Fact Finder. <http://factfinder.census.gov> (Accessed April 27, 2009).



Rector. By 1915, A. J. Zimmerman was the proprietor of the hotel. A hotel room cost \$2.50 a day in 1915-1916.<sup>149</sup> This was the median price for a hotel at the beach. Coastal hotels ranged from \$10 a week in Manzanita to \$21 a week at the Neahkahnie Tavern.<sup>150</sup>

By 1926 Wheeler had become one of the county's industrial and sport fishing centers. It was described as an "attractive city of 'homes on a hillside.'"<sup>151</sup> A new hotel was constructed called the Wheeler Hotel. The town, at this time, was also known for its modern cottages that could be rented for a small fee. The town was promoted to vacationers who were interested in hiking, exploring the rivers and streams, and for fishing in the Nehalem and the Salmonberry rivers, both just a short distance from the town's center. By 1935 the recreational fishing industry was fully operational. Boats were available to rent and fishing equipment could be purchased at a number of "business houses."<sup>152</sup> In 1935, the main industries in Wheeler included the shingle mill, three fish canneries, one shellfish house, and numerous commercial fishing boats. Tourists were encouraged to visit the canneries when the fish were being brought in, and to visit the shingle mill; both were happy to have visitors.<sup>153</sup>

Mainly fishing continued to be the chief draw for visitors to Wheeler (Figure 23). The day, they advertised,

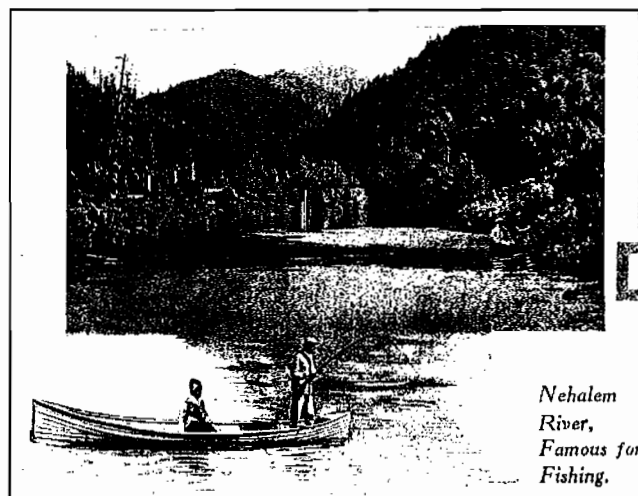


Figure 23: Fishing on the Nehalem River. An Southern Pacific Railway Advertisement. c. 1914. Oregon Collection University of Oregon Special Collections.

149. Southern Pacific Railroad, "Seashore: Tillamook County," c. 1915. Tourist Pamphlet, University of Oregon Library's Special Collections, 14.

150. *Ibid.*, 3.

151. Tillamook Associated Beaches, "Tillamook Beaches in Oregon," Tourist pamphlet, c. 1936.

152. Sea Treasure Association, "Tillamook County Fisherman and Tourist Guide," 7.

153. *Ibid.*, 8.

could be easily divvied into a variety of fishing opportunities starting with clamming at low-tide and then flounder fishing over lunch at one of the “three or four” sloughs connecting to Nehalem Bay.<sup>154</sup> Once the flounder head off in the afternoon, they suggest throwing in a few crabbing nets for the remainder of the afternoon. It was still possible, if there was any energy after this eight and a half hour excursion, to spend the rest of the day on the river “trolling for salmon, silverside salmon, and sea trout.”<sup>155</sup>

In the 1940s, 1950s, and 1960s, as the lumber and fishing industries declined, Wheeler remained prosperous with the opening and success of the Rinehart Arthritis Clinic. During this time, the town had two grocery and drug stores, two gas stations, a movie theater, bank, hardware store, and a kindergarten through twelfth grade school (figure 24).<sup>156</sup>



Figure 24: Wheeler, Oregon. 1942. Photo Courtesy of the Tillamook County Pioneer Museum.

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154. Ibid.

155. Ibid., 9.

156. Wheeler Chamber of Commerce, Local History Marker, Wheeler, Oregon. (viewed March, 2008).

Wheeler has become a sleepy little village. It still has the same little houses nested into the hill by the bay, and the fishing village feel is alive and well. The cedar smell is gone since the shingle mill closed down long ago, but the town has not lost the charm that attracted visitors to the spot almost a hundred years ago. Wheeler lacks what most beach towns prize, an actual beach that one could walk along. Historically, it is understandable why the fisherman were attracted to this place. The setting is beautiful, the fishing is still good, and the town's sweeping views of the bay make it a wonderful place enjoy the sea.<sup>157</sup>

The beach communities of Tillamook County share a common development history and recreational nature. Their individual variations are a product of their natural settings and the timing of transportation improvements. While much of their beginnings have been lost to fire and weather, there remains a remarkable and delightful collection of structures that allow us to enter and imagine the areas fascinating past.

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157. For examples of the brochures used to lure tourists to Tillamook County's coast see Appendix D.

## CHAPTER V

### BEACH HOUSES' CHARACTER DEFINING FEATURES: AN INVITATION TO SIMPLER LIVING

The primary difference between coastal housing and urban housing in the earliest days was size and orientation. Coastal neighborhoods are often platted on a grid, but houses normally face the ocean, rather than the street. It is extremely common to have the “back” of a house face towards the street and the front of the house face towards the sea. It is also customary for the oldest houses of the area to be sited along the tree line. Historically, it was believed to be much safer to build further from the sea so the trees could provide added protection from the climatic weather events. Over time this has changed. Some houses are along the shore, some tucked into the tree line, and others form the city centers of these neighborhoods. Many of the beach houses in these neighborhoods are platted in small recreational developments. The orientations of these houses tends to ignore the plats and face towards the sea.

These houses, like many city houses, started out fairly small (approximately 400-1000 sf) and have grown larger throughout the decades. Coastal houses tended to be more casual than their city counterparts. Less attention was paid to outward appearance, since these were houses made for spending time by the sea. They were a home base for outdoor activities. The prevailing mentality, well into the 1960s and even 1970s, appeared to be that these houses were nothing more than a shelter to retreat to after spending time hiking, fishing, playing golf, walking along the beach, and otherwise recreating.<sup>158</sup> This reasonably called for a smaller home, with simpler

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158. Appendix C has a number of pictures of beach houses organized by their date of construction. Each house is listed with its address, number of stories, architectural style, architect (when known), primary material, and square footage.

detailing. One benefit of a smaller beach house is it is less structure to maintain. This matters because, as previously stated, these houses are difficult, at the best of times, to keep from damage incurred by wind, moisture, and the salt content in the air.

Early coastal houses tended to be of a simple style and constructed of locally available materials. There are instances in Tillamook City of early dwellings that were built in the Queen Anne or Italianate style, but the small houses built for recreational use were rarely so easily defined or as ornately decorated. Before the railroad made travel to the coast less cumbersome, housing was generally constructed for those who were settling the area. More frequently, there were hotels constructed for visitors to the ocean. These resorts were located where the transportation was the most straightforward. Newport and Seaside had some of the coast's earliest resorts and early houses often sprung up around the resorts.<sup>159</sup> In Tillamook County, the Neskowin Hotel was one of the earliest boarding houses in the area, although Bayocean, Bar View, Rockaway Beach, Nehalem, Lake Lyle, Neahkahnie, Manzanita, and Wheeler all had some hotel accommodations by 1914.<sup>160</sup>

In the teens and twenties, during the era when railroad was the primary means of transport, most beach houses were “modest shingle and clapboard bungalows” or simple Colonial revivals.<sup>161</sup> This is not to say that there weren't any larger, more ornate housing, they just weren't the most common iterations of the housing type. George McMath, while discussing coastal retreats in *Space, Style, and Structure: Building in Northwest America*, noted that coastal housing was “usually on 50-foot lots, sheathed in silver-grey weathered cedar, which helped these small towns to achieve a pleasant sense of community and harmony that was unique for the area.”<sup>162</sup>

There is, just as there is in urban areas, a juxtaposition that exists between architecturally

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159. Thomas Vaughan, *Space, Style, and Structure: Building in Northwest America*, 154.

160. Tillamook County Beaches, Southern Pacific Line, Tourist Pamphlet, c. 1914, 14.

161. Thomas Vaughan, *Space, Style, and Structure: Building in Northwest America*, 342.

162. Ibid.

detailed houses and houses of a more vernacular nature. The most striking houses were designed as retreats by prominent architects of the Pacific Northwest. Almost all of the very well known Oregon architects, at some point in their career, built a house by the sea. A. E. Doyle, Van Evera Bailey, and Pietro Belluschi, to name a few, had ocean side retreats. Doyle, notably known for the Multnomah County Central Library and the Portland Branch of the United States National Bank, was one of the first to design a series of beach houses in the Tillamook area. These houses later inspired a movement toward the regional version of the International style, but initially served as a leisure place during the summer for families and friends along the Oregon coast.

Doyle's summer houses were for clients in the Portland area. These houses were "nearly free of period style detail, which was perhaps determined as much by small budgets as by any particular esthetic concept."<sup>163</sup> In 1908, he designed a small shingled house in Seaview, but his more deliberate design style emerged in the cottages he designed in Neahkahnie.<sup>164</sup> The Wentz Studio, shown in figure 25, became the most famous of Doyle's little beach houses. It embodied a variety of new design features that later became the basis of Northwest Regional style. John Yeon and Pietro Belluschi, both who would become famous architects in their own right, spent time vacationing in this cabin. Yeon was young when he visited, but was certainly taken by the design of the Wentz Studio. He commented on the cabin and the Neahkahnie area in the series of interviews he participated in during 1982 and 1983:

My first visit to Neahkahnie, I remember very clearly. I had met Harry Wentz in A. E. Doyle's office. He was a good friend of Mr. Doyle— where I was an office boy— and we met. And eventually, I wanted to call on him at his house in Neahkahnie and I went there on a typical sort of beach day. There was fog shrouding the mountain. But I remember going into the house and it was the first really beautiful piece of architecture, at least in Oregon, that I had experienced. [...] The house was all wood, of course, and the inside was exposed structure. It wasn't built the way an ordinary house is in Oregon, on two-by-

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163. Ibid., 343.

164. For an expanded history of the Neahkahnie beach, the cottages by A. E. Doyle, and the development of the Northwest Regional Style see Marianne Hakanson Kadas's University of Oregon Thesis, *In the Shadow of Neahkahnie: Northwest Regional Style Beginnings* completed in 1991.

fours with an air space. The structure was built more like a barn, actually, with the timbers exposed and just [sheeting] on the outside. All this was in spruce, which had never been finished and had a very pearly lustre like the inside of a sea shell. Looking out of the big north window you looked right down the side of the mountain— the mountain coming out of the sea.<sup>165</sup>



Figure 25: The Wentz Studio. Designed by A. E. Doyle in 1916. Photo by author.

Yeon describes both the feeling of the Neahkahnie area and the Wentz house with the kind of passion that most have for the area. The single room house full of windows and light was the first of its kind. There was no formal dining area and the focal point of the house was in the living room that looked out to the sea and the mountain. The house appears much more nondescript when compared to today's beach house fashions, but for the time period, nothing else had ever been built quite like it. The design aspects found in the Wentz cottage are later reflected in both the work of John Yeon and Pietro Belluschi.

Many years later, most notably after the end of World War II, James Van Evera Bailey,

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165. John Yeon interviews, 1982 December 14, 1983 through January 10, 1984. Archives of American Art, Smithsonian Institution.

another of Oregon's well known architects, also left his mark along the Tillamook County coast. His small, but stylized, beach houses were some of the most modern designs constructed in the area. Bailey devoted most of his career to residential projects. He greatly influenced the development of a regional style in his houses, which was frequently described in publications in the 1940s and 1950s.<sup>166</sup> The Henry Blair house, a modern post-war shed roof structure with large overhanging eaves, exhibits much of the modern style that was prevalent at the time. The house has banks of large fixed pane windows to allow the greatest view of the sea. These banks of windows were typical of Bailey's design principles. He was an early proponent of the Streamline Moderne style and much of the basics of the style were carried over into his later, more modern work. The Bayden House has a boomerang roof and large glass plate windows, and shows Bailey's stylistic nature of the 1960s.

The Bayden and the Henry Blair Houses (figure 26 and 27), both designed by Bailey, have all of the quintessential features of 1960s beach houses, especially the ones designed by prominent local architects. Shed roofs, which had become increasingly popular in the 1950s and then very popular in the 1960s, are found on many beach houses of the era. The picture windows of this house became common in beach house design as a way to expand the view of the ocean. Two floors of windows, uninterrupted by screens and muntins had become increasingly popular with the innovations in materials during the post-war era. Bailey's designs were sought by young families after the war. He was known for his "'stilt houses' on difficult hillside sites and for his adventuresome roofs, sometimes appearing to be without structural rationale."<sup>167</sup> Bailey made his designs affordable for the middle class by using new materials, smart design choices, and keeping the bottom-line in mind as he created his dynamic, yet practical homes.

By the time Bailey began designing beach houses of this nature, new post-war materials made construction more affordable and designs changed to incorporate the materials. The

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166. Thomas Vaughan, *Space, Style, and Structure: Building in Northwest America*, 344.

167. William John Hawkins and William F. Willingham, *Classic Houses of Portland, Oregon: 1850-1950* (Portland, Or: Timber Press, 1999), 522.





Figure 26: The Harry Blair House. Designed by James Van Evera Bailey. This house was featured in the 1952 *Sunset Ideas for Cabins and Beach Houses*. Photo courtesy of Visual Resources Collection, Architecture & Allied Arts Library, Building Oregon: Architecture of Oregon & the Pacific Northwest Collection. Copyright 2008, University of Oregon Libraries. All rights reserved.



Figure 27: Bayden Beach house. Designed by James Van Evera Bailey. Photo courtesy of Visual Resources Collection, Architecture & Allied Arts Library, Building Oregon: Architecture of Oregon & the Pacific Northwest Collection. Copyright 2008, University of Oregon Libraries. All rights reserved.

most obvious change to coastal housing was in the growing size of panes of glass. By this time, they were easily available and relatively affordable. Bailey was concerned by both “the quality and economy of wood construction.”<sup>168</sup> The 1952 addition of *Sunset Ideas for Cabins and Beach Houses* printed Bailey’s design for the Harry Blair House. Bailey was asked to “design a comfortable beach house on a sand dune at Neskowin Beach, Oregon.”<sup>169</sup> Bailey set out to build a lot of house for a small amount of money. To do this, he constructed a house on stilts, with an economical flat roof, and a single board wall (a wall construction that uses no studs). Even the fixed glass windows were an economic choice, as they could be constructed on site with standard materials.<sup>170</sup> It is likely that all of his designs, from his small beach houses to his grand Lake Oswego residences, were a careful balance of economy and style. His beach houses were still stylized, much like his city dwellings, but lacked the grandness or the detail. This can probably be attributed to both the climatic conditions at the beach and the smaller budgets normally reserved for beach house construction.

While these provide interesting examples of stylized, architecturally designed houses, the majority of coastal housing was constructed by local builders or sometimes owner built. Most beach houses lack distinction as being architecturally significant; they are significant for their vernacular nature and their relationship to the rise of the leisure time afforded by the burgeoning middle class. Some of these houses were built from plan books, some from homeowners with a great idea, and others by local architects. By 1910, obtaining a plan for a modest bungalow was a common practice. It is difficult to determine which of these small houses were from plan books like *The Craftsman Book of Bungalows* (Portland, 1908), but it is likely that some examples, especially bungalows, may have been derived from these plans.

This Neskowin bungalow shown in figures 28 and 29 is a perfect example of how the platted

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168. Ibid., 483.

169. Sunset, the Magazine for Western Living, *Sunset Ideas for Cabins and Beach Houses*, (Menlo Park: Lane Publishing Co. 1952), 48.

170. Ibid., 49.

road was not the defining feature for the houses orientation. Figure 28 shows the street facing side of the house. Figure 29 shows the ocean side of the house with it's obvious "front" door and porch. This house now looks directly at the back of another house, since infill has brought the building line to the dunes directly in front of the ocean. This house was originally considered "oceanfront" property in Neskowin. Many of the first houses were constructed along the road that now divides the town from the nine-hole Hawk Creek Golf Course. Currently, it is a few blocks from the ocean. This house is typical of early, vernacular beach house design. The house presents in the historically popular bungalow style. The overhanging eaves have exposed rafters, the trim is simple, the multi-lighted casement windows have simple Craftsman detailing, and the entryway has a simple bungalow styled porch. The house has cedar shingles laid out in a simple repetitive pattern. The porch, as many houses along the beach have, has a wood window that partially encloses the porch from the wind and rain. It is unclear if this is part of the original design, but these wind blocks are very common additions to porches along the coast. This house



**Figure 28:** Neskowin beach house. Constructed in 1920, this house was not concerned with the orientation of the road, but rather the direction of the sea. The rear facade of this house faces Hawk Street.



Figure 29: Neskowin beach house. Constructed in 1920, this front facade is facing the direction of the sea. Photo by author.

has a living room and dining area situated in the west portion of the house and a bedroom, bathroom, and kitchen located in the east portion of the house.

It appears the basic floor plan has not changed. The house measures 22 by 28 feet for a total of 623 square feet of living space. It has had no permits pulled, which suggests very little work has been done to the structure. This house, unlike so many others, has been meticulously maintained by a single family who's owned it since the 1940s. It serves as an extremely rare example of houses of this era, and it retains a level of integrity not common for beach houses of this vintage.

Another early type of house was narratively described in the early part of the century was the simple wilderness cabin. Oliver Kemp's *Wilderness Homes*, published in 1908, describes both the desire to live in the outdoors and to live in a house constructed for that purpose. Kemp believed that modest homes could be constructed by the homeowner if they built the space for service rather than for architecture. He surmised that when building a home you should not

“fear that building for service will detract from [the house’s] beauty.”<sup>171</sup> Beach houses give us the feeling that the houses’ purpose was to serve the shelter needs of those recreating at the beach. Kemp describes his designs as non-elaborate structures, and nothing beyond what the amateur could build. He promotes these buildings as ready to allow for “numberless alterations to suit the whims and requirements of the builder.”<sup>172</sup> The true joy of Kemp’s book is its belief that anyone with the time and the will can make a house with all the necessities for recreation.

Kemp’s digression about the recreational house was brief, and centered on back country wilderness; he was not alone in his desire to create his own dwelling. Coastal housing also often has an owner built quality, layout, and style, because it is made for the service of recreation, rather than full-time living. Beach houses rarely have formal dining rooms or master bedrooms. They instead almost always have central fireplaces, decks, and often lofts or some other form of creative sleeping arrangement to house the maximum number of people in these small spaces.

By the late 1930s, plan books for cabins were becoming more and more common. *Sunset Magazine* was publishing guides on the steps to owning your own beach house. It covered everything from selecting your site to securing your water supply.<sup>173</sup> Site selection covered everything from mountain elevations in the wilderness to coastal towns by the sea. It was most important to find a site that suited the whole family, and one that was less than a days drive from home. For beach houses there is a small set of special instructions. The most interesting was not to be “led into buying too close to the water.”<sup>174</sup>

The beach house specific designs for 1938 included a modern structure with twenty-two windows and a streamlined effect. The living room of this house is called the “big room” and incorporates sleeping quarters behind a curtain in the far back corner and bunk beds in the

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171. Oliver Kemp, *Wilderness Homes; A Book of the Log Cabin* (New York: Outing Pub. Co, 1908), 17.

172. *Ibid.*, viii.

173. Ralph P. Dillion, *Sunset Cabin Plan Book* (San Francisco: Lane Publishing Co. 1938), 3.

174. *Ibid.*, 5.

only bedroom (figure 30). Also of interest was that this house was advertised to have the entire interior be done in “plywood panels.”<sup>175</sup> Not only does this signify one of the new uses in the evolution of plywood as a new product, but it also shows some of the cost saving measures being undertaken in the design and construction of these summer homes.

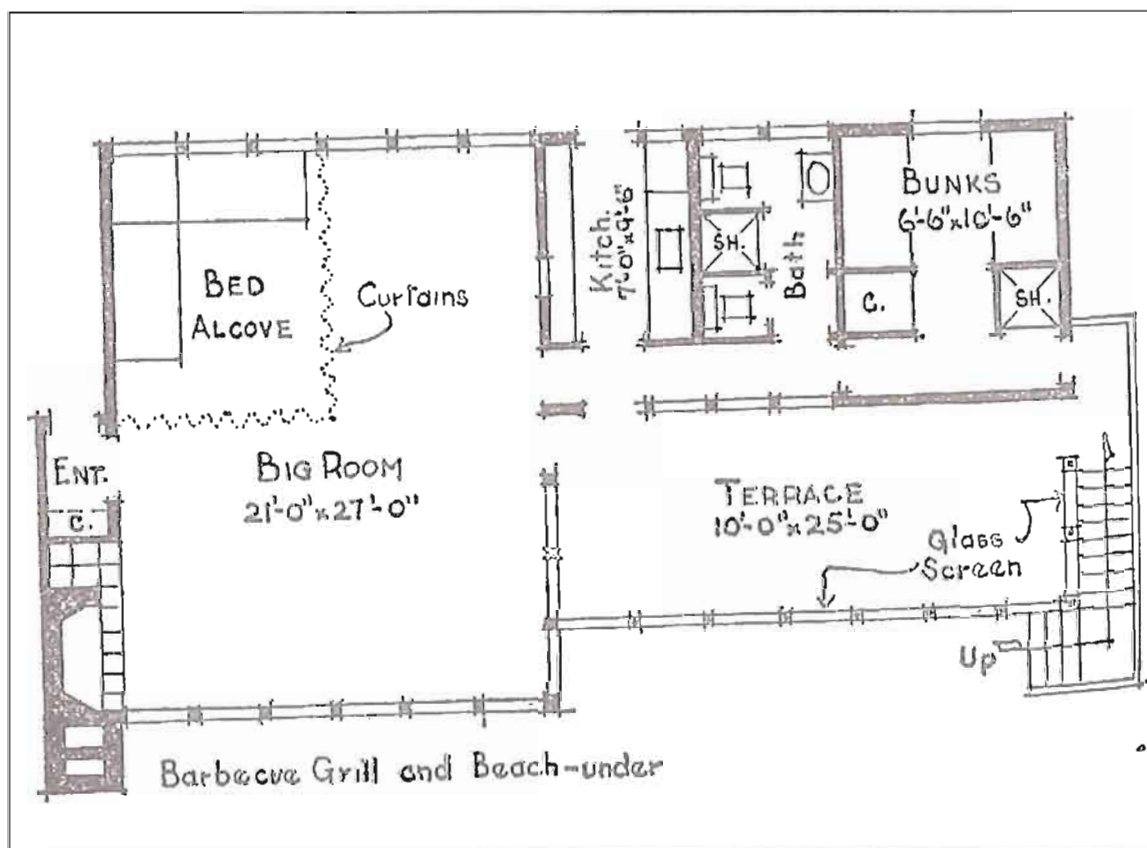


Figure 30: Floor plan for the 1938 Modern Beach House. From *Sunset Cabin Plan Book*.

A-frames also begin to show up as being more than just utilitarian around this time. The 1938 *Sunset Cabin Plan Book* has a number of A-frame options, but they are aimed more at the wilderness house, than a house by the sea. This publication has a number of beach house prototypes, all of which are styled in the then popular Streamline Moderne style. It is unclear why, although it may be that the house forms and styles were emerging in a regional sense.

175. Ibid., 22.

Wilderness cabins needed different amenities. They often didn't need many banks of windows or have a particularly modern look. The homes advertised for country living were all simple and, more than anything, resemble early ranches and minimal classical styles.<sup>176</sup> The beach houses, especially, had modern tendencies in their flat roofs, banks of windows, minimal detailing, horizontal emphasis, and their modern use of then contemporary materials (figure 31).

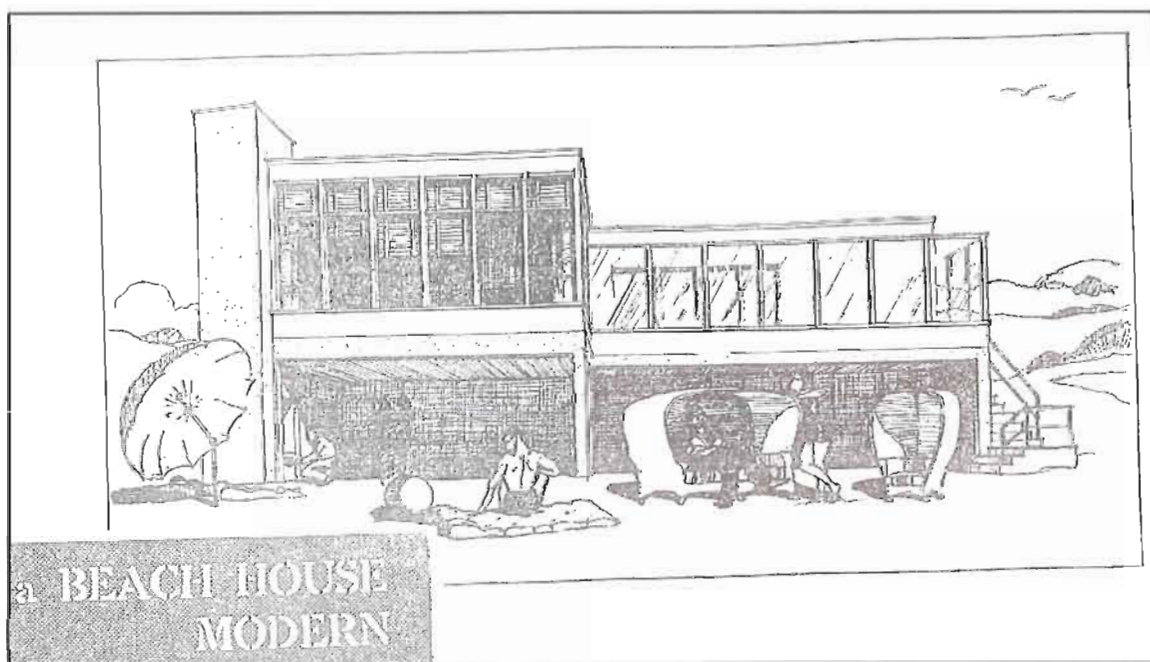


Figure 31: Beach house design for the 1938 Modern Beach House. From *Sunset Cabin Plan Book*.

After the war, when beach development rapidly increased, as beach houses became even more sought after. By 1952, *Sunset's Cabin Plan Book* had become a full length color magazine. *Sunset* was published regionally, so the cabin and beach house ideas were supposedly more suited for the Pacific Northwest region. By this time, *Sunset Magazine* had refined the idea of vacation home versus a regular house in the city by stating, "The plan idea that most often distinguishes a cabin from a house is the open plan as compared with the partitioned plan. All

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176. Ibid.

of the activities—sleeping, eating, cooking—take place in one room.”<sup>177</sup> By defining use in these terms, the cabins were designed smaller, because they were meant for a different purpose.

Another interesting concept put forward in this version of *Sunset's Ideas for Cabin's and Beach Houses* is the idea that cabins and beach houses are designed for “cabin living.” Cabin living required the house to have four values. These included:

- A complete change in environment
- A structure that is in tune with its surroundings
- An invitation to simpler living
- A cost which totals less than that of a house<sup>178</sup>

They discuss the changing way in which cabins were to be built by explaining that “in the old days cabins delivered most of these values—naturally.”<sup>179</sup> For years these houses had been built by farmers in the area and others who were skilled at building. The *Sunset* designs incorporated these ideals into the layout of all their plans to create modest houses for relaxation.

The Douglas Fir Plywood Association, not to be left out of the burgeoning need for the “second everything” (televisions, cars, bathrooms, and, now, even houses), began an advertising campaign that tried to sell the great American pastime of leisure.<sup>180</sup> In 1962, one of their advertising slogans often found in popular magazines of the time declared, “Every family needs two homes!... one for the work-week, one for pure pleasure.”<sup>181</sup> This campaign sold leisure to everyone, but especially the middle class. It energized a nation of city dwellers who responded to the call to recreate like never before.

It was around this time, after the end of the war, that beach house and cabin forms began to take on a new whimsical nature. Quonset huts, round houses, houses with intersecting shed

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177. *Sunset*, the Magazine for Western Living, *Sunset Ideas for Cabins and Beach Houses*, 1952. 13.

178. *Ibid.*, 14.

179. *Ibid.*

180. Chad Randl, *A-Frame* (New York: Princeton Architectural Press, 2004), 10.

181. *Ibid.*



roofs, houses built on stilts, houses made of concrete, and, of course, the ubiquitous A-frame. Cabin design, in many cases, was more fun than house design. Not all designs were particularly styled. Some houses were built by the homeowner, some were constructed by small teams of builders, but they all shared the cabin aspect. What *Sunset* so eloquently understood was that cabins should be an invitation to simpler living. These houses, owner built or architect designed, reflect that notion and built upon it (figure 32). It was truly believed that “cabin living” lends itself well to piecemeal building—“a stage-by-stage development with livability at every stage.”<sup>182</sup>



Figure 32: A-frame beach house. Note the dormer additions and the ladder to second floor porch, both probably later additions. Photo by author.

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182. Ibid., 58.

## CHAPTER VI

### NATURAL AND CLIMATIC CHALLENGES

While near constant development and remodeling can make preservation very difficult, it is also problematic that the intrinsic nature of recreational houses leaves them sporadically inhabited. In a perfect climate, houses do not hold up particularly well with occasional attention, but in a coastal climate, maintenance is key to a stable structure. Intermittent use can create an opportunity for unnoticed moisture problems, leaks, and wind and storm damage to plague the structure for longer than would normally be tolerated. If these problems are unnoticed, or go unfixed for extended periods of time, these structures begin to deteriorate at an alarming rate. Often smaller problems can lead to large concerns and, in the worst cases, the demolition of the house.

It would be impertinent to talk about preservation of beach houses without regard for the weather. Meriwether Lewis wrote in his journal upon arriving at the Pacific Ocean here in the Pacific Northwest that the “wind blew with Such violence that we wer almost overwhelmed with water blown from the river, this Storm did not sease a day but blew with nearly equal violence throughout the whole day accompany[i]ed with rain. O! how horriable is the day”<sup>183</sup> This type of weather is still common today along the Pacific Coast, especially between the months of November and May.

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183. Meriwether Lewis, “Expedition Journals, November 22, 1805,” Quoted in Stephen E. Ambrose. *Undaunted Courage: Meriwether Lewis, Thomas Jefferson, and the Opening of the American West*. (New York: Simon & Schuster, 1996), 308.

## PRECIPITATION, WIND, AND STORMS

Tillamook County, and the majority of the Pacific Northwest Coast, has a temperate year-round climate. For the recorded period, from 1948 to 2007, Tillamook City's annual average high temperature was 59.3°, and the annual average low temperature was 41.5°. <sup>184</sup> During August, the average temperature rose to as high as 68.5°, and the coldest average temperature was in January, when it dropped to 35.9°. For the same time period, the city of Tillamook averaged slightly more than 89 inches of rain each year, the bulk of which happens between November and March. <sup>185</sup> The weather stations all along the Pacific Northwest coast have recorded similar precipitation and climate averages for the last fifty or more years.

The rainfall, which probably is the culprit for the greatest amount of damage to historic beach houses, ranges from an average 62 inches, in North Bend, Oregon, to an astounding one hundred and sixteen inches in Clearwater, Washington. The Olympic National Forest, in Washington, has approximately one-hundred and eighty inches of rain annually. For comparison Seattle, Washington, averages around 35 inches of rain and Portland, Oregon, around gets nearly 42 inches. These data sets offer an insight into the general weather patterns along the coast over roughly the last one hundred years, but mainly they explain that the Pacific Coast is a rainy and wet place, and it appears to become colder and wetter as you go north (figure 33). The Coast Range Mountains keep much of the rainfall from making it to inland areas, and coastal housing accordingly receives the brunt of the wettest weather in the country. This weather can lead to an array of problems for housing including, flooding, erosion, and moisture damage. <sup>186</sup> Rain isn't the only climatic hardship faced by coastal houses in the Pacific Northwest. Places like the North Head Lighthouse, located at the mouth of the Columbia River have reported some of the windiest events on record on the West Coast. Numerous reports from before the beginning

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184. The Western Regional Climate Center, Historical Data. [www.wrcc.dri.edu](http://www.wrcc.dri.edu). (Accessed January 18, 2009).

185. Ibid.

186. Appendix B lists the Average temperature data (in Fahrenheit) and average total precipitation and snow fall for Pacific Northwest coast weather stations.

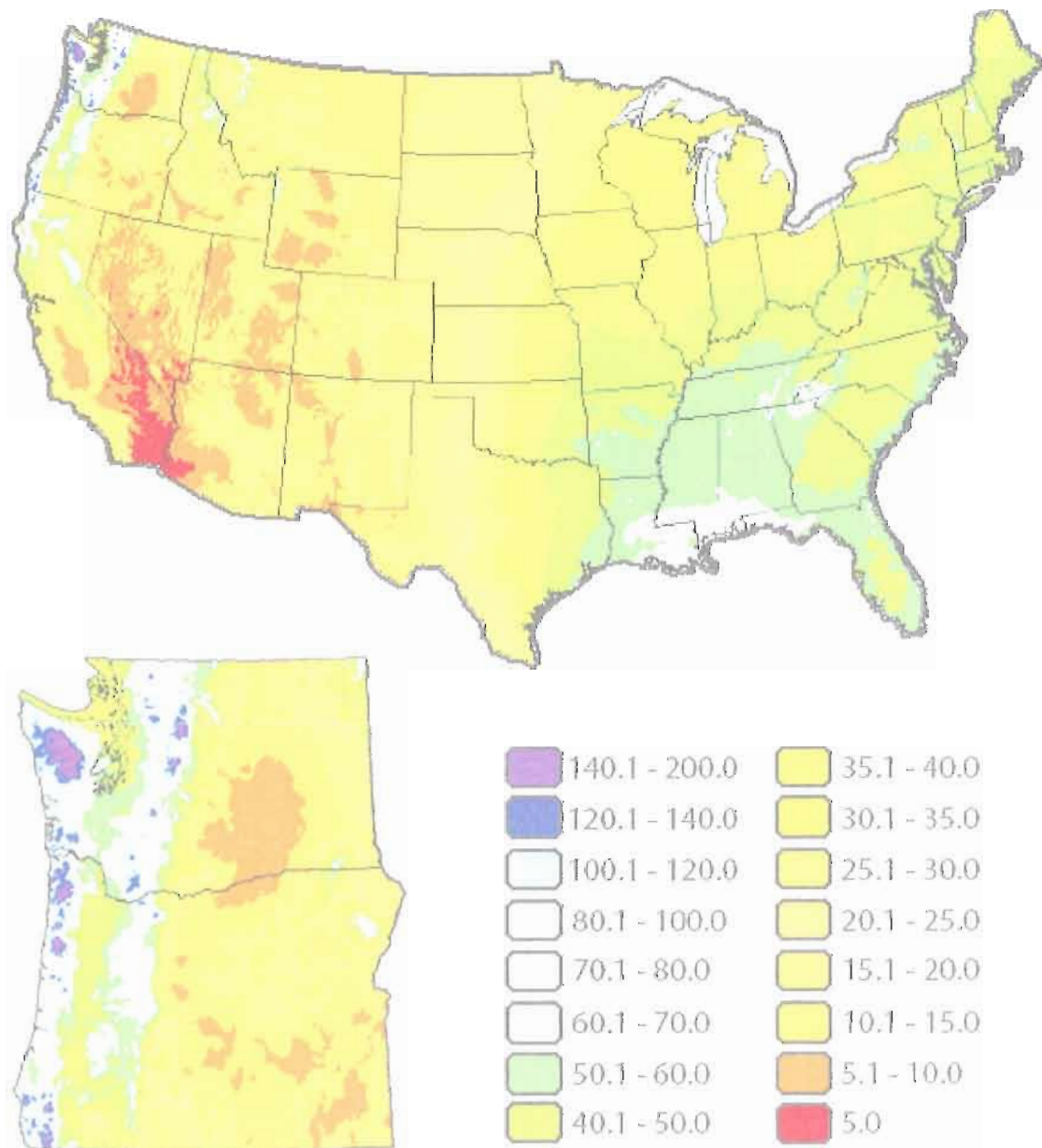


Figure 33: State's Average Annual Precipitation, 1961-1990, The Pacific Northwest coast range has the wettest weather in the country. NOAA data set, created by the author April 2, 2009, using the National Atlas of the United States, <http://nationalatlas.gov> and Photoshop.

of the 20th century suggest there were gales as high as 120 miles an hour recorded at Cape Disappointment, and one unofficial 1929 report suggested the winds were as high as 160 miles per hour. That latter storm destroyed all the weather instruments at the lighthouse, wrecked havoc on nearby towns, and blew down countless trees.<sup>187</sup> Clyde Frink, an early Neskowin resident, described a number of storms in the 1930s that produced extremely destructive tidal waves, had high winds, and soaked the little town with very heavy rain. In 1939, one of these storms leveled the community kitchen at the town's campground, moved the only restaurant off its foundation and up an embankment, and swept a home by the beach out to sea (figure 34).<sup>188</sup> The community kitchen, a large building, open on one side, was an unfortunate loss to the camping community which immediately encouraged the construction of a new shelter— this one with shower and toilet facilities.<sup>189</sup>



Figure 34: Neskowin community kitchen shelter after the 1939 storm. Courtesy of the Tillamook County Pioneer Museum.

187. United States Department of the Interior, National Register of Historic Places—Inventory Form, “Cape Disappointment Historic District,” Filed June 13, 1975, Entered 15 August 1975, Section 8: North Head Light Station.

188. Clyde Frink, “When a Hawk Ran Wild.” *Capital Journal*, February 31, 1968. in *Tillamook Lest We Forget*. (Tillamook Pioneer Association. 1979).

189. Alexandria Icy Rock, *Short History of the Little Nestucca River Valley and its Early Pioneers: Tillamook County, Tillamook, Or.*, 23.

During the modern period of record keeping, which began in the 1950s, there have been a handful of other weather events that have also created large-scale damage to coastal structures and environments. One of the greatest storms on record was the Columbus Day storm of 1962. Cape Blanco, in southern Oregon, was home to the largest wind gusts, which measured at a 179 miles an hour. Mt. Hebo, slightly inland in southern Tillamook County, had gusts up to a 131 miles an hour.<sup>190</sup> The destruction caused by this storms was enormous and the loss of life was great. Twenty-one Oregonians were killed.<sup>191</sup> A number of other well recorded storms have bombarded the coast in the last fifty years. The most recent one was in early December of 2007. This storm was actually a combination of two storms that struck the coast with heavy rainfall and high winds for three consecutive days. The most impressive, large-scale problem faced by coastal architecture was damage because of downed trees and power lines, but the high wind was also to blame for roofing and siding materials being ripped off houses and building, leaving the structures open to the elements.

The Bay City church has been a victim of storm damage a number of times. Three of these weather events have blown the steeple down, most recently in December, 2007. The historic church, sited a few blocks from the ocean, was built in the latter part of the 19th century and is still used by the community today (figure 35). The weather events that this church has faced have resulted in the repeated reconstruction of the steeple, the instillation of a metal standing seam roof, vinyl siding, and vinyl windows. The replacement of historic materials with modern plastics and steel is concerning when discussing preservation of historic structures.

It is obvious that weather is a huge element in the life of these buildings. It is also obvious that beach house owners have a clear responsibility to their structures to take the necessary steps that are needed to protect it from the rain, and the wind, and the salt, and the sand.

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190. Wolf Read, "The 'Big Blow' of Columbus Day 1962," *The Storm King: Some Historical Weather Events in the Pacific Northwest*, Office of the Washington State Climatologist, <http://www.climate.washington.edu/stormking/> (accessed 3 April 2009).

191. *Oregon City Enterprise-Courier*, "Oregon Fatalities." October 12, 1962, 12.

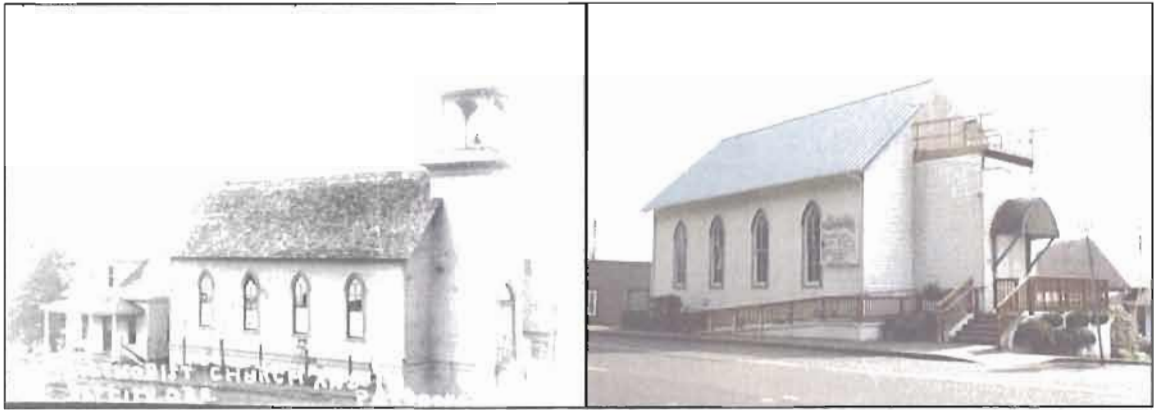


Figure 35: Bay City Church. Historic picture of church with original steeple (left, courtesy of the Tillamook Pioneer Museum) and church after the December 2007 storm (right, photo by author, April 2008).

Nonetheless, it is apparent just by looking at the dilapidated condition of numerous structures, that this seemingly easy task is a lot harder than it appears. In maintaining, you can trap moisture in the building and that becomes its own new kind of problem. It is axiomatic that buildings, like people, breathe and, when they can't, they fail. While the infiltration of rain and salt water is an obvious problem, the trapping of moisture inside a structure, is another route to failure. Wind blown salt laden moisture will eventually find its way into a structure and once there, it can become trapped with nowhere to go. New repairs and construction approaches need to be widely disseminated in order to protect coastal housing from irremediable harm.

#### SALT AND SAND LADEN AIR

The salt and sand content in the air is a naturally occurring element that effects the built environment along the coast. Salt laden air is probably the single most harmful element to metals along the coast. Generally, the salt content of the air is the highest about one-quarter of a mile from the ocean, but depending on the rainfall, wind, and fog, heightened salt contents can move further inland. Most metals corrode so quickly they are hardly used on the coast, and when they are used, they don't last very long.

Sand is abrasive and is carried by the wind. This accelerates the degradation of surface coatings and can allow salt to penetrate the small surface inconsistencies created by the wind and sand. The mail slot shown in figure 36 is a perfect example of how small inconsistencies in

the surface coating, in this case coated brass, corrode out from these spots. Accordingly, only the best materials are suitable.



Figure 36: Brass mail slot. The mail slot is approximately three years old. Photo by author.

## EROSION

Another naturally occurring, but potentially devastating, concern is erosion. Erosion is caused by a variety of events including, rapid precipitation, lack of vegetation, slopes, “low infiltration rates, and the erodibility of bedrock or soil.”<sup>192</sup> Bayocean was completely lost to erosion of the coastline because human use changed the natural setting. A north jetty into Tillamook Bay was added, and caused sand, which normally would have moved seasonally, to become trapped around the jetty. This caused the shoreline to erode away and destroyed numerous houses in its path.<sup>193</sup>

The small town of Neskowin has lost an enormous amount of its beach to erosion problems in the last ten years. Shortly after the onset of the erosion, property owners along the top of the

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192. Tillamook County Comprehensive Plan, Goal 7. Section 2. 4.

193. Thomas A. Terich & Paul D. Komar, “Development and Erosion History of the Bay Ocean Spit, Tillamook Oregon,” (Oregon State University. School of Oceanography, September 1973), 118.



dune began to worry about their investments and pushed for the construction of a large rock wall (known as a riprap) to protect their private property from washing into the sea. A riprap is normally constructed of rocks, but other materials are also common. It is constructed along a shoreline, stream, or river bed to fortify the embankment from damage caused by erosion. Normally this is done with large boulders or sizable manufactured concrete objects.<sup>194</sup>

Most oceanic scientists agree that coastlines change over time. The movement of sand is part of the natural ebb and flow of the sea. Erosion can occur for a variety of reasons, both natural and human. One natural cause of erosion is the shifts from a La Niña to an El Niño ocean and atmospheric condition. The conditions change because of atypical “warm sea surface temperatures interacting with the air above.”<sup>195</sup> Rock rip-raps are absolutely discouraged to protect property along small sections of the beach because “experience has shown that erosion accelerates at adjacent unprotected areas.”<sup>196</sup> According to Orrin H. Pilkey, Director Program for the Study of Developed Shoreline, Division of Earth and Ocean Sciences at Duke University, “the presence of a static barrier at the back of an eroding beach will result in the loss of the beach as the retreating shoreline backs up into the wall. Eventually, the beach will disappear completely, leaving only a many-times repaired revetment.”<sup>197</sup> Paul D. Komar, a Oregon State University professor at the College of Oceanic and Atmospheric Sciences, came to a similar conclusion in a discussion about Pacific Northwest beaches. Komar noticed that even though “coastal management policies were intended to give preference to hazard avoidance and nonstructural means of erosion control [...] seawalls and revetments have become the preferred hazard-reduction

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194. Federal Emergency Management Agency, *Coastal Construction Manual* (Honolulu: University Press of the Pacific, 1986), Section 3.2.

195. Roberta Conlan & Robert Service, “El Niño and La Niña: Tracing the Dance of Ocean and Atmosphere,” The National Academy of Science Office on Public Understanding of Science, (Washington D.C.: National Academy of Science, 2000).

196. Federal Emergency Management Agency, *Coastal Construction Manual*, Section 3.5

197. Jeff Walton. Correspondence between Neskowin Resident Jeff Walton and Orrin H. Pinkley. Published on the Neskowin Community Association website. <<http://www.neskowincommunity.org/riprap.html>> (accessed May 1, 2008).

strategy.”<sup>198</sup> This has the capacity to harm both the natural elements of the shoreline and the built environment.

It also appears to be widely understood that in places where erosion is concerning, the dunes and bluffs are retreating and “threatening peoples properties and important infrastructure” that one of the ways to make the problem greater is to try and protect a few houses along the edge of the vegetation line. This appears to be one of the prime reasons erosion becomes a large-scale community issue. Many of these developments are located too close to the beach. In order to preserve the beach for the greater community, some structures may need to be moved back or torn down. Unfortunately, in a world where property is so fiercely protected, allowing houses to fall into the sea is not often even considered as an option.

The Neskowin erosion was likely another instance of poorly planned human developments impacting the natural environment of the shore. Oregon’s Comprehensive Planning Goal 18, which Tillamook County supports in its own comprehensive plan, states that its primary goal is to “conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and to reduce the hazard to human life and property from natural or man-induced actions associated with these areas.”<sup>199</sup> Goal 18 specifically limits beachfront protective structures to housing constructed prior to 1977. In 1991, a subdivision named “The Point,” which is located to the north of the original platted Neskowin Village, to the south of the mouth of the Neskowin River, and to the east of Hawk Creek (figure 37) was platted for single family residential dwellings. The embankment here used to have a steady grade to the beach, but has now begun to erode away at an alarming rate.

New homes began to be constructed in this new plat in the middle of the 1990s. This trend, of building closer and closer to the ocean continued. A house was constructed on a few blocks

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198. Paul D. Komar, *The Pacific Northwest Coast: Living with the Shores of Oregon and Washington* (Durham: Duke University Press, 1998), 181.

199. Oregon’s Statewide Planning Goals and Guidelines, Goal 18: Beaches and Dunes, OAR 660-015-0010(3).

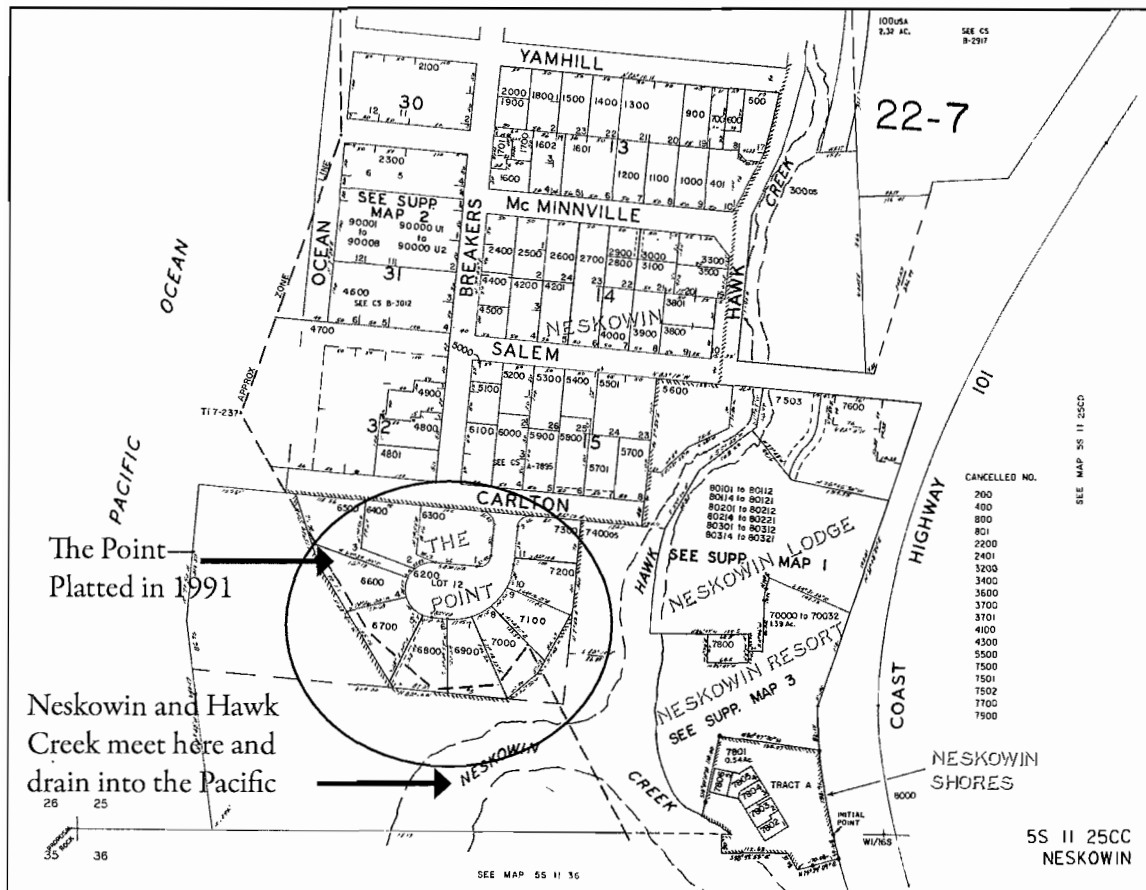


Figure 37: The location of “The Point.” Platted in 1991. Tillamook County Tax Map.

north of the Point on Corvallis Avenue. This house, the David House, soon found itself faced with the wrath of the ocean. Shortly thereafter, erosion began to wear away at the coast and homeowners began to worry about their houses. Without the safety of the dune, their houses were at a much greater risk of flooding, being damaged by debris, and being moved off their foundation. Because of these fears, some homeowners proposed to construct a riprap adjacent to their property in an effort to stop the sea from destroying their house (see figure 38 and figure 39).<sup>200</sup> The community was at odds about what to do, and many felt that a riprap wall had the capability, as Neskowin has unfortunately now seen, to amplify “the speed of the erosion [...]

200. Correspondence between Neskowin Resident Jeff Walton and Orrin H. Pinkley. Published on the Neskowin Community Association <website. <http://www.neskowincommunity.org/riprap.html>> (accessed May 1, 2008).



Figure 38: David Beach House and bolder riprap wall. This photo was taken in March 2004. From Tillamook County Tax Records. <http://www.co.tillamook.or.us/gov/A&T/public/>. (accessed May 1, 2009).



Figure 39: David Beach House and bolder riprap wall. Note the change in the landscape and the growth of the riprap wall. This photo was taken in April of 2009 by the author.

making the ocean dig down, rather than inland.”<sup>201</sup> These walls, rather than protecting the beach, protected the house in the short-term, and otherwise quickly eroded away the sand.

The most worrisome aspect of this type of hazard planning is the houses that might also be harmed after the construction of this type of hazard control. Long and short term planning goals, which are already in place, need to be used to ensure that this type of hazard mitigation is not used to secure safety in the short term for one property. Planning needs to take into account the long term effects of the community. Hazard mitigation that could have serious long term effects on both the shoreline and other nearby houses should be avoided entirely. Bayocean provided a historic example of what could be lost and how, so it would be unfortunate to lose any more coastal towns to the sea in this same manner.

We need to learn to work within the bounds of our natural environment for a long-term sustainable future. The lessons learned here, both in the manageable problems of erosion and the unmanageable forces of nature, is to make decisions carefully. Communities must do the things that need to be done when they need to be done, and avoid approaches that are not good for the shared shore as a whole.

Ultimately, Mother Nature is not the enemy, but she’s not a friend either. She’s neutral. There are incredible wind speeds, fabulous rainfall, eroding coastlines, salt spray carried in a half a mile, and the occasional flood to worry about. It is for this reason that coastal houses struggle to remain. Our own desire to go to the ocean for recreation has encouraged us to replace, sometimes just a few shingles at a time, the components of these houses to keep them standing for vacations for generations to come. It is not clear that it has encouraged us to look beyond a piecemeal approach to our history, housing, community, or environment.

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201. Jeff Walton, Personal correspondence, May 3, 2009.

## CHAPTER VII

### COASTAL BUILDING MATERIALS

Advances in building material technology have influenced construction forever. At the coast, during the last century, new materials have helped to protect beach houses from the damage they are destined to incur in the harsh Pacific Northwest climate. While these innovations have helped to buy time for these houses, it is clear that nothing short of good construction, regular routine maintenance, and attention to detail, will, in the long run, keep beach houses from being tormented by the elements. Coastal houses and structures that are left to sit, degrade at an astounding rate. Materials that are used for coastal construction face a variety of concerns ranging from moisture issues to wind and storm damage.

#### THE LUMBER INDUSTRY IN TILLAMOOK COUNTY

In 1863, in Tillamook County, there were three small sawmills. These early mills were a means to create the lumber that the county needed for its own building. The lumber industry was not thought of as a lucrative business opportunity until the 1880s. These early mills did not focus on export, nor did they produce more than the area needed.<sup>202</sup> They were water powered and their combined output was about 2000 board feet a day. It appears that the Whitney Logging Company became the largest operation in Tillamook County's earliest history. They eventually ran a planing mill out of Garibaldi and had a number of camps and structures for housing the men who worked cutting down the large spruce and cedar trees in the area (figure

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202. Daniel D. Strite, "The Green Tie," *Oregon Historical Quarterly*, Oregon Historical Society (September 1972). Reprinted in *Tillamook: Lest we Forget* (Tillamook Pioneer Museum, 1975), 142.

40).<sup>203</sup> These lumber operations were the beginning of the lumber industry, which eventually became the largest business in Tillamook County.

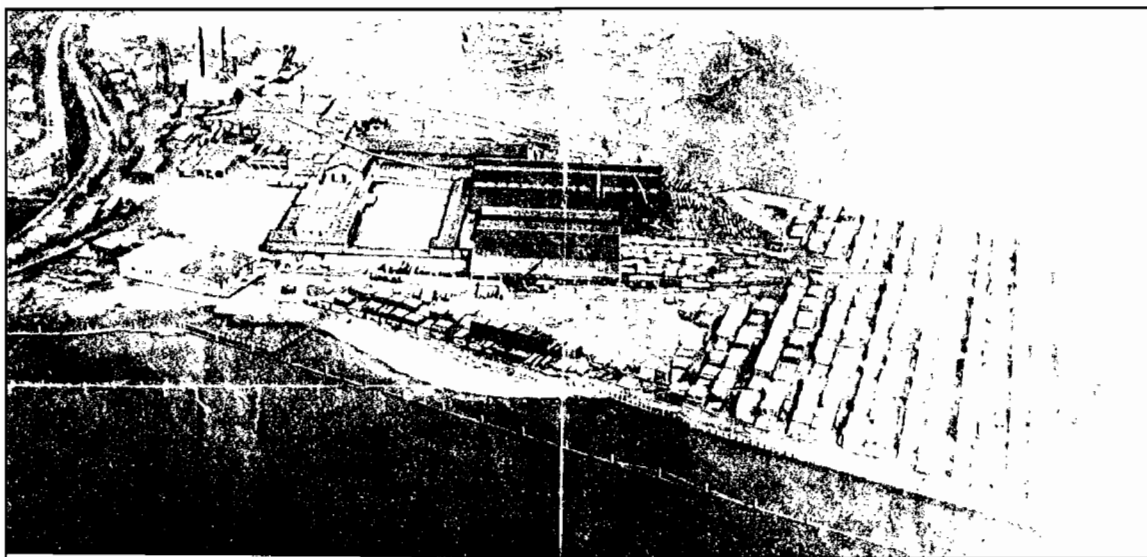


Figure 40: Whitney Logging Company. Garibaldi. Courtesy of the Tillamook County Pioneer Museum.

Tillamook City also had a well established lumber mill as early as 1902. The Sanborn Fire Insurance Map from 1902 suggests that the mill was old at the time and the “machinery was antiquated.” The mill was run with steam power and had a pony circular saw, a single edger, more than one planer, and also supplied electric light to the city and others.<sup>204</sup> Bay City’s lumber mill was present before 1912. The mill had a hundred horsepower engine. Sited directly to the sawmill’s east was the planing mill and storage shed for dressed lumber.<sup>205</sup>

Likewise, earlier than 1921, and located just north of Tillamook, there was a shingle mill owned by the Wheeler Lumber and Shingle Company, which later became the Shinger Bros.

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203. Ibid.

204. Sanborn Map, Tillamook City 1902, © 2001 by The Sanborn Map Company, Sanborn Library, LLC. <http://0-sanborn.umi.com.janus.uoregon.edu/HelpFiles/about.html> (accessed March 5, 2009).

205. Sanborn Map, Bay City 1902, © 2001 by The Sanborn Map Company, Sanborn Library, LLC. <http://0-sanborn.umi.com.janus.uoregon.edu/HelpFiles/about.html> (accessed March 5, 2009).

Shingle Mill. It had the capacity to create 40,000 shingles every eight hours. The Wheeler Lumber Company, which later became the J. A. Lewis Shingle Company and Mill could produce 80,000 shingles in eight hours, and their primary mill could process 150,000 board feet in eight hours. The city of Wheeler alone was producing 120,000 shingles a day and they had proved themselves to be a favorable sheathing material. Accordingly, the abundance of shingles in Tillamook County made them one of the most common building materials. In 1940, the Works Progress Administration (WPA) completed a book about all things Oregon titled *Oregon, the End of the Trail*. They mentioned the presence of the Wheeler shingle mill by stating that the “shrill scream of shingle-mill saws and the odor of fresh cedar-wood is as characteristic of the town as is the cry of the gulls that soar above the three fish-packing houses along the waterfront.”<sup>206</sup>

Other building materials available in the early and mid-twenties caused the lumber industries to worry they were losing their customer base. Brick, stone, tile, cement, and other products were being heavily advertised as an alternative to lumber for a variety of building needs. Many of these new materials— asbestos siding, fiber boards, etc.—proved themselves to be not good materials at the coast. Regardless, these new materials had created unforeseen competition and accordingly, the industry was diligently working on promoting new advancements of their own. In 1927, the nationwide lumber industry reported spending \$1,000,000 on advertisements promoting the goodness of wood. The industry was trying to maintain wood’s brand as the best, primary building material for detached dwellings.<sup>207</sup> Certainly the alternate choices may have hurt the lumber industry in some sectors, but it probably did not heavily influence the material choices of the recreational housing market in Tillamook County. This was particularly true before World War II, when stucco, brick, and concrete were a rarity in coastal construction.

Following is an overview of many materials commonly found in coastal construction.

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206. *Oregon: The American Guide Series*, 369.

207. *The Oregonian*, “Lumber Industry Plans Sales Drive.” May 8, 1927.



Appropriate preservation and maintenance strategies are noted when applicable. By no means is this list complete, but it does offer insight into many of the most common materials and preservation concerns.

## WOOD

Wood as the primary building material of coastal housing has a variety of other applications beyond siding and roofing materials. Nearly all of the wood-framed houses along the coast are built using either the platform or a balloon style of construction. Platform framing is the most commonly used framing style in America today.<sup>208</sup> In platform framing, structural members, called studs, provide the frame. The flooring for the second floor of the house is set atop the first floor wall studs, and then the second floor wall studs are horizontally constructed on top of the second story flooring. Then the roof, made up of a number of horizontal ceiling joists and sloping rafters, normally set sixteen inches center to center, making a truss structure, which is attached to the top plate to create the house's frame. Balloon framing differs by using wall joists that run from the foundation to the roof. Before World War I, balloon framing was the most commonly used framing style, but after the war, and especially in the 1950s, platform framing became the most common. Both of these framing types are likely in Tillamook County.

For windows and door surrounds, trim work cedar is clearly the most commonly used, and appears to be the most long lasting. On historic houses, old growth hemlock or pine was a sturdier material than the second generation growths of today. These second growth woods should not be used at the coast.<sup>209</sup> This is also true of second generation cedar, although it appears cedar lasts longer than other available woods. It is, however, a precious commodity and should be used sparingly.

## WOOD SHINGLES AND DROP OR LAP SIDING

Authors of *Oregon: The End of the Trail*, discussed the architecture of the Oregon coast

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208. Rob Thallon. *Graphic Guide to Frame Construction: Details for Builders and Designers*. (Newtown, CT: Taunton Press, 2000). xi.

209. Mark Stiles, proprietor of Design/Build inc, Seaside, Oregon. Personal Correspondence. May 4, 2009.

range and the Willamette Valley. Their discussion was particularly interesting, since they reflected on the long rainy season and its affect on building design and construction.<sup>210</sup> Building operations, they stated, “were rarely slowed up at any time of year because of inclement weather, while roofing with flashing to repel moisture has been scientifically developed in Oregon.”<sup>211</sup> It is unclear how this “scientifically developed” flashing was installed, or who developed it, but likely every roofing company was attempting to create a “waterproof” roof at an affordable price. The authors also remarked on the style of coastal architecture and the types of construction materials being used along the Tillamook County coast during their 1940 tour:

Summer cottages here and there are trim and brightly painted, but the majority of the houses have a haphazard look. Each has been placed where its owner thought he could gain the most protection from wind and waves. Most of the weatherboarding (locally called shiplap) and shingles are a uniform silver gray. Formerly, shingle “seconds” could be had at the mills without cost, or for very little, and many coast homes were covered with them.<sup>212</sup>

This “haphazard” look that most beach houses take on is likely a product of the weather along the coast combined with the general characteristics of wood and the nature of second houses. Older houses along the Tillamook County coast, unless they have been meticulously maintained, continue to have a very weathered, even deteriorated, look to them. Over time, because of the nature of wood, the exterior surface forms a patina. Fresh cut red cedar shingles, straight from the mill, have a vibrant reddish brown coloring, but as they age, the reddish brown gives way to a silvery grey. This patina is a sign that the wood has suffered from the wet, windy, salt air climate along the coast. Cedar shingles appear to have been the long-time favorite for roofing, and “shiplap” wood siding was likely fir. Early in the area’s history, there was such an abundant amount of old growth timber available that any combination would not have been surprising.

During the 1940s, wood prevailed still as the best siding material at the coast. It was widely

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210. *Oregon: The American Guide Series*. 1940. 146.

211. *Ibid.*

212. *Ibid.*

believed that “shingles over shiplap were considered the best walling” to deal with the wet windy climate.<sup>213</sup> Still, it was felt by many that “a weatherproof house simply cannot be built.” Knowing the challenges of the rain and the fierceness of the wind, it is understandable why some coastal homeowners believed that “the wind will whip rain through the most cleverly joined and mortised walls. The same wind tears loose both clapboards and shingles, so every house more than a few years old is bound to show the marks of repeated repairs, unless the owner has given up the struggle.”<sup>214</sup> Most beach house owners today have a similar stance on the necessity of “keeping up the struggle.” Beach houses, especially when left unattended, find water damage to be their most common ailment.

Wood of all kinds is still the most commonly used material for building a house by the sea. It is fairly resistant to the acidic, salty climate, but suffers from water damage and the mechanical, repetitive abrasion of wind blown sand.<sup>215</sup> Wood has a few benefits over bricks, stones, and metals—it’s easily replaceable, easy to use, light, and readily available, especially in Tillamook County. Accordingly, shingles are still a favorite here. They can be easily replaced if damaged, and, if there is a leak, it is far easier to access the interior through a layer of shingles than it is with most manufactured contemporary sidings such as vinyl or asbestos tile. Shingles, when they have adequate ventilation, appear to be extremely resistant to the salt water laden air. They do need to be properly maintained, because they are susceptible to damage from the wind. The Churchill House, an ocean-front house in Neahkahnie, experienced damage to the exterior sheathing of cedar shingles during the 2007 storm. The portion of the house that was damaged had new shingles applied in those areas. The areas that were most affected by the storm were the south and west elevations. Eventually these shingles will weather and match the patina of the older shingles (figure 41). It is very common that the south and west facades are the areas

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213. Ibid., 369.

214. Ibid.

215. Ibid.

that need the most repair because weather patterns generally move in from these directions. It is extremely important to fasten them in the most compatible way possible. The best way appears to be blind nailing. This system assures that the nailed points are not directly exposed to the elements. Stainless steel nails are probably the best option for coastal communities, as they will last the longest in this climate. The relatively low cost of wood and the ease of replacing shingles speak well of them as a material that is suited to the weather at the coast.



Figure 41: A. E. Doyle's Churchill cottage, Neahkahnie Beach. Note new shingles on front portion of the house. The house also has vinyl windows and a composite roof, both non-historic replacements to this 1913 house. Photo by author.

## PLYWOOD

Plywood was both an early and great advancement in construction materials of the 20th century. Plywood is defined as an “engineered wood board or panel [that] consist of an odd number of sheets of Douglas Fir veneer placed crosswise and bonded together under hydraulic pressure with water resistant glues that are stronger than the wood itself.”<sup>216</sup> Plywood was not

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216. Forest Products Division, *American Douglas Fir Plywood and its Uses* (Washington: United States Government Printing Office, 1937), v.

a entirely new concept when the Portland Manufacturing Company, a box company located in St. Johns, Oregon, was asked to produce something “new and unusual” for the 1905 Lewis and Clark Exposition that was to be hosted at the site of the filled in Guild’s Lake area of NW Portland.<sup>217</sup> Portland Manufacturing Company responded with a product similar to contemporary plywood.<sup>218</sup> Wood that resembles plywood can be found in early Egyptian and Chinese furniture. This fact was used by its early proponents to describe the fundamental and enduring nature of the pressed wood concept.<sup>219</sup> The Portland Manufacturing Company produced a product that they called the “three-ply veneer work,” which was made of the abundant Pacific Northwest Douglas fir.<sup>220</sup> Early applications of this “three-ply” veneer were simple projects such as cabinets and trunks, and later it began appearing as running boards on automobiles. More and more companies began to produce wood in this manner, which eventually lead to the creation of the Douglas Fir Plywood Association, a group that represented the collection of mills that were producing plywood at the time. In 1937, there were plants in Everett, Seattle, Tacoma, Olympia, McCleary, Gray’s Harbor, Longview, Vancouver, and Portland.

Douglas Fir plywood was a fast growing industry. Alexander V. Dye, the Director of the Bureau of Foreign and Domestic Commerce, commented on the growth of the plywood industry between 1925 and 1936. In 1925, 153,000 square feet of Douglas Fir plywood were produced by the mills in the Pacific Northwest. That number rose to 700,000 square feet in 1936, more than a 350% increase for the period.<sup>221</sup> New uses were being “discovered” all the time and production was doing its best to keep up with demand. It was rightly believed that the uses of

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217. American Plywood Association, “Portland Manufacturing Company no. 1,” Plywood Pioneers Association, [www.apawood.org/plywoodpioneers/pdfs/PPA\\_01.pdf](http://www.apawood.org/plywoodpioneers/pdfs/PPA_01.pdf), March 31, 1967, 1.

218. Alfred M. Stachli, Correspondence with Liz Carter, shared with author. October 14, 2008.

219. Forest Products Division, *American Douglas Fir Plywood and its Uses*. v.

220. The Engineered Wood Association, “Softwood Plywood Industry Celebrates 100th Anniversary” <[http://www.apawood.org/level\\_b.cfm?content=srv\\_med\\_new\\_bkgd\\_ply100](http://www.apawood.org/level_b.cfm?content=srv_med_new_bkgd_ply100)> (Accessed 2 May 2009).

221. Forest Products Division. *American Douglas Fir Plywood and its Uses*. v.

plywood were in their infancy and that it would emerge as a leader in the lumber industry.<sup>222</sup>

Plywood was advertised as having all of the strength and beauty of wood, but by the innovative minds of the forest product engineers and the available science and modern technology, a product had been created that, “in many respects,” was far superior. In 1935, plywood underwent its greatest transformation to date. The glue that had been used to laminate the plywood together had been derived from animal and vegetable sources. This required the material to be used indoors, away from moisture. Because of this, plywood had been used almost entirely for cabinets, doors, and other interior wood panel needs. Waterproof glue made it possible to use this product on the exterior of buildings, either as a sheathing material or as the exterior surface.<sup>223</sup>

The “new” plywood was an engineered board or panel with an odd number of sheets of Douglas Fir veneer placed crosswise and boded together under hydraulic pressure with water resistant glues.<sup>224</sup> The 1937 publication “American Douglas Fir Plywood and its Uses” aimed to describe all the possible modern uses of plywood to an ever expanding market. Promotions suggested it was better than lumber in strength as well as in smoothness, beauty, durability, workability, and in warp resistance.<sup>225</sup> The Douglas Fir Plywood Association explicitly showed how plywood as sheathing and sub-flooring for a single family dwelling saved fifty percent or more in labor costs for the builder.<sup>226</sup> Even before the World War II, mass production of prefabricated houses using plywood was being developed.<sup>227</sup>

The product’s evolution continued. World War II demanded the creation of a truly

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222. Ibid.

223. Thomas Vaughan, *Space, Style, and Structure: Building in Northwest America*, 480.

224. Forest Products Division, *American Douglas Fir Plywood and its Uses*, 2.

225. Ibid., 1.

226. Ibid., 14.

227. Ibid., 16.

waterproof plywood. This variety was used in the manufacturing of maritime fleet ships.<sup>228</sup>

So-called marine plywood is an extremely durable building product. Of course wood of any kind is not without its problems. As stated above, the presence of moisture in too large a quantity is one of the key factors in how fast wood deteriorates in coastal housing. Since rot and warp can compromise a structure, there are a variety of methods for dealing with moisture.

Historic structures greatly benefit from proper ventilation. One of the most common problems encountered is moisture trapped between layers of a wall or condensation trapped in the interior of the house. This can happen when moisture barriers are used and moisture seeps in through a faulty joint or is simply driven into the structure by wind. Likewise, improperly installed interior moisture barriers keep water from evaporating and exiting the structure. Wood also expands and contracts in various temperatures. Plywood is less likely to do so because of the process the wood goes through during production making it more stable in moisture rich communities. Plywood also offers extra strength to buildings if used as a sheathing between the joists. Two-by-fours and other wood portions of the house are susceptible to this type of expansion, so it should be noted that the expansion and contraction of wood must be taken into account when repairing wooden elements of a house. Other unfortunate, but by no means unmanageable, aspects of wood is its capacity to burn, and its vulnerability to attacks by an assortment of insects.<sup>229</sup> However, its ease of use, its light weight, and its abundant availability, still make it a good choice of material for a sub-layer in this climate. Not surprisingly, it appears that as a substrate layer, plywood is a very common coastal building material. It also appears to hold up well when used as the sub-layer for a siding material, such as cedar shingles, drop siding, and even newer materials such as cement board.

#### PLYWOOD SIDING

Exterior plywood siding, sometimes referred to as T1-11 siding, is a variation on the pressed

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228. Don Peting, Personal correspondence, April 2009.

229. William M. Harlow, Ph. D., *Inside Wood. Masterpiece of Nature*, (Washington D.C.: The American Forestry Association, 1978), 65.

wood model. It is generally five-eighths of an inch thick and is pressed together with a coated top surface. There are grooves in the face of the surface which are cut through the first and some of the second layers of the 5-ply laminate. The hope with plywood siding was that you could have both a sheeting layer and an exterior surface in a single piece.<sup>230</sup> Plywood siding was probably developed by one of the historically active plywood producers in the United States such as U.S. Plywood, Weyerhaeuser, Evans Lumber, or Georgia Pacific. Alfred M. Staehli, FAIA, FAPT, estimates that plywood siding was one of the most often used materials developed for “residential and small commercial building” in the post-war era.<sup>231</sup>

Plywood siding is problematic in coastal areas because the grooves cut into the exterior surface of the board cuts into the second layer of the laminate. This can allow water to seep into the seam. Just as in regular plywood, this often causes the panels to delaminate.<sup>232</sup> Furthermore, when the plywood siding is the only exterior sheathing it is much easier for moisture to leak into the structure, because there is less of a barrier between the climate and the structure. Accordingly, T1-11 is not a recommended material in a coastal setting.

#### BRICK/MASONRY

Bricks, while beautiful and sturdy, tended not to be used as the primary material in beach house construction here in the Pacific Northwest. The cost of a brick house has always been much higher than that of a wood house. Brick was reserved for public buildings and downtown blocks. Simple summer cottages did not necessitate such extravagance. Vernacular beach houses were not the summer homes in South Hampton or mansion retreats in Malibu.

The one place that bricks and masonry are found in early coastal housing is in the foundation. Many of these coastal houses were set on pier foundations of stone, had formal brick foundations, and then, on many houses at a later point, these would be replaced by a poured

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230. Don Peting, AIA, Personal correspondence, May 4, 2009.

231. Alfred M. Staehli, Correspondence with Liz Carter. Shared with author, October 1, 2008.

232. Mark Stiles, Interview by author, Seaside, Oregon, May 4, 2009.



concrete foundation to create a sturdier base. The most important structural aspect to keep in mind when faced with brick as a foundation or structural component of a beach house, is that the most likely cause for damage is mortar joints failing or not being properly maintained. The mortar along the coast is likely a combination of lime, sand, and Portland Cement. This addition of Portland Cement occurred slowly around the beginning of the 20th century, However, it was not until the 1930s that most masons were using a mixture of equal parts Portland Cement and lime putty to make a “more ridged and non-absorbing mortar.”<sup>233</sup>

Regardless of the type of mortar, it is imperative that water not stand on masonry surfaces. This is the most common cause of failure and deterioration. Often this is the result of simple problems such as a detached gutter, an improperly leveled surface, or a deteriorated drip rail.

#### METAL

Buildings along the coast use a number of different types of metals in various configurations. Of all the metals that are used, brass and stainless steel appear to have the longest rate of survival in the harsh coastal climate with its abundant salt laden moisture. Brass has long been used for door knobs and fixtures in boats and houses along the coast. Stainless steel nails and screws are the favorite choice for contractors, mainly because they are the only type that do not corrode at an astounding rate.<sup>234</sup> The Department of the Interior has the following suggestion for the treatment of historic metals:

It is recommended that historic metals should be identified, retained, and preserved. They are important in defining the overall historic character of the building. The Department of the Interior even states, that when possible, their finishes and colors should be retained as well. It is critical to differentiate between metals prior to work. Each metal has unique properties and thus requires different treatments.<sup>235</sup>

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233. Robert C. Mack, FAIA, and John P. Speweik, “Repointing Mortar Joints in Historic Masonry Buildings,” National Parks Service, Technical Preservation Services (Washington, D.C.: U.S. Printing Office, October, 1998).

234. Mark Stiles, May 4, 2009.

235. Department of the Interior, “Standards for Preservation and Guidelines for Preserving Historic Buildings: Exterior Materials, Architectural Metals,” [http://www.nps.gov/history/hps/tps/standguide/preserve/preserve\\_metals.htm](http://www.nps.gov/history/hps/tps/standguide/preserve/preserve_metals.htm) (accessed May 17, 2008).

It should also be noted that metal should not be placed in contact with other types of metals, especially in a climate of salt laden air, because a galvanic reaction can occur, causing the various types of metals to corrode more quickly. This is often seen when homeowners or contractors use incompatible fasteners when working with metal components.

The most important portion of the Department of the Interiors standards is to know that different metals require different treatments. For metals such as steel, cast iron, and in rare cases, wrought iron, the most common failure is of the protective coating. Many metals require a sealed protective coating to prevent corrosion. When the exterior coating begins to fail, the entire coating needs to be removed, as well as any rust. There are a variety of ways to inadvertently remove the coating, including hand scraping, chipping, wire brushing, sandblasting, wet sandblasting, flame cleaning, and chemicals.<sup>236</sup> It is very important that the repairing process does not harm any of the historic metal components. The Department of the Interior suggests using the gentlest means possible. Accordingly, sandblasting, flame cleaning, and chemical procedures should be avoided unless hand scraping/chipping/brushing are not feasible or are not working. Wet sandblasting, in particular, should be avoided for the cleaning of most metals, because the moisture can cause surface rusting and the pressure will force moisture into the joints, cracks, and corroded areas.<sup>237</sup>

Once the coating has been removed, a new coating must be applied to protect the surface from air and moisture damage. All surfaces will need to be primed prior to receiving a finishing top coat. While a latex or water based primer is usually suitable for hand cleaned areas that have already been painted the Department of the Interior suggests that metal components should not be coated with latex or water based primer because it can cause immediate oxidation. They also suggest having different coating selections for each type of component on the site. Bare

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236. Department of the Interior, *The Preservation of Historic Architecture: The U.S. Government's Official Guidelines for Preserving Historic Homes* (Lyons Press, Guilford: 2004), 307.

237. National Parks Service, Department of Defense, and the U.S. Coast Guard, *Historic Lighthouse Preservation Handbook* (National Parks Service:1997), 10.

components will need a primer high in zinc, while pre-painted areas could be coated with latex based primer. Hand brushing is not only the traditional method of applying paint, but also happens to be the most effective.

Cast iron, which is rarely found in coastal architecture, but occasionally shows up in the form of railings, structural members, and the odd piece of hardware, is a hard, brittle, non-malleable iron-based alloy containing 2.0% to 4.5% carbon and 0.5% to 3% silicon. In addition to these elements, cast iron contains varying amounts of silicon, sulfur, manganese, and phosphorus.<sup>238</sup> Since cast iron is too brittle to be shaped by hammering, rolling, or pressing, it is poured into molds to form various decorative and structural components. Cast iron is extremely strong in compression, but weak in tension.<sup>239</sup> This information is useful when identifying cast iron from similar ferrous metals.

It is often possible to see mold lines, casting flaws, and air bubbles. They are normally bolted or screwed together, while wrought iron is normally riveted or welded. Further, wrought iron components are generally simpler and less uniform than cast iron. Deterioration, in the form of oxidation, galvanic corrosion, and graphitization are the most common and pressing preservation concerns for cast iron.

Iron that is worked or shaped is considered wrought iron. Wrought iron has tensile strength, making it an obvious choice for bolts, beams, and tie rods, but it was also used in more decorative applications. Hand forged iron nails were also a common application found until the early part of the 19th century.<sup>240</sup> For the most part, preservation of wrought iron is similar to that of cast iron. Likewise, failure of the protective coating is the most common reason for deterioration of wrought iron components. To recoat wrought iron, all of the protective coating needs to be

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238. Department of the Interior, *The Preservation of Historic Architecture: The U.S. Government's Official Guidelines for Preserving Historic Homes*, 304.

239. Margot Gayle and David W. Look, AIA. *Metals in America's Historic Buildings: Uses and Preservation Treatments*. Part I A Historical Survey of Metals, (U.S. Printing Office, Washington D.C. 1980), 50.

240. Department of the Interior, *The Preservation of Historic Architecture: The U.S. Government's Official Guidelines for Preserving Historic Homes*, 307.

removed as well as any rust. Again, wrought iron will need a primer high in zinc, while pre-painted areas could be coated with latex based primer and hand brushing is the most effective application process.

Aluminum is sometimes used in coastal areas for windows, doors, and roofs, because it provides durability and resists tarnishing and corrosion. It has only recently become available at reasonable prices. It is quite durable and is used for many different applications today.<sup>241</sup> Aluminum is often chosen in coastal areas because it withstands the salt content in the air better than steel, but, like most materials, its lifespan on the coast is shorter than what it would be inland. The relatively low cost of aluminum windows and roofs have made it a popular choice. If these roofs or components corrode, replacement is the most cost effective option. At the time of this study no information was available about the process of fixing or recoating a metal standing seam roof. It appears that most often the old roof would be removed and recycled, and a new one placed in its stead.

Aluminum windows are a slightly different matter. They are not extremely common along the coast because they do not have the same surface coating, and accordingly, tend not to last long enough to be considered an acceptable choice for coastal construction. Most windows are wood, or these days, vinyl. If aluminum windows or components are present and they have a corrosion concern they should be replaced with wood or another viable alternative.

Copper only occasionally shows up in coastal climates, but is, in most cases, a durable metal that withstands corrosion better than wrought or cast irons. Its patina, which over time becomes bright green in color, actually acts as a barrier for further corrosion.<sup>242</sup> It is not widely used on the coast because of its relatively high cost and because it is more prone to corrosion than bronze, the coast's most popular metal. Copper in its purest form is pliable and was historically used for decorative features, roofing, and later for wires and pipes. One of the most common

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241. Margot Gayle and David W. Look, AIA., *Metals in America's Historic Buildings: Uses and Preservation Treatments: Part I A Historical Survey of Metals*, 23.

242. Ibid.

copper corrosion problems occurs when incompatible nails or screws are used during installation. Preserving copper is much different than preserving cast and wrought iron. Hand brushing the patina will harm the copper. If it has been coated with a protective layer, any flaking pieces of the protective coating should be scraped away and then a new coating applied. Great care needs to be taken when scraping away any old coating, as this is an easy way to destroy the natural protective patina.

Bronze, the most common and most resilient coastal metal, is a mixture of copper and tin. Bronze, a salmon colored metal, normally forms a natural green or brown patina. It is a very hard metal that stands up well to both time and weather, especially near the sea. Oiled bronze has long been in use in coastal areas for hardware, because of its resistant properties. The two most common problems for bronze are exposure to polluted or harsh climates and improper cleaning. The weather along the coast will always be difficult. By gently keeping the surface cleaned of dirt and not allowing moisture to sit on the surface, bronze can last for generations. Unfortunately, damage to bronze is often caused by various cleaning methods. Steel wool, metal brushes, or even worse, some type of sandblasting can harm the natural patina of bronze and cause deterioration and corrosion to occur at a faster rate than normal. While using a wire brush is the preferred method for cleaning a cast or wrought iron surface, it is detrimental to bronze because it can easily scour the surface and disrupt the natural patina. This exemplifies one of the key reasons for identifying the type of metal in advance of restoration. Bronze should be cleaned in the least invasive way possible. In most cases, washing the bronze with water and a natural fiber brush or cloth will suffice.

Bronze is the recommended metal for fixtures at the beach according to Jay Giliberty, lighting and hardware specialist at Rejuvenation Hardware. Rejuvenation is America's largest manufacturer and leading direct marketer of authentic reproduction lighting and house parts. He suggests an oiled bronze finish for any fixture customers are buying for their beach house. He does offer a simple recommendation for those buying beach house hardware. He said,

“Remember that metal components at the beach just don’t last as long as they would in the Willamette Valley. You need to understand that components for a beach house may need to be replaced more often.”<sup>243</sup>

## VINYL

It would be difficult to talk about coastal materials without at least mentioning vinyl. Vinyl siding and windows are one of the most popular new innovations used in coastal construction today. Vinyl siding is made from a polyvinyl chloride (PVC). PVC is a thermoplastic polymer.<sup>244</sup> Thermoplastic describes the way in which the material would melt when very hot and become brittle when very cold. A polymer is a chain of identical parts that stick together. Together they make a plastic that is advertised as being easy to mold, easy to work with, and fairly inexpensive. Vinyl siding and windows have been in use since the early 1960s. The B.F. Goodrich Company developed “weatherable grades of PVC” which were commercialized as house siding in 1960.<sup>245</sup> By 2005 it was estimated that PVC comprises “69% of the construction market for plastics.”<sup>246</sup>

Vinyl siding should not be used in coastal communities. It does not appear to have the same type of longevity at the coast as it would for an inland project. Furthermore, as a siding material, it is more likely to trap water between the siding and the structure than to keep moisture from penetrating the surface. Also, it should be noted, PVC products have been under intense scrutiny recently. This has included a boycott by Greenpeace to protest the product for being the “single worst plastic for the environment.”<sup>247</sup> They believe this because there is “evidence that the production, use, and disposal of PVC or vinyl, is a leading source of dioxin in the

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243. Jay Giliberty, Personal correspondence. March 15, 2009.

244. Charles E. Wilkes, ed. et al., *PVC Handbook*. (Cincinnati: Hanser Gardner Publications, 2005), 4.

245. Ibid.

246. Ibid., 11.

247. Charles Miller, “PVC/Vinyl the ‘Worst’ Plastic for the Environment.” Greenpeace Press Release, April 22, 1997. <http://archive.greenpeace.org/majordomo/index-press-releases/1997/msg00100.html> (accessed May 24, 2009).

environment.”<sup>248</sup> This should be reason enough to not choose vinyl as a exterior sheathing of a house, but additionally along the coast, its ability to trap water against surfaces make it a poor choice of materials.

#### CEMENT BOARD

Cement board, also known as fiber cement cladding material, is quickly becoming the new most commonly used material along the Oregon coast. The board is advertised as a low maintenance material. It is rot, flame, and termite resistant, and is well rated for hurricanes.<sup>249</sup> It often comes with simulated wood grain, but the boards can be ordered with a smooth surface that more closely resembles wood.<sup>250</sup> Cement board appears to hold up fairly well by the sea. It is a fairly new product and there has not, it appears, been a formal study about its longevity. However, the applications of cement board that this study found appeared to be a reasonable replacement material along the Oregon coast. The best uses of this material were in places near the foundation where a few boards of lap siding were replaced with cement board. The board matched the fabric fairly well. Boards without the fake wood grain match much better than the boards sold over the counter. While cement board seems to have some place at the coast, historic materials should be retained whenever possible.

#### SURFACE COATINGS

There are a variety of options for surface coatings on buildings along the coast. All are more difficult to maintain than they would be inland. Wood and metal need to be prepped differently, and different coatings are more appropriate for each material. Research should be conducted depending on the type of surface and the condition, just as in any other project. The surface coating is an important aspect of keeping buildings maintained at the coast. Houses that are well cared for will last years longer than those that are left to weather the elements alone.

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248. Ibid.

249. Marianne Cusato, et al., *Get Your House Right: Architectural Elements to Use and Avoid* (New York : Sterling Publishing, 2008), 234.

250. Mark Stiles, Personal interview, May 4, 2009.

Wood, the most commonly used coastal material, can take a variety of coatings. Shingles can be coated with an oil stain or a linseed oil to deter moisture from penetrating the wood, while retaining its natural look. This system of preservation for wood shingles has worked for generations and it is the method that probably has the least harmful effects to the environment. There are a variety of pressure treated lumbers that contain preservatives to keep lumber from rotting or being eaten by pests, but it seems that a combination of other preservation methods would be better in the long run. These include lowering the moisture contents of the wood, keeping wood clean, and making the environment unfavorable for pests.

Shingles and shiplap siding can also be painted. Mark Stiles, an architect and proprietor of Design/Build in Seaside, Oregon, suggests oil based primers and latex paint for the longest lasting effect. He does concede, however, that while paint on a house in Portland might last seven to ten years, here along the coast, especially if within a quarter mile of the ocean, it will probably only last for two to four years before needing to be touched up or repainted. The erosion from the wind blown, sand laden air, with its high salt content, is especially harmful for the south and west facades of most houses, because of the prevailing weather patterns (shown in figure 42).<sup>251</sup> This shingled house was painted in 2006 and the effects of the weather can already be seen.



Figure 42: Paint chipping from shingles on the south facade of 1920s house. The house was painted approximately three years before this picture was taken. Photo by author.

These boards should be repainted as soon as possible to protect the house for years to come.

#### COASTAL MATERIALS AND THE WEATHER

This wet, windy climate poses a variety

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251. Ibid.



of problems for the built environment. Current practice often finds contractors “fixing” houses that have suffered from storm damage with incompatible materials, and construction techniques that might work for a house some place else, but that certainly will not hold up to the climate by the sea.

The problems that stem from the rainy climate are many. In wood, moisture promotes the growth of mold and various fungi, and creates an environment where the rot of wood is inevitable. Metal components also suffer in this climate. The corrosion of metal, a common occurrence in this coastal environment, is the product of a variety of core problems. The use of an inappropriate metal for the climate, the use of materials that do not have the proper anodized or galvanized coating, or are not coated with a protective paint, and the exposed use of metals, all set the stage for damage and eventual failure.

The majority of new coastal housing is “stick built,” using conventional techniques. New innovations in building materials have made construction easier, but the general construction approach is, in theory, much the same today as it was after the end of the World War II. The new materials that have worked their way into the built environment along the coast have helped houses last longer, but repairs and maintenance are still necessary. One of the earliest improvements and most pervasive new material technologies was the development of waterproof plywood, which has altered both construction technique and appearance.

Ultimately, there is no substitute for good building techniques and routine upkeep. Wind blown rain frequently causes water to, literally, “run uphill and into wall and roof constructions.”<sup>252</sup> The mechanical abrasion of sand and wind will, over time, degrade the heartiest materials without ongoing care. Like so many things, with care and attention good things are bound to happen. By knowing the materials at hand and how they interact along the coast, homeowners will have a much better chance at keeping their houses shielded from the worst of the problems houses face along the Pacific Northwest sea shore. Even in the face of such

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252. Alfred M. Stachli, October 14, 2008.

difficulties, people are naturally drawn to the sea and have come to understand that the Pacific Northwest coast, with all its climatic troubles, is a worthy place to maintain houses by the sea.

## CHAPTER VIII

### HISTORIC REGIONAL AND LOCAL LAND USE PLANNING

Regional planning has been the legal backbone shaping coastal communities since before the beginning of the 20th century. These land use regulations began with the designation of the beach as a state highway, and led to the creation of urban growth boundaries and building code setbacks. These have come to define Oregon's contemporary planning practices. Accordingly, Oregon's planning approach for coastal communities, has created places that have come to define the Oregon coast as one of the most beautiful coasts in America. Clearly, planning guidelines have worked to create vibrant livable communities, but these guidelines have not necessarily helped coastal communities retain their historic houses and structures.

Oregon's first major coastal land use decision was adopted in 1899, which designated Oregon's northern most county beaches, the section between high and low tide, as a public highway.<sup>253</sup> This assured Oregonian's access to this portion of the beach and prohibited it from being sectioned off by private ownership. Fifteen years later, Oswald West, Oregon's fourteenth Governor, extended this law to include all of Oregon's wet sand beaches.<sup>254</sup> This was achieved by describing this section of the beach as a state highway and placing it under the directorship of the State's transportation department. This designation was key to creating the beachfront as

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253. Gail Wells, "Capital, Transportation, and Technology Transform the Economy: The Highway Arrives" Oregon Historical Society, Oregon History Project, [http://ohs.org/education/oregonhistory/narratives/subtopic.cfm?subtopic\\_ID=567](http://ohs.org/education/oregonhistory/narratives/subtopic.cfm?subtopic_ID=567) (Accessed: 27 March 2009).

254. Larry Bacon, "Beachhead Defense: Oregon Takes a New Look at How it Governs its Popular Public Sands" *The Register-Guard*. Eugene, Oregon, November 17, 2002.

public domain. The designation of the Oregon beaches as a highway created the public access that has come to define the Oregon waterfront. This poses a stark difference to the Washington and California coasts. In Washington, the entire coast is accessible to the public, but is privately owned. Driving is permitted along most of the beach. In California, there are a number of public beaches, but many are privately owned, and public access is restricted.

In a later letter to the state commission, West stated that driving on the actual beaches “interferes seriously with the free usage and safe comings and going of the general public,” and that it particularly interfered with little children and their guardians, who are entitled to state protection.<sup>255</sup> There was indeed an ideological fight brewing about the safety of driving on beaches that were used in such a recreational nature. Secretary of State, H. E. Hoss, suggested that the State Highway Commission should ban driving on all beaches unless the citizens of the community requested otherwise. At the height of the 1937 summer season *The Oregonian* ran an article about the various sport activities that could be enjoyed along the Oregon and Washington coasts. They surmised that “perhaps the favorite sport of all is beach driving.”<sup>256</sup> This is not to say that beach driving wasn’t a contentious issue for both the local and vacationing populations, but it certainly suggests that many found great pleasure in the activity. This kind of discussion about the use of recreational spaces has continued throughout history, both with the decision to allow camping in the National Forests, and a more recent discussion about the use of all terrain vehicles in public forests.

The Oregon beaches served as the State’s unofficial highway from the area’s earliest history, until in 1947, when the Oregon Legislature changed the designation of the beach from “highway” to “recreation area.”<sup>257</sup> This change had been a topic of debate for some time. In

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255. *The Oregonian*, Hoss Seeks to Ban Driving on Beach, June 17, 1931, 1.

256. *The Oregonian*, “All Aboard for the Coast: Picturelog...A primer on How to Enjoy Life at Oregon and Washington Beaches,” June 6, 1937, 15.

257. Larry Bacon, “Beachhead defense: Oregon takes a new look at how it governs its popular public sands,” November 17, 2002.

1939, the Oregon State Planning Board released a report, which details the history of the State Administrative Agencies in Oregon. The planning for forested and recreational land had, in the early part of the 1920s and 1930s, been through a series of changes in leadership, which resulted in the decentralization of governmental control of natural resources.<sup>258</sup> In 1939, thirteen different agencies in Oregon were charged with the protection of the states natural resources. Two of the organizations, the Highway Administration and the Board of Forestry, were given the right, by the state legislature to acquire land for the purpose of creating state sanctioned parks.<sup>259</sup> This also, however, created a disorganized, decentralized network of stakeholders, all of which had different interests in the state's natural resources.

It was not till 1967 when Oregon famously enacted the "Beach Bill" that Oregonians and visitors alike were given access to both the dry and wet sand portions of the entire Oregon Coast.<sup>260</sup> Oregon Legislature passed the beach bill into law to "forever preserve and maintain the sovereignty of the state heretofore existing over the sea shore and ocean beaches of the state from the Columbia River on the north to the Oregon-California line on the south so that the public may have the free and uninterrupted use thereof."<sup>261</sup> The Beach Bill went into effect immediately after Governor Tom McCall signed it into law, because it carried an emergency clause.<sup>262</sup> Tom McCall remarked at the signing that the bill was "one of the most far-reaching measures of its kind enacted by any legislative body in the nation. This bill guarantees that Oregon's coastline will remain secure for generations to come."<sup>263</sup> McCall's vision is still visible along the coastline today. Oregon is one of only a handful of states in the country that offers the entirety of the

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258. Morris S. Isseks, "History of State Administrative Agencies in Oregon: 1843-1937," (Oregon State Planning Board. February 1939), 53.

259. *Ibid.*, 54.

260. Oregon Beach Bill, House Bill 1601, 1967.

261. *Ibid.*

262. *Ibid.*

263. Matt Kramer, "Beach Bill Signed; McCall Cleats His Desk." *Oregon Statesman. Salem*, July 7, 1967. <http://www.orgov.org/kramarticle.html> (accessed 4 April 2009).

coastline beaches as a public use area.

In 1972 the United States Congress passed the Coastal Zone Management Act (CZMA) as part of a national strategy to manage the nations coastal areas. This comprehensive program is administered by the National Oceanic and Atmospheric Administration. Their goal is to help communities balance the environmental needs of the shoreline with the development needs of the communities. They administer two national programs, the CMZA and the National Estuarine Research Reserve System. The combination of these programs is aimed at helping communities regulate their coastal areas. Accordingly, their mission was, and continues to be, “to preserve, protect, develop, and where possible, to restore or enhance the resources of the nation’s coastal zone.”<sup>264</sup>

This national program is obviously in place to steer development in one direction or another, but the goal of these programs does not lie in the desire to shape livable communities, but rather to protect the shoreline and coastal areas environments from being negatively impacted by human populations. They do not look to protect the historic aspects of communities, nor do they promote historic patterns of development. These national guidelines are in place because it became evident that the environment was suffering from human overuse, which appeared to be a steadily growing problem in the 1970s when the CMZA was enacted, and Oregon began looking at planning at a statewide level.

Development of housing has historically been viewed in a positive light. Development tended to happen at a fairly slow and fairly consistent rate up until the end of World War II. After the war, building began to happen at a much faster pace. *The Oregonian Magazine* reported in 1946 that “every beach hill spawns cabins” as post-war building began to take shape.<sup>265</sup> Every level surface around the beach was “spawning its full quota of cabins” after the

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264. Ibid.

265. Wallace Turner, “Every Beach, Hill Spawns Cabins as Post-war Building Gets Started, but Completion of Many Delayed.” *The Oregonian Magazine*, May 5, 1946, 8.

war.<sup>266</sup> Most were single family residences, but the motor courts, hotels, and campgrounds were also improving their amenities at this time. After the war there was frustration that enough could not be built quickly enough to keep up with the economically vital post-war demand. Oregon businesses promoted the unrestricted development of all waterways and recreational space for tourist use.<sup>267</sup> An endorsement for this was given by the Post War Readjustment and Development Commission and referred to this period of development as a real estate boom that “rolled on like ‘the thunder of the surf.’”<sup>268</sup> It was during this time that little sleepy towns like Neskowin and Oceanside began to see rapid changes in their built landscape. The Post War Readjustment and Development Commission praised the efforts of the business world for their work in developing the coastline from the Columbia River to the California border.<sup>269</sup>

The United States Census show how homeownership rates declined between the turn of the century and 1920, and then how the strong economic climate of the 1920s raised the national rate to slightly more than 45%. Fairly soon after, the Great Depression brought the rates to their lowest averages ever recorded in 1940 at 43.6%. The post-World War II rise in homeownership was significant. The rate of homeownership skyrocketed 20% in two decades. This was likely caused by the “booming economy, favorable tax laws, a rejuvenated home building industry, and easier financing.”<sup>270</sup> Homeownership of second family homes increased just as the development of single family housing increased.

In 1940, the Census of Housing began recording the number of vacation homes in the United States as a percentage of total housing. Oregon’s total number of houses that were classified as being for seasonal or occasional use has hovered between 2.4% and 2.8% of total housing

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266. Ibid.

267. William G. Robbins, “Cornucopian Dreams: Remaking Nature in Post-war Oregon,” in *Agricultural History Special Issue on Water and Rural History*. (Berkeley, Calif: University of California Press, 2002), 208.

268. Ibid.

269. Ibid.

270. U. S. Department of the Interior, Bureau of the Census, Census of Housing. “Historical Census of Housing Tables,” <<http://www.census.gov/hhes/www/housing/census/historic/owner.html>> (accessed 15 April 2009).

units, except for a spike in 1960 to 3.8%.<sup>271</sup> The rise in vacation homeownership is probably also partly because of the increase in construction in the post-war years. It should also be noted that while the percent of change between each year is rather small, it is the percent of each year's total housing, since the number of housing units was constantly growing, so was the recreational housing market. For example, in 1940, Oregon was estimated to have 8,890 vacation units (2.4% of total housing) and in 1970, 19,403 vacation units (2.6% of total housing).<sup>272</sup>

This constant rate of development was seen, for the most part, as positive for the community. New buildings, meant local construction jobs, the use of local lumber, and an influx in activity for the tourist market. These small communities were constantly struggling with their local economies and looking for ways to diversify. After the end of World War II, communities by the sea were “planning for a bigger, better, more rounded future economy.”<sup>273</sup> This was generally the approach people had about growth and development in these coastal areas, until the beginning of the 1970s when Oregon's general attitude toward planning and public policy began to shape our own built environment. It was during this time period that McCall famously said, “We want you to visit our State of Excitement often. Come again and again. But for heaven's sake, don't move here to live. Or if you do have to move in to live, don't tell any of your neighbors where you are going.”<sup>274</sup> The shift between encouraging development to worrying about how much growth and how fast to grow was a question Oregon was beginning to struggle with on a statewide basis. Accordingly, in the early 1970s, Tom McCall convinced the Oregon Legislature to adopt Senate Bill 10, a statewide land use planning initiative.

Senate Bill 10 established a system of statewide planning goals. The Act required counties to

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271. The U. S. Census surmised that since the “occasional use” category was not used prior to the 1960 census it may partially explain the surge in vacation housing during the 1960 census.

272. U. S. Department of the Interior. Bureau of the Census. “Census of Housing. Historical Census of Housing Tables.” <<http://www.census.gov/hhes/www/housing/census/historic/owner.html>> (accessed 15 April 2009).

273. Wallace Turner, “Every Beach, Hill Spawns Cabins.” *The Oregonian Magazine*, May 5, 1946, 8.

274. Sherwood, Robert, “Land Use: Why Plan?” *Open Spaces: Views From the Northwest*. Open Spaces Quarterly Magazine vol. 4, issue 2 (2007-2008), <http://www.open-spaces.com/article-v9n3-sherwood.php> (accessed May 14, 2009).



plan for their land in a way that met the nine long range and intermediate goals laid out in the bill. These goals included guidelines for preserving air and water quality, to conserve open space, to provide recreational amenities, to conserve farm lands, to protect life and property in areas of floods and natural disasters, to diversify the economy of the state, to develop timely and orderly public facilities, and finally, to ensure development is “commensurate with the character of the land.”<sup>275</sup> This bill began to lay out the state’s planning goals. McCall was extremely concerned with growth and the management of such growth for a growing Oregon population and continued to push for a more comprehensive statewide planning tool. Senate Bill 100, unparalleled at its time, greatly expanded on the goals and priorities of Senate Bill 10. Senate Bill 100 required cities and counties to make comprehensive plans that were consistent with the statewide goals and to adopt zoning, subdivision, and other ordinances to support their comprehensive plans.<sup>276</sup> This is the point in Tillamook County history that planning documents become available, maintaining growth becomes a priority, and city goals begin to take shape.

Tillamook County published their county-wide comprehensive plan in 1982 with eighteen ambitious goals for shaping the county’s natural and urban landscapes for years to come. The 1982 community plan created a Community Growth Boundary (CGB) for all the communities in Tillamook. While these community plans have been useful for shaping land use regulations, implementing height restrictions, lot sizes, understanding area hazards, and wetland and natural resource protection, they do not mention historic preservation of the built environment as a step towards maintaining the beach town feel of their communities. This was not uncommon, as most communities have enacted provisions to plan for their historic structures.

Some communities went as far as to say that the rate of development was the largest concern that the community faced. Oceanside’s comprehensive community plan was the most explicit about the rate of development being the areas most pressing concern. The plan states that “in the

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275. Oregon Senate Bill 10, 1969.

276. Oregon Senate Bill 100, 1973.

late 1960s, development of larger tracts of land adjacent to the core of the village began. Avalon and Avalon Heights were developed, followed by Camelot, Terrasea, and in the 1990s, by the Capes and Ocean Pines” neighborhoods.<sup>277</sup> Oceanside viewed the development of these neighborhoods as a historic pattern, but they found, as many other communities have found, that “the speed and scale of the latest real estate developments reflect a continuing trend for the entire community.”<sup>278</sup> The concern for the rate of development was the communities biggest issue, as they now learn to plan with a community that had drastically changed between the 1980s and the time Oceanside compiled their report. Oceanside ultimately decided that they favored the growth of single family residence, rather than multi-family, and they are “strongly opposed to more motel/hotel development, vacation rentals, and commercial services.”<sup>279</sup> This is consistent with most of the comprehensive plans along the coast. Most municipalities were against any type of multi-family or commercial development beyond what was already in place, and favored the construction of new single family houses.

These guidelines have helped to slow sprawl and, in many places, kept development in areas where the human impact will be the least harmful. They also tend to restrict any type of mixed use, apartment, or condo development. Nothing in these plans stops developers or property owners from buying a piece of property and tearing down the house that already exists to redevelop the site.

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277. Oceanside Community Plan, 1998-1999, Oceanside Neighborhood Association website, <http://judsonrandall.mystarband.net/> (Accessed April 18, 2009).

278. Ibid.

279. Ibid. Survey results, 4.

## CHAPTER IX

### CURRENT PRESERVATION CONCERNS IN COASTAL COMMUNITIES

The scenic Oregon coast had long been viewed as an ideal place to live and visit. Early settlers describe the coast as being one of the most beautiful and breathtaking natural places in not only Oregon and the Pacific Northwest, but in the entire country. The Oregon coast, sometimes referred to as “Oregon’s playground,” offered tourists, and resident alike, a variety of leisure activities for every season.<sup>280</sup> As visitors increased, so did the quantity of housing and resort architecture. While the agriculture, fishing, and logging industries all had buildings and practices that changed the landscape over time, it was the recreation and leisure industries that substantially changed the fabric of the built environment—especially in these smaller communities. Furthermore, as transportation improved and travel to the coast became far easier, housing steadily increased. These advancements in travel enabled more people to visit the beach to ultimately build houses specifically of a recreational nature. Particularly for the earliest arrivals, houses were developed along the beachfront in order to maximize the view of the ocean and have easy access to the sea shore. Vacation beach house owners and full time residents of coastal towns, especially in recent times, feel compelled to retain the “feel” or the “look” of the landscape in their seaside cities and towns.

Historic structures and landscapes, both the newly historic and the very historic, present numerous individual preservation concerns. Most commonly, these threats include wear to the

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280. Herbert Lunday, “Oregon Beaches Make Bid as All Year Outing Spots,” *The Oregonian*, January 4, 1931.

resource due to age, neglect, the weather, encroaching development, and a lack of appropriate construction techniques and education about preservation's integral value to the community. Historic houses are, by their very nature, a high maintenance possession. These basic issues are always part of the struggle when preserving a community's resources, but along the coast, the issues are heightened because of ongoing development, the wet coastal conditions, erosion, corrosion due to the high salt content of the air and water, the lack of advocacy for many historic resources, and the seasonal, tourist-based economy.

Historic preservation can be difficult to promote in even the best of times, and preservation is often considered for only the grandest buildings. It is easy to understand why these small, vernacular beach houses are not given the same type of attention that the Empire State Building, the Washington Monument, or even the home of a 19th century industrialist might receive. These beach houses are small and unadorned, but they serve as a physical record of the history of these coastal areas and the ingenuity people demonstrate in producing shelter to support their pursuits. They will never be as grand as the nation's greatest historic resources, nor do they retain the integrity of a historic district that could set them apart as a group, but they do stand as a record of one of America's favorite pastimes.

Current literature doesn't specifically cover preservation in coastal areas, but there is a diverse body of work from other concentrations of the preservation field that will help to lay the groundwork and describe some of the issues for this microcosm of historic preservation. Bringing together these topics in one place is an important focus of this study. Primarily these will include a discussion of the rural/urban preservation planning issues in these areas, and the current difficulty these areas are facing. These topics all offer insight on an aspect of the complex preservation of beach houses in rural, ocean-side towns.

#### RURAL PRESERVATION PLANNING IN TOURIST RICH COMMUNITIES

Preservation of the built environment in rural communities is a multi-faceted problem with few pat answers. Preservation of the rural landscape includes agricultural lands, ranches,

and small town America. The National Trust for Historic Preservation views rural preservation as encompassing nearly 80% of the American landmass. It is aimed at helping places that have suffered from disinvestment as well as those that are being threatened by encroaching development from an adjacent city, or because of development due to heightened use.<sup>281</sup> Comprehensive preservation planning can help to retain a variety of buildings that may otherwise be in danger of demolition or insensitive remodeling and reuse. The communities found along the Pacific Northwest coastline are relatively small in terms of full-time population, but are constantly in use recreationally because of their pastoral setting. There are a variety of definitions as to what population or density defines a place as rural or urban. Regardless of the definition, the term “rural,” by most standards, includes most coastal towns in the Pacific Northwest.<sup>282</sup>

While their population defines most of these coastal towns as rural, these communities tend to have a disproportionate ratio of housing units to population due to the number of second homes and vacation rentals along the shore. The needs of these coastal towns are extremely different than the needs of small towns in the deserts of the American West or the mining communities in the deserted hills of eastern Oregon. These American frontier places most often suffer from a decrease in population and from disinvestment. This is not the case for the towns along the Oregon and Washington’s coastline. They struggle with the constant development of the coastal recreational housing market and the constant use of the area by the tourist industry.

Most of these communities have a solid understanding of their rural/urban nature. They support utilities such as sewer lines, electrical services, roads, and potable water. They often have city zoning ordinances and development guidelines. They do not, however, have many of the characteristics generally attributed to larger cities, including: administrative staff, public school systems, public safety organizations, and other elements of a self-sustaining community. The lack

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281. National Trust for Historic Preservation, “Preserving America’s Rural Heritage,” <http://www.preservationnation.org/issues/rural-heritage/> (accessed January 31, 2009).

282. The U.S. Census Bureau defines rural areas as having population less than 2,500 people per square mile. The United State Census Bureau, “Census 2000 Urban and Rural Classification,” [http://www.census.gov/geo/www/ua/ua\\_2k.html](http://www.census.gov/geo/www/ua/ua_2k.html) (accessed January 29, 2009).

of central government can be problematic from a preservation perspective, because small local municipalities or small boards of community members are planning for the future of their built environment without access to preservation resources or an understanding of how preservation goals can shape their community. In some communities, where preservation is actively publicized or incorporated into a comprehensive plan, citizen groups become one of the most effective catalysts for small town, local preservation efforts. However, in communities where jobs are scarce, where there has been a shift in full-time population, or where organized governing bodies don't exist, it is difficult to propel preservation efforts.

Homeownership, community development, comprehensive planning, local, state, and federal planning programs, and preservation need to have an intertwined, delicately balanced relationship. Planning for an area must include the community in order to avoid a one-sided, top down, and ultimately self-defeating style of management. This is not to say that the top-down approach is not a useful tool in some of these partnerships, but community supported initiatives often have the broadest impact and the greatest longevity. When local governments and higher governmental organizations work at odds, historic preservation, community development, and governmentally mandated programs are the least effective.

Coastal communities tend to be an affluent group of fairly well planned housing clusters. The leisure community is generally arranged in strips along the beachfront, often with the most historic houses along the tree line and the newer developments closer to the ocean. It is the continuing nature of these new developments that often spark community interest in neighborhood planning. The rise in development rates in these bucolic ocean-side retreats is the number one reason communities look to reorganize their planning priorities or create guidelines for future development. Unfortunately, communities normally voice their concern for neighborhood change after the intrusion of "too many" or "too different" non-conforming intrusions. These newer developments can seriously harm and even destroy the historic integrity of a place.

Regardless of the catalyst for citizen participation, concerned residents generally create

the longest lasting community visions and community plans. Still, creating an active group of citizens in an urban community can be difficult under the best of circumstances. Working in communities with large transient populations of recreational visitors can be even harder. Often the preservation of these areas is left to a handful of committed full-time residents and a few part-time volunteers. Government agencies frequently have mixed feelings about involving a non-professional force in their efforts, but they need these active citizen groups. Without a local constituency, they are unlikely to succeed. In Oregon, comprehensive plans governing land use decisions are required from every county and town to govern land use decisions. There is also a requirement that counties help to coordinate comprehensive plans for their unincorporated communities. Accordingly, all of the coastal cities in Tillamook County have prepared comprehensive plans. These plans deal with everything from sewer lines to school busses. Not one of the plans from these places specifically highlights preservation. This trend is all too common, since smaller communities frequently are unaware of how preservation can work to help them create the communities they desire.

Since small unincorporated places don't have significant financial resources devoted to planning, they rely on their citizens to create master plans for the ongoing success of their communities. These community-driven plans appear to garner a large amount of public support.<sup>283</sup> While these plans offer a basis for land use management, they tend to focus on environmental issues when it comes to making recommendations about the built environment. Once again, preservation tends to fall out of the equation. For the most part, rural preservation planning and implementation is a pale shadow of urban preservation programs. This is not surprising as urban areas have larger populations, larger budgets, and a better chance at mobilizing a community or local government around a historic landscape or structure.

In these towns along the beach, more than fifty percent of the residential housing is

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283. ORS 197.165. Oregon Legislature, Comprehensive Land Use Planning Coordination, The Department of Land Conservation and Development, <http://www.leg.state.or.us/ors/197.html> (Accessed on April 17, 2009).

classified as being vacant housing for “seasonal, recreational, or occasional use” or, in other words, as vacation homes.<sup>284</sup> These statistics provide a clear picture of the area’s recreational focus. Tillamook County as a whole has roughly 16,000 housing units and almost 5,000 of them are listed in the vacation home category. According to this census data, Tillamook County’s percentage of vacation homes in 2000 was 34.5%. Current data sets show that the percentage of vacation homes in Oregon was only 2.6% in 2000.<sup>285</sup> This extremely high rate of vacation housing, from a preservation perspective, makes it more difficult to encouraging homeowners to preserve their beach house or their beach community. Encouraging preservation is often difficult when area homeowners are full time residents in their community. Having a transient population, in a rural setting, with a large housing stock, creates another layer of difficulties for the preservation of these places.

In Manzanita, for example, there were 564 residents counted in the 2000 census, but a total of 1,078 housing units.<sup>286</sup> This is fairly typical of these smaller beach towns. The populations are often less than one-third of the total number of housing units. Huntington, Oregon, which has a similar population to Manzanita, has only 236 housing units. Yet Manzanita has nearly four times the housing units for approximately the same population.

Studies concerning the interest in public preservation programs verses private land management have shown divergent views depending on the individual’s type of land ownership, length of tenure, level of education, personal and social values, potential economic gain, and economic perceptions. Inman and McLeod (2002) studied this issue in rural Wyoming. The particular study area was being transformed by the changing use of the land, either because of vacation

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284. The United State Census Bureau has profile data for ten coastal towns along Tillamook County’s coast. Five of the ten cities listed have more than forty five percent of the housing classified as having a primary use for seasonal, recreational, or occasional use these include, Neskowin, Pacific City, Manzanita, Oceanside, and Rockaway Beach. There is no census data for many other smaller unincorporated communities along the coast. “Census 2000 Demographic Profile Highlights” under “U.S. Census Data Fact Sheet.” <http://factfinder.census.gov/servlet/SAFFacts>. (accessed January 29, 2009).

285. U.S. Census Bureau, “Historical Census of Housing Tables: Vacation Homes,” U.S. Census Bureau, Census of Housing: 2000, <http://www.census.gov/hhes/www/housing/census/historic/vacation.html> (accessed January 27, 2009).

286. U.S. Census Bureau, “Profile of General Demographic Characteristics: 2000,” United States Census Bureau, 2000, <http://factfinder.census.gov> (accessed January 31, 2009).



home ownership or the decline of the western ranch.<sup>287</sup> They described the defining characteristics that lead to one belief or another in four broad categories: values, social integration, ownership, and demographics. They concluded that residents who valued rural atmosphere, recreation opportunities, lower populations, and who also happened to be higher wage earners were more likely to support public preservation programs rather than private land management strategies. The study also found that the attitudes of a full-time resident versus a part-time resident were often at odds. Full-time residents were more likely to support private management strategies, while part-time residents were more likely to favor a public management program.<sup>288</sup> Private management strategies would be as simple as having little to no governmental control over the development and type of use for a given piece of land. Public management strategies would have government entities limiting the available uses and development.

This type of study has not formally been conducted in any coastal area in the Pacific Northwest, but the implications that a divide exists between the local, full-time populations and the recreational part-time populations is evident. The Tillamook County Planning Department described this divide in a 1975 report about the county's recreational environment by stating:

Local people frequently express concerns about "too many outsiders" coming over to use county resources [and] some worry that the revenue from tourism will never be able to compensate for the burdens it imposes on local communities. They may dislike growth in general because it alters the otherwise quite and relatively unchanging order of local affairs.<sup>289</sup>

Moreover, this relationship between varying uses increases the difficulty these areas have in creating a cohesive voice. Divergent views and conflicting goals can make government programs work at odds with community groups.

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287. Katherine Inman and Donald M. McLeod, "Property Rights and Public Interests: A Wyoming Agricultural Lands Study. Growth and Change," *Growth and Change*, 33,1 (2002), 92.

288. *Ibid.*, 106.

289. Lamont Hempel, *The Recreation Environment of Tillamook County, Oregon*. (Tillamook County Planning Department, 1975). Oregon Collection. University of Oregon, Special Collections.

William J. Murtagh, author of *Keeping Time: The History and Theory of Preservation in America*, gives a general overview of preservation in rural areas. Murtagh states that, for the most part, rural preservation is similar to preservation of a historic district in an urban area. He argues that the primary difference between the urban and rural landscape is the density of the historic resources. In urban settings there are a variety of building types in a small space, but in rural areas the space between resources is much larger. Accordingly, open space, he states, “becomes the predominant component.”<sup>290</sup> Many coastal towns are nothing more than a cluster of housing. Although a few communities have well developed, focal point commercial areas, most lack the town center that might historically be the focus of preservation. Many coastal towns don’t have a traditional “main street.” Often, small housing clusters are the only built environment that exists. Murtagh’s argument, that density is the difference between urban and rural preservation, highlights the need to view smaller communities in the larger context of its historical relationships.

Because small town coastal planning has so many barriers, it would be impractical not to make use of as many resources and tools that are available to meet the area’s short and long term preservation planning needs. When looking for strategic preservation planning resources for these communities, it becomes quickly evident that there is very little available in terms of national governmental or private non-profit programs that would benefit the planning process for historic resources in the study area. Preservation planning is so specific to both the physical place and the wants of the community members who actively pursue preservation initiatives, that larger national programs are not really applicable to the areas needs or they are too broad in scope or not flexible enough. Although these programs might not fit exactly with the neighborhood fabric, they do offer some insights into the process of planning for historic resources and some general guidelines for defining historic resources and assessing their integrity and to create

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290. William J. Murtagh, *Keeping Time: The History and Theory of Preservation in America* (Pittstown, N.J.: Main Street Press, 1988), 119.

a preservation framework to be followed.

These days, preservationists are more likely to discuss the preservation of small towns, agricultural settings, and vernacular structures and landscapes as part of the national conversations in preservation. While the preservation of rural landscapes has been gaining popularity in the American preservation movement, it hasn't translated into a national program of how to classify and interpret everyday, vernacular architecture. This problem of the documentation of vernacular architecture has been problematic since even before the implementation of the National Preservation Act in 1966. The 1966 law required states to conduct comprehensive statewide surveys of historic properties and to maintain inventories of these surveys.<sup>291</sup> Earlier surveys normally did not incorporate vernacular architecture in the survey process.

Barbara Wyatt discussed the trouble with surveying and categorizing vernacular structures back in a 1986 article, "The Challenge of Addressing Vernacular Architecture in a State Historic Preservation Survey Program." She argued that many surveyors were under-trained and that they tended towards the documentation of larger more ornate buildings. She did, however, state that at the time that trend was changing for the better.<sup>292</sup> This effort to catalog vernacular houses has continued to improve over the last thirty years, but the process is far from perfect. Both Oregon and Washington State Historic Preservation Offices have taken commendable steps in classifying vernacular structures by incorporating the houses floor plan type into the descriptive listings of the resource. This helps to describe places by their shape and layout which paints a fuller picture of the building.

The State Preservation Offices in both Washington and Oregon have categories to describe the original use of the building. Unfortunately, neither state has a category for recreational housing. In Oregon's Recreation sub heading, the options for further classification include

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291. The National Historic Preservation Act of 1966. Public Law 89-665. 80 STAT. 915; 16 U.S.C. 470 Section 101 (b).

292. Barbara Wyatt, "The Challenge of Addressing Vernacular Architecture in a State Historic Preservation Survey Program." in *Perspectives in Vernacular Architecture II*, Edited by Camille Wells, 37-43 (Columbia, MI: University of Missouri Press, 1986), 37.

amphitheaters, dance halls, dance pavilions, drive-in theaters, opera houses, rodeo grounds, social amusement halls, and theaters. Similarly, Washington lists theaters, auditoriums, museums, music facilities, sports facilities, outdoor recreation facilities, fair buildings, monuments, markers, and works of art as options for their recreational categories.<sup>293</sup> By excluding housing from these lists they are failing to identify an entire class of resources.

#### PRESERVATION AND CHANGING LANDSCAPES

One of the greatest changes to the overall landscapes of coastal communities has been the changing size of home lots, the growing size of homes, and current designs are incompatible with historic precedents. Individual beach house lots have become much smaller and, in some cases, new developments have sprung up on split lots. At the same time, the new houses being built in these communities generally have become much larger.<sup>294</sup> This has modified the landscape from a collection of small recreational houses to a collection of larger “second homes.”

Many older, smaller beach houses are razed to make way for newer, larger homes and, more recently, condos. This is an ongoing problem in many communities throughout the United States. The National Trust has been documenting the impact of torn down houses and buildings in historic neighborhoods and towns since 2002. The list has grown to cover over 500 communities in forty states. The trend to buy a house with a good location and to immediately bulldoze it to build a brand new house has been gaining momentum in the last fifty years.<sup>295</sup> Developers often argue that the construction of a new structure is an easy and more cost effective alternative to remodeling an old structure. Even when an old structure has to be removed from the site before the new one can be built. This trend is neither good for the community or good for the environment.

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293. Oregon Department of Parks And Recreation, “Guidelines for Conducting Historic Resource Surveys in Oregon,” (Revised February, 2008).

294. Alastair Gordon, *Beach Houses: Andrew Geller* (Princeton Architectural Press: New York), 9.

295. The Tillamook County Planning department estimated that request for demolition permits had been increasing steadily since the early 1990s. Debbie Tupper, Community Development Office, Personal correspondence, January 23, 2009.

New houses rarely fit with the historic landscape and older houses are commonly dwarfed by new construction. Most beach houses built today are more than twice the size of their 1925 beach house counterpart. They also often resemble typical American subdivisions, rather than having the look of a cabin or beach house. Figure 43 and Figure 44 show stark differences in beach house design, size, and construction. Figure 43 represents beach houses during the post World War II era. This house is roughly 470 square feet with a 200 square foot deck.<sup>296</sup> It was simply constructed and was likely built with local lumber by the property owner. Figure 44 shows a beach house constructed in 2003. This house is approximately 3,145 square feet and has 672 square feet of outdoor deck space.<sup>297</sup> This latter house was probably constructed by a team of builders, probably built from a plan, and the lumber could have come from anywhere. These



Figure 43: This 1964 A-frame in the unincorporated community of Terri Del Mar has a small first floor and a loft. The entire house has only slightly more than 470 square feet. Photo by author.

296. Tillamook County Assessment and Taxation, Real Property Account Summary, Map Number: 4S1006-CB-09200. <http://www.co.tillamook.or.us/gov/A&T/public/Default.htm> (Accessed March 5, 2009).

297. Tillamook County Assessment and Taxation. Real Property Account Summary. Map Number: 5S1125-CC-03900. <http://www.co.tillamook.or.us/gov/A&T/public/Default.htm> (Accessed March 5, 2009).



Figure 44: This 2003 beach house in Neskowin has more than 3000 square feet of living space. Photo by author.

examples represent the extreme ends of the spectrum, but they help to illustrate the changing ideals for construction of houses between the mid-century and today. It is estimated that housing size has more than doubled since 1950.<sup>298</sup> This trend is acutely noticeable in coastal towns, since housing no longer seems to set itself into the landscape. This small A-frame fits into its setting, while the Victorian row house seems out of place. It is not only out of place because of its size, but also because the excessive detailing creates a texture that is rarely found in coastal communities.

The changes that are taking place undermine the cohesive nature of the built environment's landscape. When evaluating an area for a district, it is customary to look at each resource within the district and determine if it is a contributing or non-contributing historic resource. Because so many beach houses have been remodeled and adapted in ways that have severely jeopardized,

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298. Davis B. McKeever and Robert B. Phelps, "Wood Products used in Single Family House Construction 1950-1992," *Forest Products Journal*, 44, 67.

or sometimes, destroyed the structures historic integrity, the designation of a district would be impossible. While the loss of neighborhood continuity and integrity is unfortunate, it is still imperative that measures be taken to plan for the future of historic beach houses that remain. Not only has infill changed the open spaces in coastal areas, but also remodeling has vastly changed the integrity of many beach houses. Beach houses from the early or mid-century have often been altered beyond recognition. Repeatedly, while searching for case study houses for this thesis, beach home owners reported, that while their house was built in the 1920s or 1930s, it was gutted, remodeled, or added on to in the 1990s or the early part of the 21st century.

The Umi House, formally a 1925 bungalow in Neskowin, is a perfect example of how massive remodels change the landscape (see figure 45 and 46). The house was remodeled and an large addition was added in 2006. The original house is visible on the west facade of the structure, but the addition dwarfs the historic portion of the house. These changes were made to “make the house livable for the family today.”<sup>299</sup> The Umi House certainly shows how houses are added onto in ways that undermine the cohesive nature of the neighborhood. The original portion of the Umi House (seen on the left of both figure 45 and 46) has similar massing and style to the former residential scale and feel of the neighborhood. While this addition looks large, it makes the house size average by today’s standards.

In terms of preservation, it is commendable that the original portion of the Umi House is still standing. Many homeowners would have removed the historic house to build a larger beach house in its place. It is inevitable that these places, these little towns, change. They have been changing for generations and nothing will stop all change from happening. The real concern is that these changes will happen too fast and be too much. When given a choice, an addition like the Umi House’s would be preferred over the demolition of a historic beach house. While this may not save the houses historic integrity in a formal sense, it will show the way the community, and our needs as recreation seekers, has changed since the early days of visiting the beach.

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299. Dale Depweg, Personal correspondence, February 25, 2009.



Figure 45: Addition to the Umi House, Neskowin. It is commendable that the historic portion of the house was not demolished for this project. Photo courtesy of homeowner Dale Depweg.



Figure 46: Completed addition to the Umi House. Tillamook County Tax Records Photo, 2006. <http://www.co.tillamook.or.us/gov/A&T/public/>



Weekend travelers come looking for a retreat from the urban pace of their lives, while locals may be looking for either a seasonally-based livelihood or a small town environment. Preservation, in the eyes of a local contractor, can be construed as stifling new development. A local real estate agent might be more likely to view preservation related planning restrictions as a hurdle to selling more houses. In contrast, retired full-time residents, vacation homeowners, and weekend visitors may have more of a connection to the intangible aspects of these places. They may have romantic ideas of their town by the sea. These ideas could be the reason they return year after year. Groups that enjoy the place for its intangible aspects may be more likely to push for preservation programs. Each of these groups is looking for the place to provide them with a different experience. These divergent views are common problems in the preservation of architecture at both the local and national scale.

## CHAPTER X

### CONCLUSION

These houses, and in many respects these ocean side communities, are a dying breed. Family vacations, especially of this simple nature, are in decline. Bertha H. Smith, when writing for *Sunset, The Pacific Monthly*, in 1914, stated that “The Northwest is yet young. Its is great day is to come. But for unalloyed joy in the natural beauty of its coast, the great day is now—before man has gone too far with his alleged improvements.”<sup>300</sup> Almost one hundred years later that period of improvements has changed and rearranged the coast’s habitations. Now is the time to take action to preserve what we have left for future generations to enjoy.

Preservation is a place-based activity. Sometimes place works for the preservationist. Places like Savannah, Georgia and Virginia City, Nevada are such remarkable concentrations of historic resources the recognition of the value is almost instinctive. Other locales may have a more diffuse resource base, but each of the structures is tied together by a common event, such as colonial settlement or the discovery of ore. The challenge of preserving the vernacular beach houses on the Oregon coast stems, at least in part, from the lack of concentration of resources and the resolute plainness and simplicity of many of the structures. True there are a few marvelous examples from Oregon’s greatest architects. Some of these houses are well cared for and respected by their owners. Some are even listed on the National Register of Historic Places. Most, however, are in danger of precipitous deterioration, insensitive remodeling, or

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300. Bertha H. Smith. “Sandyland” in *Sunset, the Pacific Monthly* 33, no. 11. (July 1913). Southern Pacific Company’s Passenger Department. (San Francisco: Southern Pacific Company Publishers: 1913), 305.

inappropriate additions.

The history of each place helps to describe the relationship the built environment has to the people and places where it exists. It is for this reason that a history of the development of recreation, in the region, was vitally important to this study. Each place is a unique reflection of the people and the landscape. Accordingly, any preservation recommendations are made with the hope of regional application, but each place needs to develop preservation strategies based in their own needs and their history of recreation by the sea.

The National Parks Service, the federal governing body responsible for the preservation of our historic resources has developed guidelines for preservation planning. The guidelines are based on the following principles:

Important historic properties cannot be replaced if they are destroyed. Preservation planning provides for conservative use of these properties, preserving them in place and avoiding harm when possible and altering or destroying properties only when necessary.

If planning for the preservation of historic properties is to have positive effects, it must begin before the identification of all significant properties has been completed. To make responsible decisions about historic properties, existing information must be used to the maximum extent and new information must be acquired as needed.

Preservation planning includes public participation. The planning process should provided a forum for open discussion of preservation issues. Public involvement is most meaningful when it is used to assist in defining values of properties and preservation planning issues, rather than when it is limited to review of decisions already made. Early and continuing public participation is essential to the broad acceptance of preservation planning decisions.<sup>301</sup>

Historic context statements are often created as the initial planning tool used to help communities understand groups resources of a specific nature. These documents are meant to describe a broad pattern of events, themes, and associated individuals. A historic context offers information about historic trends and properties grouped by a common theme in the history of

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301. Ibid.

the community. The National Parks Service views contexts as one of the most importance steps when undertaking any type of long term preservation planning, because, “it is within the larger picture of a community’s history that local significance becomes apparent.”<sup>302</sup> Historic context statements are generally described in terms of their theme, place, and a period of time.

The theme of the context identifies the type of resources, the beach houses and the recreational environment, that are going to be studied. It would be helpful if each town created their own context for the resources within their boundaries. The focus will be to identify specific events that contributed to the historic growth and development in terms of community planning, recreational housing and recreational amenities, innovations in transportation, architecture, and prominent architectural styles and their character defining features.<sup>303</sup>

The time boundary of the historic context statement would define the period of the study. Tillamook County’s context would likely focus on the historical development and the resources that exist from the earliest planned resort towns to the end of the 1960s. This period would be defined by the resources themselves and ideally would move beyond the fifty year mark that normally circumscribes what is historic to give the document longevity as a planning tool. The place boundary of the study should be defined by the county lines and then again limited to resources within one-fourth mile of the ocean. This geographical limit will encompass resources that have continued to logically and spatially influence the county’s development and its built environment.

This study does many of these things. Further research to identify the pattern of events that helped to shape Tillamook County’s recreational resources such as the businesses, the resorts, the active city governments, the social groups and clubs, and an expanded look at the local architects and builders who were influential in the creation of these buildings would help to

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302. Department of the Interior, “Archeology and Historic Preservation: Secretary of the Interior’s Standards and Guidelines” [http://www.nps.gov/history/local-law/arch\\_stnds\\_10.htm](http://www.nps.gov/history/local-law/arch_stnds_10.htm) (Accessed May 5, 2009).

303. David L. Ames & Linda Flint McClelland, National Register Bulletin, “Historic Residential Suburbs,” (U. S. Department of the Interior: September 2002), 7.

fully understand this resource type.

Tillamook County has a wealth of information about the area's pioneer roots, the early lumber, fishing, and dairy industries, and the early settlement patterns that existed. The general themes of development and the common architectural styles are also well known from the pioneer era. A themed context regarding Tillamook County's recreational history would provide an avenue to look at the events that occurred as leisure became more affordable and better define the houses and recreational activities that were created to serve those needs.

These planning tools would become the groundwork for other programs the federal government has implemented. Currently a variety of preservation specific programs for the formal documentation of these resources and landscapes exists including the National Register of Historic Places, for individual properties, National Historic Districts for groups of similar properties, and the Multiple Property Submittal Program to designate similar properties over a larger geographic area. These programs, which have been in place for nearly half a century, are the most common avenue for preservation efforts and provide good models for other avenues of preserving the areas history.

The National Register of Historic Places is "the official list of the Nation's historic places worthy of preservation."<sup>304</sup> Since its conception in 1966, the program helps to "coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources."<sup>305</sup> Some of the A. E. Doyle cottages have been listed, but for the most part, beach houses do not retain the integrity necessary for this type of designation.

The aspect of integrity is an important consideration. In the most formal sense, integrity is based on seven guidelines. These include location, design, setting, materials, workmanship, feeling, and association. They are defined by the National Parks Service as follows:

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304. The National Parks Service, The National Register of Historic Places, <http://www.nps.gov/history/nR/about.htm> (Accessed 9 May 2009).

305. Ibid.

**Location:** the place of construction where the historic event occurred.

**Design:** the variety and combination of elements that create the form, plan, space, structure, and style of a property.

**Setting:** relates to physical environment of a historic property. Setting refers to the character of the place in which the property played its historical role.

**Materials:** the physical elements that were used to form a historic property. They indicate the availability of particular types of materials and technologies.

**Workmanship:** the physical evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site.

**Feeling:** the property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

**Association:** the link between an historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer.<sup>306</sup>

With historic beach houses, many of these aspects have not been retained over the life of the structure. Location is generally retained, as it is rare for these houses to be moved. It becomes much more difficult for many of the other elements of integrity to be applied to beach houses. The harsh climate and the contemporary desire to make these cabin or cottage homes into larger second homes through various additions and alterations has compromised the integrity by altering the materials, design, and workmanship. Likewise, feeling and association of the ocean side villages has changed substantially over the years as housing and lot sizes have grown and shrunk. This is not to say that there are not houses that retain the needed integrity, it is just that, in many cases, there are only a few. In the situations where a National Register listing is feasible, as the Doyle cottages were, it should be one of the first used tools in documenting and retaining these little pieces of history.

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306. Department of the Interior, "How to Apply the National Register Criteria for Evaluation, National Register Bulletin," 15. (Washington, D.C.: U.S. National Park Service, Interagency Resources Division, 1991), 44.

The Department of the Interior also has outlined a formal documentation process for the preservation of larger areas and clusters of structures. National Historic Districts are defined as groups of buildings that meet similar criteria for their architectural characteristics or historical significance. Districts vary in size, but need to encompass a group of structures that are similarly related, sometimes combined with a small number of non-contributing resources. To find logical districts, a survey of the area's resources would need to be undertaken. These types of surveys can be done by a preservation specialist with the help of local volunteers. To find districts in Tillamook County, a reconnaissance level survey should be conducted in each town. These surveys would document the building's style, materials, size, and year of construction, and then define them as either contributing or non-contributing. Districts would be most logical in the areas that had the most contributing historic resources, which in turn would create a cohesive district buildings.

Because beach towns have seen fairly constant infill throughout time, it may be hard to define any large districts along Tillamook County's coast. Small districts seem more likely, but another very good tool to help facilitate the National Register listing of eligible beach houses would be to create a county-wide Multiple Property Submittal (MPS) for historic properties. The MPS is a document used to nominate individual structures that share a similar time period, geographic distribution, theme, and importance. In Tillamook County the period of significant beach house development would likely be between the years of 1895 and 1970. Further research would need to be conducted for the document, but upon its approval, any beach house that meets the criteria set forth would be able to become National Register listed in a more streamlined process. This would be a program that Tillamook County could administer to help retain their historic resources and create community interest in the preservation of the area's built environment.

Although a MPS is more difficult and time consuming to prepare than a National Register nomination for a single property or historic district, there are several advantages to using this

format. For example, once a MPS designation is created, it is often easier to nominate qualifying resources. Properties that might not normally be individually eligible for the National Register can sometimes be listed under a MPS. Existing MPS documents are also easier to expand to include new types of resources, as long as these new properties share a similar history to those already listed. This provides the ability to expand the scope periodically when it makes sense, so that resources of the recent past can join their historic counterparts.

Another viable option would be for Tillamook County to work with communities to create Certified Local Governments (CLG). This distinction would make some funding for these projects attainable through federally sponsored grants from the Oregon State Historic Preservation Office. The CLG program was designed to be flexible so local municipalities could plan for the distinct needs of their community. This would be a good way to begin the hard process of planning for the historic houses in Tillamook County.

Many of these houses are so small and unadorned it seems unlikely that a contemporary legislative body (state, county, city government) could be convinced to create binding legal historic protections for any house, especially not a thousand square foot beach house built in 1962. Zoning and planning might keep a third story from being built in a residential neighborhood or a canning business from going into the middle of the block, but it won't stop one beach house from being torn down and replaced by another. Furthermore, by creating regulations that are too strict for remodeling, there is a risk that people will be encouraged to destroy what they might have kept in order to get what they really want. Likely, the best solution is a combination of planning guidelines and education as to why these buildings are important in the first place. A major focus should undoubtedly be on public education programs. Public education and interpretation of recreation along the county's coast could be used to encourage visitors and homeowners alike to recognize that the house they own or the house they rent were part of the county's history, and should be interpreted in a similar fashion as the lumber and the dairy industries.



Describing why people should preserve these old buildings, especially when there is an opportunity to put something new in its place, is a difficult task. These small houses are historically important because they bring those of us in the present together with everyone who has been here before. They are the way we historically got back to the sea. At some level, they, better than most historic resources, transport us to a simpler place in time. They are a tangible link to the past. Once we move beyond the very small number of architectural gems that do exist, the majority of these houses are not predisposing in their own right. The real challenge is to describe their historical feelings and associations to a contemporary homeowner or visitor in a way that means something to them. They need to be metaphorically described through their unique relationship visiting the ocean years ago—at a time before cottages had all the amenities of a regular home. Describing the historical aspect of what it means to see the ocean through a beach house window creates a romantic view of these homes. The only real hope is to create an excitement about these small towns by the ocean. In this way, the six-hundred square foot cabin becomes a portal, a touchstone, a means of remembering who we are and where we came from.

People filled these lots with whatever sized house they could afford at the time. Every lot has a house and every house is different. Making a generalization of what all the houses once were would be impossible. Some homeowners had small lots and filled only the tiniest percentage with a house. Other lots were large and filled to their maximum. There are no rules that would work for everything. The goal needs to be to find ways to help people who own beach houses (and visit them) to understand what they have, why it is important, and what they can do to keep them and use them in a way that would bring them pleasure. Certainly one avenue is to help these owners relate to the generations that have gone before and to understand the sacrifices that were made in the name of recreation. This process of public education would hopefully reveal the world of possibility that is housed within these structures and the joy that the houses themselves gave to their visitors and owners.

The house itself is just a mechanism to make being next to the sea easy and enjoyable. While

a beach visitor may spend some time inside, the sea is the real draw—along with the recreational opportunities that come with it. Furthermore, the reality of the actual time spent indoors, in a beach house next to the sea, on a sunny, windy, or rainy day, is very different than a day spent indoors at home. Beach activities are inherently more leisurely than the activities that might be found at home. At home, there is no time to put together a puzzle, or read a summer novel, or paint a cloudscape by the window. At the beach, we are allowed to be extracted from the constraints of normal life. The life that pays the bills, balances the checkbook, mows the lawn, cleans the basement, goes to Target or walk the dog—admittedly walking the dog would be pleasurable at the beach—is left behind. This has forever been the promise of the beach. People came to spend time with their families and friends away from it all. Generations of beach house owners and visitors have gone on hikes, collected seashells, watched the sunset, ate meals together, played games, and had vacations full of serendipity and splendor. All were accomplished in small houses, here by the sea. It suggests that a variety of tools need to be used to make history come alive in order to save the vernacular beach house. By providing these little places with history, with context, along with guides for how to maintain the house, it is possible to create an awareness that is currently underutilized along the coast.

At the same time, an appeal should be made to homeowners' own self-interest in their community and surrounding landscape. Homeowners should be interested, because towns that maintain a historic village feel tend to have more value, both in economic and social terms. Houses are usually worth more in areas where people feel the historic sense of place are also more likely to travel to towns that offer that old-time beach feel. Appeals to self interest have seldom failed in the past.

The on-the-ground preservation projects that would be the most effective are the ones that can engage an often, absent population. Full-time residents can help to be the voice for their out-of-town counterparts, but to give the full-time residents this opportunity they need to understand why the place is important. A newsletter to residents about the history of the town

and the growth of the community might help to ignite dinner table conversations about the value of place. Pamphlets at the grocery stores and the coffee shop entitled “Why is My Beach House Important?” or “How Does the Style of My House Shape My Community?” or “Beach Houses: A History,” might entice one homeowner to ask another if they knew the history of their own home. Other pamphlets could talk about the materials used historically and how they should be maintained such as, “Materials and Your House” or “Maintain Your Beach House the Sustainable Way.” This type of pamphlet would be a fitting way to start conversations about practical preservation along the coast. These houses matter just as much for their character defining features as they do functionally within society. The preservation plan for these houses will need to be described in ways that tie them with both their architecture and their long relationship with recreation in the shadow of the ocean. A website with the information contained herein would be a convenient way for people to access this knowledge when they need it and to find ways to obtain other resources.

Ultimately, the most readily deployable, and likely most successful approach, is education and persuasion. The opportunity exists to arm beach house owners with the information to proudly reject more expensive 21st century fixes, in favor of period and use-sensitive approaches. The latter can be promoted as cheaper, more effective, and a driver of maximum value for minimum investment. Accordingly, workshops would be a good way to energize coastal populations, especially the full-time residents. These meetings could help communities think about how preservation might work for them. Communities along Tillamook County’s coast have all recently completed community comprehensive plans. The networks created during this process would be an effective vehicle for creating interests in workshops and seminars about preservation. This is a place where academia meets reality, where workshops, speakers, and traveling displays are likely to capture the attention of a populous that is not distracted by the day-to-day life that they lead in the city. These events will, of course, have to compete with the ocean, but that is just more of a reason to be concise and entertaining.

All of these acts are about creating appreciation for what is already there. Oregon has a good chance of keeping the coast a place people love to visit. Education to owners, elected officials, and relevant employees will be key to preserving not only the built environment along the coast, but also the lifestyle that made these coastal towns a reality. This type of awareness building is marketing, more than anything else. The target audience needs to hear the message and then all we can do is hope for the best. Happily, that kind of preservation is the best, where the people themselves understand how wrong it would be to tamper with a structure that has already stood the test of time.

## APPENDICES

## APPENDIX A

HISTORICAL CENSUS OF HOUSING TABLES—  
 PERCENT OF TOTAL HOUSING RECORDED AS BEING USED FOR  
 SEASONAL OR RECREATIONAL USE: 1940-2000

The full data set with real numbers of houses, and data classifying the unit as seasonal or occasional use can be accessed on the United States Census website (as of May 2009) at <http://www.census.gov/hhes/www/housing/census/historic/vacation.html>.

	2000	1990	1980	1970	1960	1950	1940
US	3.10%	3.00%	3.20%	2.90%	3.50%	2.30%	2.00%
AL	2.40%	2.10%	2.10%	2.20%	2.20%	0.70%	0.30%
AK	8.30%	7.40%	7.40%	5.70%	6.20%	0.80%	NA
AZ	6.50%	5.80%	6.00%	2.70%	4.20%	2.30%	3.20%
AR	2.50%	1.90%	2.30%	2.50%	3.80%	1.30%	0.40%
CA	2.00%	1.80%	2.00%	1.90%	2.40%	1.70%	2.60%
CO	4.00%	4.40%	4.00%	4.20%	4.80%	4.60%	4.20%
CT	1.70%	1.60%	1.80%	2.00%	3.90%	3.70%	4.80%
DE	7.60%	6.70%	6.80%	4.20%	4.50%	3.10%	3.20%
DC	0.80%	0.60%	0.30%	0.40%	0.20%	0.10%	0.00%
FL	6.60%	6.90%	7.00%	3.40%	4.20%	2.60%	3.80%
GA	1.60%	1.30%	1.50%	1.60%	2.00%	0.80%	0.40%
HI	5.60%	3.30%	1.90%	1.40%	1.80%	NA	NA
ID	5.30%	6.10%	6.10%	5.40%	6.60%	2.90%	1.70%
IL	0.60%	0.60%	0.70%	0.80%	1.10%	0.80%	0.80%
IN	1.30%	1.70%	2.00%	2.10%	2.60%	1.80%	1.50%
IA	1.30%	1.30%	1.40%	1.80%	2.00%	0.90%	0.70%
KS	0.90%	0.70%	1.10%	1.40%	1.60%	0.60%	0.20%
KY	1.80%	1.40%	1.60%	1.90%	1.80%	0.60%	0.20%
LA	2.20%	1.80%	1.90%	2.10%	2.30%	0.80%	0.40%
ME	15.60%	15.00%	15.90%	19.20%	17.70%	12.10%	10.10%

	2000	1990	1980	1970	1960	1950	1940
MD	1.80%	2.20%	2.20%	2.00%	2.70%	2.60%	2.30%
MA	3.60%	3.70%	3.70%	3.60%	5.10%	4.10%	3.80%
MI	5.60%	5.90%	6.00%	6.00%	6.70%	5.10%	4.00%
MN	5.10%	5.70%	6.10%	5.80%	6.90%	4.50%	2.90%
MS	1.90%	1.60%	2.20%	2.50%	2.90%	1.00%	0.30%
MO	2.70%	2.50%	2.70%	2.80%	2.50%	1.00%	0.80%
MT	5.90%	5.80%	5.80%	5.40%	6.00%	2.80%	1.90%
NE	1.70%	1.70%	1.70%	1.80%	2.10%	0.70%	0.40%
NV	2.00%	2.20%	2.20%	2.10%	2.50%	1.40%	1.90%
NH	10.30%	11.30%	11.90%	15.70%	15.10%	12.70%	10.00%
NJ	3.30%	3.30%	3.80%	4.50%	6.10%	5.20%	5.40%
NM	4.10%	3.60%	4.70%	3.40%	3.60%	2.10%	3.20%
NY	3.10%	3.00%	3.10%	3.30%	4.40%	3.50%	2.90%
NC	3.90%	3.60%	3.70%	3.00%	2.80%	1.30%	0.70%
ND	3.00%	2.80%	3.60%	3.90%	3.80%	1.30%	0.50%
OH	1.00%	0.90%	1.10%	1.10%	1.40%	1.00%	0.90%
OK	2.10%	1.80%	1.60%	2.10%	2.30%	0.80%	0.40%
OR	2.60%	2.70%	2.80%	2.60%	3.80%	2.40%	2.40%
PA	2.80%	2.90%	2.70%	2.10%	2.40%	1.40%	1.00%
RI	3.00%	2.90%	3.20%	3.70%	5.10%	4.50%	4.50%
SC	4.00%	3.50%	3.80%	3.40%	3.10%	1.40%	0.70%
SD	3.10%	2.90%	3.90%	3.70%	3.70%	1.40%	0.90%
TN	1.50%	1.20%	1.20%	1.50%	1.60%	0.60%	0.30%
TX	2.20%	2.20%	2.80%	2.90%	3.40%	1.80%	1.30%
UT	3.90%	3.50%	2.60%	2.30%	2.10%	1.10%	0.80%
VT	14.60%	16.80%	15.40%	15.30%	13.30%	8.70%	6.60%
VA	1.90%	1.70%	2.00%	2.10%	2.00%	1.10%	0.70%
WA	2.50%	2.90%	3.30%	3.30%	4.20%	2.70%	2.60%
WV	3.90%	2.90%	2.50%	3.00%	2.40%	0.80%	0.30%
WI	6.10%	7.30%	7.50%	6.40%	6.80%	4.90%	4.40%
WY	5.60%	4.90%	4.60%	4.50%	5.80%	2.30%	2.20%

## APPENDIX B

AVERAGE TEMPERATURE DATA (IN FAHRENHEIT) AND  
AVERAGE TOTAL PRECIPITATION AND SNOW FALL FOR PACIFIC  
NORTHWEST COAST WEATHER STATIONS

From the Western Regional Climate Center. Data compiled from <http://www.wrcc.dri.edu/summary/Climsmor.html>. (accessed April 2009).

Data Station (Station # in Parentheses)	Period of Record	High Temp	Low Temp	Average Total Precipitation (in.)	Average Total Snow Fall (in.)
Aberdeen, WA (450008)	1891 to 2007	58.3	42.4	83.14	8.7
Astoria, OR (350328)	1953 to 2007	58.4	43.7	68.25	4.2
Brookings, OR (351055)	1912 to 2002	61.2	45.6	76.34	0.7
Cape Blanco, OR (351360)	1952 to 1979	54.9	45.7	75.86	0.3
Clearwater, WA (451496)	1895 to 2007	58.2	40.8	116.52	8.1
Cloverdale, OR (351682)	1940 to 2007	60.4	43.2	82.6	2.6
Denmark, OR (354721)	1956 to 2007	62.7	45.7	73.65	0.0
Gardiner, OR (353193)	1983 to 2007	60.7	44.8	69.06	0.0
Gold Beach, OR (353356)	1948 to 2007	60.8	45.7	79.65	0.2
Grayland, WA (453320)	1948 to 2007	57.8	42.7	73.21	0.8
Honeyman State Park, OR (353995)	1971 to 2007	60.3	43.6	70.11	0.8



Data Station (Station # in Parentheses)	Period of Record	High Temp	Low Temp	Average Total Precipitation (in.)	Average Total Snow Fall (in.)
Hoquiam, WA (453807)	1953 to 2007	57.6	44.3	69.49	4.8
Long Beach, WA (454752)	1922 to 1967	58.0	42.2	80.91	0.2
Long Beach, WA (454748)	1967 to 2007	57.8	42.9	80.26	1.2
Newport, OR (356032)	1893 to 2007	57.7	43.9	67.82	1.1
North Bend, OR (356073)	1902 to 2005	60.1	44.7	63.49	1.3
Oris, OR (356366)	1948 to 2007	59.1	42.6	97.59	3.0
Point Grenville, WA (456584)	1947 to 1979	55.5	42.6	87.68	3.2
Port Orford, OR (356779)	1905 to 1963	59.7	45.1	69.34	0.6
Quillayute, WA (456858)	1971 to 1990	57.3	41.1	102.05	13.2
Reedsport, OR (357082)	1937 to 1983	60.7	43.8	75.73	1.9
Seaside, OR (357641)	1930 to 2007	59.7	43.8	76.03	1.8
Tatoosh Island, WA (458332)	1931 to 1966	53.1	45.4	77.55	8.8
Tillamook, OR (358494)	1948 to 2007	59.3	41.9	89.50	2.3

## APPENDIX C

TILLAMOOK COUNTY BEACH HOUSES  
(ARRANGED BY YEAR OF CONSTRUCTION)

Address ..... 9275 5th Street, Bay City  
 Architectural Classification ..... Gothic Revival  
 Date of Construction ..... c. 1880s  
 Materials ..... Shingle  
 Stories ..... 1.5  
 Square Feet ..... 762



Address ..... 5510 Pacific Street, Bay City  
Architectural Classification ..... Colonial Revival  
Date of Construction ..... c. 1900  
Materials ..... Horizontal Board  
Stories ..... 1.5  
Square Feet ..... 1144



Address .....37480 2nd Street, Neahkahnie Beach  
 Architectural Classification ..... Early Northwest Regional  
 Date of Construction ..... 1910  
 Materials ..... Horizontal Board  
 Stories ..... 1.5  
 Square Feet ..... 1562  
 Architect ..... A. E. Doyle



Address ..... 6760 Bayocean Road, Unincorporated  
 Architectural Classification ..... Vernacular  
 Date of Construction ..... 1911  
 Materials ..... Shingle  
 Stories ..... 1.5  
 Square Feet ..... 1004



Address ..... 37890 Beulah Reed Road, Neahkahnie Beach  
 Architectural Classification ..... Bungalow/Early Northwest Regional  
 Date of Construction ..... 1914  
 Materials ..... Shingle  
 Stories ..... 1.5  
 Square Feet ..... 1773  
 Architect ..... A. E. Doyle



Address ..... 37475 1st Street, Manzanita  
Architectural Classification ..... Early Northwest Regional/Craftsman  
Date of Construction ..... 1916  
Materials ..... Shingle  
Stories ..... 1.5  
Square Feet ..... 1558  
Architect ..... A. E. Doyle



Address ..... 37465 Beulah Reed Road, Neahkahnie Beach  
 Architectural Classification ..... Early Northwest Regional  
 Date of Construction ..... 1916  
 Materials ..... Shingle  
 Stories ..... 1.5  
 Square Feet ..... 1780  
 Architect ..... A. E. Doyle





Address ..... 38070 Beulah Reed Road, Neahkahnie Beach  
 Architectural Classification ..... Early Northwest Regional  
 Date of Construction ..... c. 1916  
 Materials ..... Horizontal Board  
 Stories ..... 1.5  
 Square Feet ..... 1085  
 Architect ..... A. E. Doyle



Address ..... 47940 Hawk Street, Neskowin  
 Architectural Classification ..... Bungalow  
 Date of Construction ..... 1920  
 Materials ..... Wood Shingle  
 Stories ..... 1  
 Square Feet ..... 625



Address ..... 48845 Breakers Boulevard, Neskowin  
Architectural Classification ..... Vernacular  
Date of Construction ..... 1920  
Materials ..... Horizontal Board  
Stories ..... 1.5  
Square Feet ..... 884



Address ..... 37850 Beulah Reed Road, Neahkahnie Beach  
 Architectural Classification ..... Early Northwest Regional  
 Date of Construction ..... 1922  
 Materials ..... Shingle  
 Stories ..... 1.5  
 Square Feet ..... 1853  
 Architect ..... A. E. Doyle



Address ..... 1555 Tillamook Avenue, Oceanside  
 Architectural Classification ..... Bungalow  
 Date of Construction ..... 1922  
 Materials ..... Wood Shingles  
 Stories ..... 1  
 Square Feet ..... 670



Address ..... 1005 4th Street, Oceanside  
Architectural Classification ..... Vernacular  
Date of Construction ..... 1925  
Materials ..... Wood Vertical Board  
Stories ..... 1  
Square Feet ..... 402



Address ..... 5480 Violet Street, Oceanside  
 Architectural Classification .....Bungalow  
 Date of Construction .....1925  
 Materials ..... Horizontal Board  
 Stories ..... 1  
 Square Feet .....662



Address ..... 1790 Rosenberg Loop, Oceanside  
Architectural Classification ..... Bungalow  
Date of Construction ..... 1934  
Materials ..... Horizontal Board  
Stories ..... 1  
Square Feet ..... 504





Tillamook County Assessment and Taxation: Photo on file. c. 1974. <http://www.co.tillamook.or.us/gov/A%26T/public/a%26tpublic/Temp/983880560183539Imp.tif> (accessed April 1, 2009)

Address ..... 5485 Daisy, Oceanside  
 Architectural Classification ..... Vernacular  
 Date of Construction ..... 1937  
 Materials ..... Horizontal Board  
 Stories ..... 1  
 Square Feet ..... 380



Address .....4375 Amity Avenue, Neskowin  
Architectural Classification ..... Modern  
Date of Construction ..... 1946  
Materials ..... Wood Shingles  
Stories ..... 1  
Square Feet ..... 1416



Address .....47630 Hawk Street, Neskowin  
Architectural Classification ..... Modern  
Date of Construction ..... 1946  
Materials ..... Shingle  
Stories ..... 1  
Square Feet ..... 1152  
Architect ..... Van Evera Bailey



Address ..... 1455 Tillamook Avenue, Oceanside  
Architectural Classification ..... Minimal Traditional  
Date of Construction ..... 1947  
Materials ..... Asbestos  
Stories ..... 1.5  
Square Feet ..... 1389



Address .....4355 Amity Avenue, Neskowin  
 Architectural Classification ..... Modern/Shed  
 Date of Construction ..... 1947  
 Materials ..... Horizontal Board  
 Stories ..... 1  
 Square Feet ..... 1522



Address ..... 38 Treasure Cove Lane, Manzanita  
Architectural Classification ..... Early Ranch —No Garage  
Date of Construction ..... 1955  
Materials ..... Shingle  
Stories ..... 1  
Square Feet ..... 1074



Address ..... 5000 Crab Avenue, Oceanside  
Architectural Classification ..... Minimal Traditional  
Date of Construction ..... 1954  
Materials ..... Horizontal Board  
Stories ..... 1  
Square Feet ..... 875



Address .....47705 Breakers Blvd, Neskowin  
 Architectural Classification .....Shed  
 Date of Construction .....1960  
 Materials .....Board and Batten Asbestos  
 Stories .....2  
 Square Feet .....1250





Address .....4365 Forest Grove Avenue, Neskowin  
Architectural Classification .....Modern/Shed  
Date of Construction ..... 1961  
Materials .....Shingles  
Stories ..... 1  
Square Feet ..... 1170



Address .....48035 Breakers Blvd, Neskowin  
Architectural Classification ..... Modern/Shed  
Date of Construction ..... 1961  
Materials .....Shingles  
Stories .....2  
Square Feet ..... 1800



Address .....47835 Breakers Blvd, Neskowin  
 Architectural Classification ..... A-Frame  
 Date of Construction ..... 1961  
 Materials .....Shingles and Vertical Board  
 Stories ..... 1.5  
 Square Feet ..... 992



Address .....8755 Pelican Lane, Manzanita  
 Architectural Classification ..... Eclectic Beach Motif  
 Date of Construction .....1962  
 Materials ..... Shingle  
 Stories ..... 1.5  
 Square Feet .....1760



Address ..... 5890 Eloise Avenue, Tierra Del Mar  
 Architectural Classification ..... A-Frame  
 Date of Construction ..... 1964  
 Materials ..... Shingle  
 Stories ..... 1.5  
 Square Feet ..... 483



Address ..... 1070 4th Street, Oceanside  
 Architectural Classification ..... Modern/Shed  
 Date of Construction ..... 1965  
 Materials ..... Wood Vertical Sheet  
 Stories ..... 1  
 Square Feet ..... 884



Address .....47895 Breakers Blvd, Neskowin  
Architectural Classification ..... Googie  
Date of Construction ..... 1968  
Materials ..... Board on Board and Horizontal Board  
Stories .....2  
Square Feet ..... 1632



Address .....1570 Hillcrest Avenue, Oceanside  
 Architectural Classification ..... A-Frame  
 Date of Construction ..... 1968  
 Materials ..... Wood Sheet  
 Stories ..... 1.5  
 Square Feet ..... 1012





Address ..... 249 University Avenue, Manzanita  
 Architectural Classification ..... Northwest Regional  
 Date of Construction ..... 1971, 1991  
 Materials ..... Stone: Other/Undefined  
 Stories ..... 1.5  
 Square Feet ..... 1493



Address ..... 47170 Beach Crest Drive, Neskowin  
 Architectural Classification ..... Other/Unique  
 Date of Construction ..... 1972  
 Materials ..... Horizontal Board  
 Stories ..... 1  
 Square Feet ..... 540



Address ..... 8280 Treasure Rock Road, Neahkahnie Beach  
Architectural Classification ..... Octagon  
Date of Construction ..... 1973  
Materials ..... Shingle  
Stories ..... 1  
Square Feet ..... 1086



Address .....9005 Windward Lane, Manzanita  
 Architectural Classification ..... Vernacular  
 Date of Construction .....1979  
 Materials ..... Shingle  
 Stories ..... 1.5  
 Square Feet ..... 548



Address ..... 11030 Ocean Way, Bayside Gardens  
 Architectural Classification ..... Octagon  
 Date of Construction ..... 1999  
 Materials ..... Horizontal Board  
 Stories ..... 1  
 Square Feet ..... 1013

APPENDIX D

PROMOTIONS: "A TOURIST'S PARADISE"

*Counties Oregon Tillamook*  
**TILLAMOOK**  
**COUNTY**  
**BEACHES**

*Counties Oregon Tillamook*  
**TILLAMOOK**  
**COUNTY**  
**BEACHES**



**SOUTHERN PACIFIC LINES**



**SOUTHERN PACIFIC LINES**

Southern Pacific Railroad, Tillamook County Beaches, Tourist Pamphlet, c. 1914.  
Oregon Collection, University of Oregon's Library, Special Collections.



# Tillamook

## COUNTY BEACHES

numbers of summer visitors spending their vacations there.

The trip from Portland to the Tillamook County Beach Resorts presents an ever-changing panorama of scenic charm. We pass through Beaverton, Reedville and Hillsboro, thriving towns which recall the early days of Oregon's history.

### The Mountain's Matchless Scenic Charm

Soon the foot-hills are entered and on both sides of the track the wild current bravely flings to the breeze its banner of bloom. At Timber station, located in the heart of the great woods and near the summit of the Coast Range, an artistic station of logs shows that timber is the principal product of the section.

### From the Summit to the Sea

The altitude at Cochran, the summit, is 1811 feet. Cochran is five miles west of Timber and here the train begins to descend the western slope of the Coast Mountains. For miles the track winds and twists through a dense and apparently impenetrable forest. Deep and precipitous ravines are crossed on high trestles and, where it seems that nature has completely blocked the way to further progress, nature is circumvented and the train, being unable to get over or around the obstruction, goes through by means of a tunnel. As the train winds in and out the passengers experience a series of thrills as one beautiful or majestic scene after another is revealed.

The line crosses and recrosses the Salmonberry River many times. The hills become precipitous and drop abruptly to the water's edge. Here and there a mountain-born stream drops in wind-blown silvery spray over the cliff to join the swiftly-flowing river far below. Here and there, too, great masses of interlacing vines and briars hang over the edge of the cliff like a green waterfall arrested in mid-air in the act of falling. From the car window the passenger can watch the Salmonberry rushing impetuously around against or over the huge boulders that are thickly strewn in the course of its sea-seeking waters.

How an artist would revel in the merging tints of green to be seen from the car window. The water in

**T**HE Indians say the white man is always getting ready to enjoy life while the Indian enjoys life as he goes along. More and more we are beginning to realize that we will live longer and better lives and be happier if we take an occasional respite from the daily grind of business worries and social obligations. There is real wisdom in the old proverb that all work and no play makes Jack a dull boy. We need relaxation. The bow that is always strung at last loses its elasticity. When you are mentally and physically weary of the toil, the turmoil and the tumult of the work-day world you will find that to get back to nature and sojourn for a while by the sea will restore your poise and vigor. The need for a change of environment and for recreation is a real need. The very word, recreation, tells its own story. Recreation means to re-create, to create anew, to revitalize, and make strong.

Why not spend your vacation this year at the sea coast? You will come back to your work with keener zest after spending a few days or weeks by the side of old ocean.

### Portland's Nearest Seaside Resorts

Portland's nearest seaside resorts are those located on Tillamook County Beaches. Draw a line due west from Portland and it will meet the Pacific Ocean in the heart of the Tillamook County Beach Resort district. While we think of the Tillamook seashore resorts as our newest ocean playground, yet for many years the old-time residents of Portland and the Upper Willamette Valley have been going there each summer by team and wagon. Since the building of the Southern Pacific branch line to Tillamook, the Tillamook County Beach Resorts are easily accessible, and each season sees increasing



*Hotel Elmore, Elmore Park.*

places is milk-white shading off into the delicate light green of jade and imperceptibly shading off into darker green till it is as dark as malachite. The color scheme is duplicated in the tender Nile green of the new growth of the ferns and willows and the darker green of the firs and cedars.

#### **The Salmonberry, Famous for Fish**

We make a brief stop at picturesque Salmonberry station where pedestrians cross the stream on a railed bridge made of a single tree. Here we are apt to lose some of our passengers, for Salmonberry, like Mayo, Enright, Rector, Maples, Nehalem Falls and Batterson, are famous places for fishing.

Soon the Salmonberry merges its foam-white waters with the less-turbulent waters of the Nehalem. For miles the train follows the Nehalem River.

#### **In Sight of the Sea**

At Mohler the passengers whose destination is Neah-Kah-Nie Tavern are met with autos and the six-mile trip through the woods is a fitting climax to a day of delight.

Passengers destined to Manzanita, Classic Ridge or Cains Hotel continue on to Wheeler, where a launch is taken to Nehalem, two and a half miles up the Nehalem River. Here an auto buss takes you to your destination.

#### **Neah-Kah-Nie Mountain**

Neah-Kah-Nie Mountain dominates the scene. It is the highest headland along the Pacific's shore from Tamalpais to the British Columbia border. It rises 1800 feet above the sea. As the crow flies it is 60 miles from Portland. In the early days when the Indians burned the forest to make open pastures for their horses the fire traveled up the timbered slopes of Neah-Kah-Nie Mountain, and long after the fire on the surrounding hillsides had died down Neah-Kah-Nie, like a flaming torch, lit up the night. The Indians from their teepees along the ocean's shore, seeing the dancing flames on the summit of the mountain, named it Neah-Kah-Nie, which means "Home of the Fire Spirit."

It is hard to describe Neah-Kah-Nie Mountain. Poets speak of the changeless mountains. Ever-changeless would more nearly describe Neah-Kah-Nie Mountain. Now its summit is half concealed and half revealed by wisps of fog, a little later you see its crest



*Neah-Kah-Nie Tavern.*

clear-cut as a cameo. Soon the brilliant coloring on its sides fades to softer tints as the shadow of a cloud drifts slowly across its face. The darker green of the wind-bent spruce trees merge into the tender new green of the salal. Sitting on the seaward slope of Neah-Kah-Nie you hear a solemn murmur as the waves caress the shore. Always to your ears comes the low monotone from the passionate heart of the sea, "the music-haunted yearning seas eternal whisperings to the shore."

#### **A Wonderful View**

The trip to the summit of Neah-Kah-Nie Mountain is one that every visitor to the resorts along Tillamook County's shore should make. From its crest a wonderful panorama is unrolled. To the eastward one sees mile on mile of unbroken forest. Follow the glistening crescent of the beach and you will see Cape Mears, and still further to the southward, Cape Lookout. In the foreground you see Neah-Kah-Nie Tavern and a group of summer cottages. Beyond, like a stream of quicksilver, is the Nehalem River. Like toy villages, Nehalem, Wheeler and the resorts of Garibaldi Beach appear. To the northward the eye follows the rugged and picturesque coast line to Cape Falcon, Tillamook Head, Cannon Beach and North Head. Glistening in the sun like a sinuous thread of silver across the green, one sees the sea-seeking Columbia. To the westward, almost at your feet, the eye sweeps uncounted leagues of ocean, which, changeless, rolls eternally in its age-old wooing of the shore. Emerson says, "I do not count the hours I spend in wandering by the sea, the forest is my



*A Bohemian Lunch.*





Everybody Meets the Train.

loyal friend, a Delphic shrine to me" How he would have reveled in the beauties of the Neah-Kah-Nie district.

**The Golf Course**

One of the much appreciated pleasures at Neah-Kah-Nie is the 160-acre golf course. It lies on the upland meadows, and one plays on a soft carpet of yielding grass dotted

with wild flowers. More than 70 varieties of wild flowers are found on the slope of the mountain. Great beds of fragrant violet and dandelions make the golf course a field of purple and gold. The golf course was laid out by a golf enthusiast and golf expert. The total length of the course is 2720 yards. Probably no course is more picturesquely situated.

**Neah-Kah-Nie Tavern**

Neah-Kah-Nie Tavern is picturesquely located on a bench of land a few rods back from the line of rolling surf. From the tavern the eye sweeps the wide horizon of sea and shore. Neah-Kah-Nie Tavern, having the resources of a thousand-acre farm to draw upon, has no lack of home-grown things upon the table.

**Classic Ridge and Manzanita Inn**

In addition to Neah-Kah-Nie Tavern there are several delightful resorts in the immediate vicinity. Classic Ridge is within easy reach from Nehalem. It is located on Classic Ridge Lake and is in the midst of inspiring scenery.

Nehalem itself is a pleasant place to live. Its climate is ideal and it is picturesquely located on the Nehalem River not far from the ocean.

Manzanita Inn, at Manzanita, is beautifully located in a grove of evergreens and is about 200 yards back from the beach.

From Manzanita Inn, Neah-Kah-Nie Tavern and

the other resorts in the vicinity, trips are made to many nearby points of interest. One of the favorite jaunts is the trip down the beach to the mouth of the Nehalem River. Another trip, somewhat more strenuous but very enjoyable, is the trip by the old Indian trail around Neah-Kah-Nie Mountain. It is a trip full of thrills, one no Summer vacationist should miss. The trail winds around the face of the mountain which in many places overhangs the sea. At Short Sand Beach as well as at Necarney Creek, excellent fishing is to be had. From Short Sand Beach the trail winds upward to Cape Falcon. A climb to the next ridge and you can see Cannon Beach, Arch Cape, Sylvan Cape, Hug Point, Humberg Point, Haystack Rock and Tillamook Head, while off shore Tillamook Rock Lighthouse is to be seen.

**Garibaldi Beach Resorts**

Continuing west from Wheeler the Southern Pacific lines skirts the south shore of Nehalem Bay until the seashore is reached. Turning south it traverses Garibaldi Beach a short distance from and in plain sight of the ocean seven miles to Barview, thence along the north shore of Tillamook Bay to the City of Tillamook.

Each season the Garibaldi Beach resorts are thronged with Summer vacationists. They are deservedly popular with pleasure seekers and are growing more in favor year by year. Manhattan Beach, Lake Lytle, Rockaway, Elmore Park, Saltair, Oceanlake and Barview will soon form a continuous settlement from end to end of Garibaldi Beach. Already they are touching elbows and soon the intervening spaces will be occupied by Summer cottages or tents. The surf bathing is particularly fine along the Garibaldi Beach and full advantage is taken of this delightful feature of the various resorts.

At low tide the beach varies from a thousand to fifteen hundred feet in width. The sand is so smooth and firm that it makes an ideal driveway. The Garibaldi Beach is sometimes referred to as the "Musical Strand" on account of the fact that in many places the sand gives out musical sounds when walked upon or when the hand is passed rapidly across the sand.

Just back of Oceanlake is a fresh water lake which covers eighteen acres. It lies back from the ocean not over a hundred yards and is surrounded by trees,



Hotel Bayocean.



The many attractions and diversions at the Til





Cool and  
Restful Trails.

City. A few miles further on is Tillamook, the county seat of Tillamook County and the metropolis of this section. Tillamook boasts a modern hotel, paved streets, schools, churches and mercantile establishments worthy of a metropolis. Woods, Neskowin, Netarts and Pacific City are promising Tillamook County Summer resorts.

The Summer vacationist can find a wide diversity of pleasure sport and recreation at the Tillamook County beach resorts, and best of all, the cost is reasonable and they are within a few hours' distance of Portland.

Tillamook County Seashore hotels—listed for the convenience of summer visitors—are as follows:

**Neah-Kah-Nie Tavern, Neah-Kah-Nie, Oregon.** S. G. Reed, proprietor; 30 rooms and tents. Rates (room with bath) \$15.00 to \$21.00 per week, (rooms without bath) \$13.00 to \$18.00 per week, American plan.

**Manzanita Inn, Manzanita, Oregon.** G. B. Nunn, host; 14 rooms. Rates \$2.00 to \$2.25 per day; \$10.00 to \$12.50 per week. Family rates on application; two miles north of Nehalem Bay, ½ mile south of Neah-Kah-Nie Mountain and half mile from public golf course. Auto meets all boats. Boat meets all trains.

**Bector Hotel, Wheeler.** A. J. Zimmerman, proprietor; 30 rooms. Rates \$2.50 per day, American plan. Commanding view of the ocean and Nehalem Bay.

**Nehalem Hotel, Nehalem.** H. W. Tohl, proprietor; 34 rooms. Rates \$2.00 per day, American plan. Situated on the Nehalem Bay.

**Outlook Inn, Lake Lytle.** W. R. Rossman, manager. American plan. Rates \$2.00 and \$3.00 per day, all out-

side rooms with a view of the Ocean or Lake Lytle. Enclosed sun parlor, open fireplaces, baths, hot and cold water, salt and fresh water, bathing, rowing on Lake Lytle, large dancing floor; telephone connections. Railroad station adjoining inn. Special weekly, monthly, and season rates on application.

**Ocean Crest Apartments, Elmore Park.** One block from beach. Four blocks to Saltair. Each apartment furnished completely for light housekeeping. Bakery and grocery near by. Baggage easily handled. Rates \$7.00 per week, \$45.00 per season. Address Mrs. Hirschner, Elmore Park, Rockaway P. O.

**Hotel Elmore, Elmore Park.** First-class dining room service installed for season 1916; 35 rooms. Rate American plan, \$2.00 and \$2.50 per day; European plan if desired. Fine ocean view; veranda sleeping rooms. Address Mrs. A. J. Lindsey, manager, Rockaway P. O.

**Hotel Saltair, Saltair, Rockaway, Ore., P. O.** Accommodations for 30 guests. Rates \$2.00 per day including meals. Address Mrs. L. L. VanNortwick, Rockaway, Ore.

**Bar View Tent City, Bar View, Ore.** Wise and Massey, proprietors and managers. Fifty completely furnished housekeeping tents and 25 sleeping tents. Restaurant and delicatessen in connection. Dance hall, pool and billiard hall, bowling alleys nearby. Rates \$1.00 per day and up.

**Camp Carter, Bar View.** Eighteen 1-room cottages, completely furnished. Rates \$1.00 per day and up. Address C. E. Carter, Bar View, Ore.

**Villa Camp, Bar View.** Twenty-five 1, 2 and 3-room cottages, mountain water piped to ground. Completely furnished. Electric lights. Rate \$1.00 per day. Address L. J. Tolls, Bar View, Ore.

**Bayside Inn, Bayocean.** Rates \$2.50 per day. Capacity, 40 guests.

**Bungalow City, Bayocean.** Accommodations in Bungalow City fully equipped for light housekeeping, including wood, light, water and laundry for \$10.00 per week or \$18.00 for two weeks. The only complete surf-making machine in the world is installed in the natatorium. Full information on application to J. J. Read or H. L. Chapin, 718-722 Corbett Bldg., Portland, Oregon.

**Hotel Bayocean Annex, Bayocean.** Mrs. W. E. Hutchinson, manager. Capacity 100. Rates \$2.50 to \$3.50 per day; \$18.00 per week and up.

**Tillamook Hotel, Tillamook, Ore.** Recently completed. Dining room in connection. Room and bath if desired. Bus to and from trains. Rates \$1.00 and up. Weekly rates on application. P. J. Worrall, prop.

For full particulars regarding Tillamook County Resorts, consult any Southern Pacific Agent, or address

THAS S. FEE, JOHN M. SCOTT,  
Passenger Traffic Manager Gen. Passenger Agent,  
Portland, Oregon



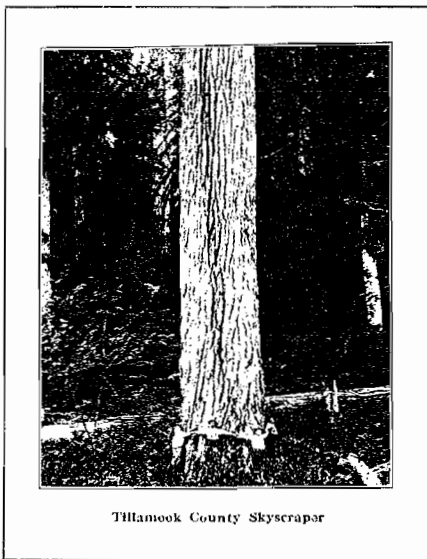
In the Heart of the Forest.

## TILLAMOOK COUNTY BEACHES



Vacation with the Carefree Throng at the Tillamook County Beaches

# Tillamook County Beaches



Tillamook County Skyscraper

THE three of us met in Portland—with a common problem. We were trying to decide where we should spend our summer vacation. Many interesting points had been suggested, when suddenly my friend from the wheat-growing Interior suddenly asked:

"Where and what is the Tillamook country?"

"I drove over once, across the mountains," my Willamette Valley companion answered.

"Just the place—a wonderland," I seconded. "Tillamook is the newest ocean resort and seaside playground on the Pacific Northwest—and nearest to Portland. And we need not drive across the Coast Mountains either. You remember, don't you, that the P. R. & N. railroad was recently completed from Hillsboro into Tillamook. Now the trip can be made in comfort and ease. Moreover, the scenery on the way is perhaps the most varied, wonderful and interesting that you can find in the entire West.

We decided on Tillamook. We had a choice between a morning train and an afternoon train. We gathered together everything needed for our outing in this varied Tillamook land of mountains, giant trees, trout brooks, rivers, valleys, bays, beaches, resorts, and the great Pacific Ocean.

The trip was interesting from the very beginning. Soon after leaving the City of Portland we were in the great Willamette Valley, with its infinite agricultural and horticultural variety. Westward from Hillsboro our train gradually climbed the foothills, and almost before we knew it we were in the Coast Mountains. The hills became more steep, the roadway more winding, the scenery more varied. The trees became larger; we were now in one of the most dense, most valuable virgin forests of the Continent.

TILLAMOOK COUNTY BEACHES



Along the P. R. & N.



Neah-Kan-Nie Inn



Lake Lytle Station



Outlook Inn, Lake Lytle



Transferring for Bayocean



The Route is Through Virgin Forests

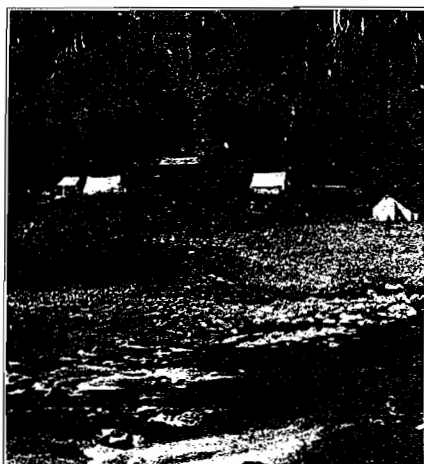
We passed the new lumbering town of *Timber*, which boasts the highest flag-pole in the world, a giant Douglas fir nearly 300 feet tall. Our train crossed trestles of dizzy height, passed over dashing clear mountain streams that gave us the anglers' itch, and irresistibly drew out our cameras for snaps at bits of nature's wonders. We saw occasional secluded snow banks, and any number of ideal mountain camping spots where the world could be forgotten, where we could fish and hunt for weeks and months in lazy oblivion.

Over the summit of the Coast Range, we followed down Salmonberry River, which was plunging wildly over great boulders and logs, through gorges at the foot of steep wooded mountain sides. Several anglers left the train at *Salmonberry Station*, which seemed to be camping headquarters for fishermen. Farther along, down on the Nehalem River, other campers and fishermen remained behind at *Balterson* where accommodations could be had at a large farm house.

We were now on the Ocean side of the Coast Range—and how different from the dusty, parched Interior, the heat-radiating towns and cities. Everywhere was cool verdure, a perfect tangle of vegetation, topped off with giant trees fifteen and twenty feet in circumference. Our train soon dropped down to the river bottom, which includes some of the most valuable dairying land in the world.

We began to smell the pure, invigorating ocean breeze. We followed along the wide, deep Nehalem River. Soon we saw the old town of *Nehalem*, across the beautiful Nehalem Bay, with its launches and rowboats

TILLAMOOK COUNTY BEACHES



Fisherman's Headquarters, Salmonberry

and sail boats. At *Wheeler*, a new town on Nehalem Bay, some of the passengers left the train to board awaiting launches for the *Neah-Kah-Nie Benches*, which include *Sunset Beach*, *Nearney City*, *Manzanita Beach*, *Classic Ridge*, and *Neah-Kah-Nie Mountain*.

Some of the vacationists were provided with their own camping outfits, and of course they could pitch their tents and unroll their blankets almost anywhere. Others planned to hire tents, which could be had either furnished or unfurnished. Others would seek out small or large cottages, overlooking the Ocean, supplied with all city comforts. The remainder of the vacationists were bound for the large, new, and modern beach-resort hotel at the foot of *Neah-Kah-Nie Mountain*.

We could see *Neah-Kah-Nie Mountain* in the distance. The Mountain rises abruptly almost 2,000 feet above the Ocean, majestic and beautiful, with grassy and wooded slopes, waterways, gorges and dizzy precipices. The historic old Seaside trail is hewn out almost half way up its side, and at the foot are legendary buried treasures and stones carved with strange signs. At the foot of the Mountain, is the long, broad, varied *Neah-Kah-Nie Beach*. In the foreground of the Beach is the wonderful old Pacific Ocean, with its sands, its breakers, its shells, its clams, and its salt water. And in the background is the Nehalem Bay, promising to us, as vacationists, hours of boating, sailing, fishing and swimming.

Soon our train, advancing, brought us face to face with the old Ocean, always new, always wonderful, always enticing and invigorating. Around the point of the hill from *Brighton*, the train paralleled the Pacific Ocean



A Frolic With the Pacific



Hotel Bayocean



Three Friends of Twin Rocks



U. S. Life Saving Station, Barview



One of the Numerous "Tent Cities"

## TILLAMOOK COUNTY BEACHES



Sunshine, Salt Air and Surf Bathing at Tillamook County Beaches



Vacationing in the Wilds



Oregon Timber on P. R. &amp; N.



Enroute to Tillamook

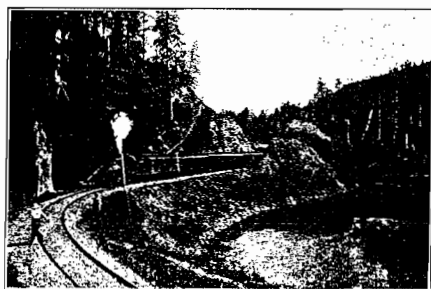
Sometime—you must make the wonder, unsurpassed in the West for wild grandeur, appeal. First, the Coast Range—with its dizzy gorges, its ideal camping spots. Over you follow the dashing Salmonberry River. Bay, crowded with pleasure craft. Aside i Peak standing sublime and massive, jutti the enticing shores of the Old Ocean—alo breakers, clam-digging, bathing. And lasti —background for Bayocean promontory an metropolis of this newest seaside playground



TILLAMOOK COUNTY BEACHES



Miles and Miles of Smooth White Sand and Delightful Surf



The Picturesque Nehalem



Hunters Lodge on the Salmonberry

ul trip to the Tillamook Beaches—a journey rugged beauty, outing possibilities, vacation giant trees, its tumbling trout streams, its the summit, amidst luxuriant vegetation, Then the placid Nehalem—soon an Ocean s Neah-Kah-Nie Mountain and resort, the ng ruggedly into the Pacific. Then along ng the ten-mile Garibaldi Beach, with its ly, skirting the picturesque Tillamook Bay d resort—you reach the city of Tillamook, and ocean resort of the Pacific Northwest.



Some of the Cottages at Bayocean

## TILLAMOOK COUNTY BEACHES



Cottage at Manzanita Beach



Manzanita Inn



Cottage Life at Rockaway



Barview Hotel, Barview



P. R. &amp; N. Train at Rockaway

for ten miles or more—along the celebrated *Garibaldi Beach*.

Here, we could hardly realize that Tillamook County is little more than two years old, accepting the epoch-making beginning date of the arrival of the first railroad train. Hundreds of camps, and campers, and vacationists crowded this open beach. Some were living in tents, some in furnished cottages, some in the new bungalow hotels at or near the railroad stations, some at the large new, modern hotel at *Lake Lytle*. We passed, in order, the following distinct beach resorts: *Manhattan Beach, Lake Lytle, Sea View, Rockaway, Elmore Park, Saltair, Midway, Twin Rocks, Ocean Lake Park, Rose City Beach, and Bar View*. Some of these were mere flag stations; others were towns, with stores, amusement halls, etc. The beach is wide, with *Twin Rocks* in front; in the background, a natural sand levee, a chain of freshwater lakes, and wooded hills. The U. S. Life Saving Station is located at *Bar View*.

The train now left the Ocean shore, skirted Tillamook Bay, the largest bay in the County. At *Garibaldi*, many of the remaining passengers left the train, to transfer to a large launch for a pleasant ride across the Bay to *Bay Ocean*, another of the new, popular Tillamook summer resorts. As our train followed on around the



# SEA SHORE

*Tillamook County*

# SEA SHORE

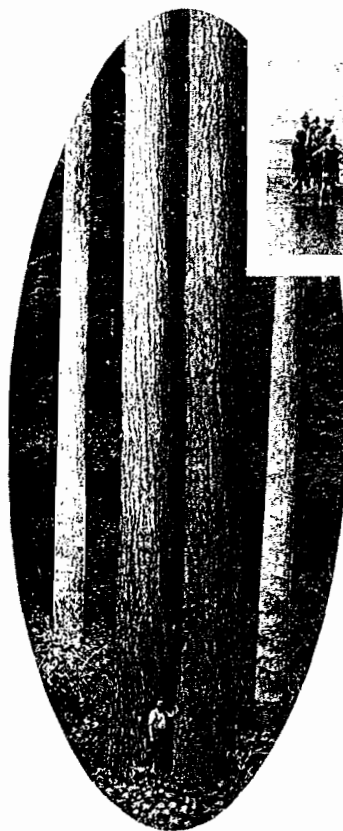
*Tillamook County*



SOUTHERN  
PACIFIC

SOUTHERN  
PACIFIC

Southern Pacific Railroad, "Seashore: Tillamook County," Tourist Pamphlet, c. 1915, Oregon Collection, University of Oregon Library's Special Collections.



Some of Tillamook County's Wealth.



# SEA SHORE

*Tillamook County*



HAVE you heard the enticing vacation call of the seashore resorts of Tillamook County—the nearest resort to Portland and lower Willamette Valley—the newest Ocean playground of the Pacific Northwest?

The seashore resorts of Tillamook County are new—yet not new. Tillamook County was a most popular vacation land for years—many years—before the completion of the P. R. & N. railroad, when the only means of approach was a tedious ocean voyage or a long drive across the Coast Mountains. In that earlier day the Tillamook country was heralded not only for its fascinating variety of ocean shore. It was also sportsman's paradise, a land with numberless ideal camping-out spots.

Now has the Tillamook country changed—save in

V

C. 1915



A Salmonberry Hunter's Headquarters.



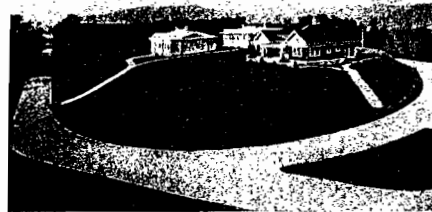
Meeting Friends at the Train.

accessibility and variety of comforts and diversions and pleasures which may now be offered the vacationist. The Tillamook country will always be celebrated for its wild grandeur, rugged beauty, outing possibilities, vacation appeal. The proof is the seeing. Come for a trip to the seashore resorts of Tillamook County. If you have already made the trip you will need no further persuading—and you will appreciate the opportunity to learn of the latest improvements for the accommodation of visitors, the convincing evidences of ever growing popularity.

We will start from *Portland*—though you may join our party at *Hillsboro*. If you happen to live in the Willamette Valley or Southern Oregon. You have put aside all business cares; you are out for a health-tonic diversion—a real vacation. Hence, you will find enjoyment in noting the many interesting features of the trip—through the busy state metropolis, into the ever beautiful Willamette Valley, across the wild rugged mountains, to the luxuriant Coast, along the inspiring ocean shore. You will come to appreciate just why this trip is perhaps unexcelled in the entire West for concentrated and varied grandeur of scenery.

Just out from the *Portland Union Station* is the great steel bridge across the Willamette—with a near view of the docks, large river steamers, battered ocean schooners, perhaps a frowning gun-boat. Past *East Morrison Street Station* we see busy factories, big lumbering mills, and Reed College Campus to the

3



Cozy Bayocean Cottages.

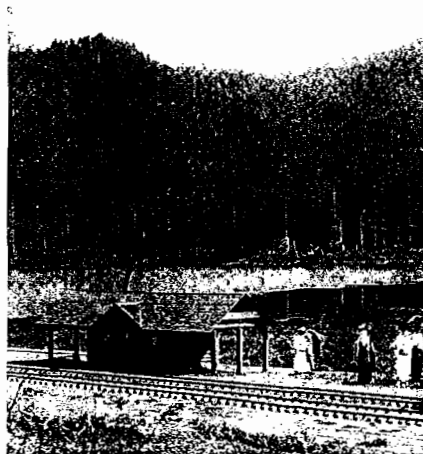


A Battle With the Breakers.

4



The Beach at Neah-Kah-Nie.



Lake Lytle and Station.



Twin Rocks and the Kiddies.



A Sun Bath on the Warm Sands.

5

left. A more sweeping view of the Willamette is afforded on recrossing on the high bridge just out from *Milwaukie*. Then a beautiful section of the rugged shore of the river, past lakes, trim fir groves, fine suburban residences, nestling towns, prolific truck gardens—and some of the vineyards and hop fields and orchards that have brought fame to humid Western Oregon.

The landscape of the fertile Willamette Valley broadens. *Hillsboro*, junction point of the P. R. & N. railroad and the main "west side line" of the Southern Pacific, is left behind. The foothills of the Coast Mountains are ahead, half bald and oak-covered in the foreground, blue and fir-fringed in the distance. Sawmills and logging spurs are passed. The sharp puffing of the engine reminds us that we are gradually climbing. The fir trees become more stately. Cedar and tamarack are seen. Soon we are in the heart of the mountains, lost in Oregon's famous big woods. Very appropriately, the station near the summit is called "*Timber*," and the depot is constructed of great logs. The mountains become more rugged, the heights more dizzy. Deep gorges are crossed. Tunnel after tunnel is shot. Tumultuous little streams are crossed, clear and eloquent in their appeal to the angler, and to the lover of the beauties of nature.

Even more majestic is the mountain scenery, down the west slope from the summit. Some of the timber

6

All Aboard fo

The Departing Train.



A Giant Fir.



**W**OULD you know the pleasures of a marvelous mountain trip—the crowded city, the parched interior. We will glide into Oregon forests, penetrate rocky cliffs, cross deep gorges. Through the placid Nehalem, through a luxuriance of Coast vegetation, with the ocean shore. Then for miles along gay Garibaldi to Tillamook Bay—and across the channel Bayocean peninsula and playgr Tillamook City, gateway to other resorts and fishing streams and hup

is perfect, from the viewpoint of the lumberman. The Salmonberry River may be seen far, far down the mountain side. Tunnels and gorges and trestles crowd into one another. The Salmonberry River grows larger, the fishermen cannot resist its appeal. Some of them leave the train at *Maple Station*, others at *Mayo*, *Salmonberry*, *Batterson*, *Nehalem Falls*. Salmonberry River is now engulfed in the more placid Nehalem, famous for its catches of big salmon trout. The vegetation of the lower valley exhibits that ever-

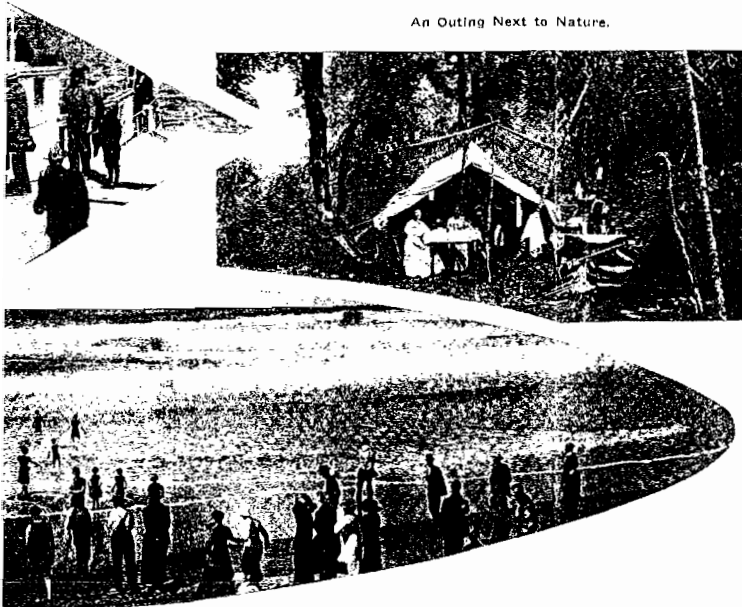
green luxuriance which has fame to Tillamook County, almost beyond belief, into vines and flowers and lovely ocean. Soon, across the river, nestled under a beautiful the city of *Nehalem*, the ocean. Just back of *Nehalem*—just of the ocean—is *Neah-Kah-*

Hundreds Enjoy the Exhil



r Bayocean.

An Outing Next to Nature.



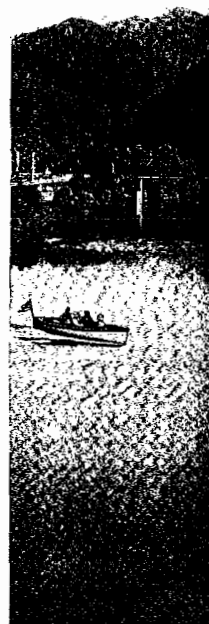
—an unforgettable seashore vacation? Then come. We will leave the evergreen foothills of the Coast Mountains, traverse primeval den over the summit, and down the dashing Salmonberry. Along the we continue. At last, a view of beautiful Neah-kah-nie Mountain, each, with its many hotels and cottages and tents. Ahead is Tillamook. And lastly, along the picturesque shores of the Bay we reach our meccas in this wonderful Tillamook vacation land.

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The trees are immense  
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ow wide Nehalem River,  
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nie Mountain, one of the

majestic land-marks of the Oregon coast, jutting ruggedly into the Pacific, celebrated in Indian legend and lost-treasure stories. The mountain is guardian of three near-by beach resorts—*Manzanita*, *Classic Ridge* and *Neah-kah-nie*—approached by launch and automobile via *Wheeler* and *Nehalem*. Additional attractions are the Neah-kah-nie golf links, and improved accommodations on the fresh-water lake back in the woods. Nehalem Bay also offers pleasant launch excursions, boating, bathing, fishing and clam digging.

aration of Surf Bathing.

9



On Nehalem Bay.

10



Neah-Kah-Nie Inn.



Hotel Bayocean.

Ocean-going vessels are seen at the docks at *Wheeler*, a vigorous milling and shipping town. Past *Brighton*, the sea-jetty being constructed across the ocean bar is in view—and the Old Ocean. Out across the smooth white sand-spit are the rolling breakers, and the Pacific stretching off into illimitable distance.

It is only a few minutes now, around the point, to the celebrated *Garibaldi Beach*, which the train traverses for nearly ten miles. Now the call to the vacationist is insistent. The individual resorts—*Manhattan Beach*, *Lake Lytle*, *Rockaway*, *Elmore Park*, *Saltair*, *Ocean Lake Park*, *Barview*—merge into each other. In front, is the ever-changing ocean, charging breakers, the beach with its multitudinous invitations to recreation. Farther back is a chain of fresh-water lakes, surrounded by fir groves, and overtopped by sharp mountainous ridges. The individual resorts along *Garibaldi Beach* form an almost continuous succession of tents, bungalows, cottages, taverns, and pretentious hotels. And for further convenience and pleasure there are post offices, stores, bowling alleys, dancing halls, churches, boats on the lakes. The U. S. Life Saving Station at *Barview* is a special attraction.

At *Garibaldi*, swift launches are awaiting to carry passengers across the entrance of Tillamook Bay to *Bayocean*, one of the best known of the Tillamook County resorts, located on a narrow peninsula with the ocean on one side and the bay on the other. Because of its extensive improvements, its large hotel and "tent city," its new \$70,000 salt-water natatorium, its many amusement features, *Bayocean* has gained title of "the playground of the Pacific Northwest."

Tillamook Bay, with its setting of fringed hills and jagged rock points, makes a varied appeal to the vacationist—boating, bathing, fishing, clam-digging. *Bay City* is picturesquely located on Tillamook Bay,



Junction Salmonberry and Nehalem Rivers.



Surf Bathing, a Healthy Recreation.



Fishing Pool, Salmonberry River.



Hotel Elmore



Hotel Saltair.



Saltair Cottage.



Outlook Inn.



Studio Beacon Club.



Hotel Bar View.



U. S. Life Saving Station.



Manzanita Beach Cottage.



Manzanita Inn.



A Rockaway Cottage.

in a beautiful little valley near the mouth of the Wilson and Chichis Rivers, two of the five well-known trout fishing streams flowing into Tillamook Bay. And soon we have reached *Tillamook*, metropolis of this resort region, a modern and attractive city with good hotels and many interesting side trips for the vacationist. From *Tillamook*, it is only eight or ten miles, through a beautiful wooded country, to another popular seaside resort, *Netarts*, at the mouth of *Netarts Bay*. Splendidly equipped big automobile stages also afford transportation to the southern part of the County, noted for its fishing streams, its hunting and its beach resorts—at *Woods* and *Pacific City* at the mouth of the *Nestucca River*; and at *Nescowin*, still farther south. Tillamook County Seashore hotels—listed for the convenience of summer visitors—are as follows:

**Hotel Bayocean Annex, Bayocean.** Mrs. W. E. Hutchinson manager. Capacity 100. Rates \$2.50 to \$3.50 per day; \$15.00 per week and up.  
**Bayside Inn, Bayocean.** Rates \$2.50 per day. Capacity, 40 guests.

Accommodations in *Bungalow City* fully equipped for light housekeeping, including wood, light, water and laundry for \$10.00 per week or \$18.00 for two weeks. The only complete surf-making machine in the world is installed in the natatorium. Full information on application to J. J. Read or H. L. Chapin, 718-722 Corbett Bldg., Portland, Oregon.

**Bar View Hotel, Bar View, Oregon.** Ralph Ackley Land Co. proprietors. Mrs. W. A. Wise manager. Capacity, 50 rooms and tents. Rates for room \$1.00 per day, room and board \$2.50 per day. Tents and board, \$2.00 per day. Housekeeping tents, grounds, dancing pavilion pool and billiard hall. Railroad depot in front of hotel.

**The Elmore, Rockaway.** Mrs. A. M. Lindsey manager. Capacity 30 rooms. Rates \$1.00 per day, two persons. European plan only. Restaurant in connection at popular prices. Superb ocean view, veranda sleeping rooms. Furnished cottages for families.

**Manzanita Inn, Manzanita, Oregon.** G. B. Nunn, host. 14 rooms. Rates \$2.00 to \$2.25 per day; \$10.00 to \$12.50 per week. Family rates on application; two miles north of Nehalem Bay, ½ mile south of Neah-Kah-Nie Mountain and half mile from public golf course. Auto meets all boats. Boat meets all trains.

**Neah-Kah-Nie Tavern, Neah-Kah-Nie, Oregon.** S. G. Reed proprietor, 30 rooms and tents. Rates (room with bath) \$18.00 to \$21.00 per week; (rooms without bath) \$15.00 to \$18.00 per week. American plan.

**Nehalem Hotel, Nehalem.** H. W. Tohl, proprietor, 34 rooms. Rates \$2.00 per day, American plan. Situated on the Nehalem Bay.

**Outlook Inn, Lake Lytle.** B. L. Bailey, proprietor. Capacity 30 rooms; rates per day, \$2.00 to \$3.00; per week, \$10.00 to \$15.00. Has enclosed sun parlor, private dining rooms, open fire-places, baths, hot and cold water.

**Ocean Crest Apartments, Elmore Park (Rockaway P. O.).** One block from beach. Each apartment furnished for light housekeeping, pure water in each kitchen. Rates \$1.00 per day and up. Mrs. Hirschner, Elmore Park (Rockaway P. O.).

**Rector Hotel, Wheeler.** Mrs. E. L. Rector, proprietress, 30 rooms. Rates \$2.50 per day. American plan. Commanding view of the ocean and Nehalem Bay.

*This folder is issued by the  
General Passenger Department*

**SOUTHERN PACIFIC  
PORTLAND, OREGON**

CHAS. S. FEE  
PASSENGER TRAFFIC MANAGER

JOHN M. SCOTT  
GENERAL PASSENGER AGENT  
PORTLAND, ORE.

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