

1942

Chapter 1, Twin Rocks Preconference

Frank Cole

Follow this and additional works at: https://digitalcommons.georgefox.edu/twinrocks_cole

Recommended Citation

Cole, Frank, "Chapter 1, Twin Rocks Preconference" (1942). *History of Twin Rocks Conference*. 21.
https://digitalcommons.georgefox.edu/twinrocks_cole/21

This Article is brought to you for free and open access by the Twin Rocks Camp at Digital Commons @ George Fox University. It has been accepted for inclusion in History of Twin Rocks Conference by an authorized administrator of Digital Commons @ George Fox University. For more information, please contact arolfe@georgefox.edu.

At the time of the First Friends Conference in 1918, Twin Rocks was called Ocean Lake Park. In the early 1900s pioneers took up homesteads along the coast which were later sold and made into "additions." Mr. Irvin Carter took a homestead, calling it "Oxx" "Ocean Lake Homestead." He built a house and planted an orchard which produced apples, plums, pears and cherries. He also planted cranberries in marshy places around the area from Spring Lake north and sold them to residents of Tillamook County. He even shipped them out of Garibaldi. His homestead was eventually sold and became an addition called Ocean Lake Park. At one time the entire beach from Nehalem Bay to Tillamook Bay was called "Garibaldi Beach," but the additions and towns acquired their own names. There were Watseco, Ocean Lake Park, Rose City Park, Twin Rocks, Midway, Tillamook Beach, Seaview, Rockaway, Manhattan and others. Later, these were divided into lots which were sold for building summer homes or ~~for~~ permanent residences.

Edward L. Hart, of Twin Rocks, has shared his knowledge of life in the area to which he came in 1912 with his parents. They lived in a tent at first. His father became ill and eventually died in Portland. His mother, Edith L. Hart, continued the family plan of building up a cottage rental business in Twin Rocks. She bought a lot from the Heitmiller homestead and built the first house facing the ocean. At that time people were skeptical about the safety of houses on the ridge, fearing winter storms. Edith Hart is said to have commented that the Pacific Ocean couldn't produce worse storms there than the Atlantic Ocean off the coast of Florida where she had lived, so she would take her chances. ^{and it is still standing.} During construction, Clarence Edwards, grandfather of Gerald Edwards of Newberg, Oregon, drove down the beach by horse and buggy and saw the ~~new~~ building. He owned the electric company in Tillamook and offered to wire the new Hart house with electric power for \$74, but Edith Hart didn't have that much extra money. Besides, she felt they didn't need electricity as they had kerosene lamps.

Ed Hart says they lived off the country to some extent. He and his mother ate periwinkle soup. After they tiny saltwater snails were boiled, they were unscrewed out of their shells with a hatpin. Mrs. Hart felt badly about taking the life of a sea animal for just one mouthful. They also ate mussels off the Twin Rocks. There is a sad story of young people taking a row boat, launched through the breakers west of Rockaway where there was a large crab hole at that time. They would row out to the rocks and gather very large mussels. One day they were returning, when a fog came in. They mistook the roof of a house north of the Elmore Hotel for a Rockaway Beach sign and headed for shore at the mouth of the Clear Lake outlet creek. With the tide coming in and the flow of the creek going out, there was a slight whirlpool. The boat turned broadside to the breakers just as Guy Ross stood up to see the shore. He was thrown out and

drowned. Ed Hart doesn't recall anyone going out through the breakers for mussels after that.

There were razor clams along the beach. Crabs and fish were plentiful in Tillamook Bay. Salmon could be speared at the mouths of Crescent, Clear and Spring Lake outlets creeks. Deer and bear abounded in the forest behind Twin Rocks. Before so much timber was logged off, there were more bear than deer. Sometimes a bear would go down on the beach to lick the freshly washed-in logs and driftwood for the salt. Now there are more deer than bear.

The Harts ate five varieties of mushrooms, dandelion greens and young bracken fern sprouts. They used salal berries raw, for jelly, dumplings, sauce or drink. Red and black huckleberries abounded in the woods. They were gathered by the washbubs full. Residents planted gardens and used the fruit from the Carter orchard and others planted by the pioneers. The blackberries along the roads and tracks didn't come till after the railroad and highway were built.

General stores were opened along the coast to provide staples, hardware and dry-goods. There were five grocery stores from Manhattan to Twin Rocks before World War I. They had to be within walking distance. Every store had a register for campers to sign. The grocer would fill in the location of each camp from the description of the trees, stumps, or other land marks. The Garibaldi Water and Hydro-Electric Company had cloth signs nailed on trees stating the water charges for campers. There were public faucets every other block north and south.

In these early days there were huge old growth trees and stumps left from falling. East of the original Watseco Addition was the largest cedar tree known along the beach. It was on the trail to Beauty Falls (60-75 feet high) where the rock quarry is now. People walked from a distance to see the falls and that cedar tree. Ed Hart said it was a sickening day for everyone when it was cut down for shingles. On a stormy night before World War I, the second largest cedar tree, which was in Twin Rocks, was struck by lightning and set on fire. There was nothing anyone could do to save it and it burned to a stump. ~~LARGE STUMPS WERE USED BY RESIDENTS LIVING EAST~~ Large stumps were used by residents living east of the tracks as observation towers to view the ocean.

There were wildflowers in the woods and some on the sand dunes on the beach. Wild strawberries were plentiful, small and very sweet. The pioneers planted flowers in their gardens. The Carter homestead left Dorothy Perkins roses and honeysuckle. The Heitmiller homestead left violets and ivy. These were transplanted around the area.

Before the railroad was built from Portland to Tillamook, Tillamook Bay was a thriving port of call for coastwise steamers to pick up cargo. They took on lumber from the mills at Garibaldi, Bay City, Rockaway, Brighton and Wheeler. There were salmon canneries at Bay City and Garibaldi. The dairies around Tillamook exported

Chapter 10 TWIN ROCKS 107

butter and, later, cheese. Passenger ships would come in close to the shore so the passengers could see the coast. The story is told of the steamer, "Elmore" whose Captain Schrader would give a prolonged blast of the whistle when the ship came opposite the Elmore Addition. His wife would come out and wave to him. About 1925 the Admiral Line steamer named "H.F. Alexander" would make the trip from Seattle to San Francisco in forty-five hours. The San Francisco Sunday newspapers published on Thursday were shipped and sold in Seattle on Sunday morning.

The ships were loaded with sand and gravel ballast that was scooped up off the beaches in California. There were Monterey cyprus cones among the gravel so when it was dumped overboard in Tillamook Bay, some took root along the shore and early settlers transplanted them. A variety of clams got started on Nehalem Bay by sailing ships bringing them in their ballast from the east coast of the United States. Indians transplanted them to Tillamook Bay around Squaw Town.

Tillamook County was created by the territorial legislature December 15, 1853. Most governmental matters were decided thereafter by the county government. There was a sheriff and various departments relating to water rights, schools, roads, boundaries etc. Most major decisions had to have the approval of the State of Oregon departments.

In the Garibaldi Beach area along the coast school districts were organized. Before World War I there was District No. 56 at Rockaway and No. 48 in Brighton. A Mr. Fry built a house north of the Haddon railroad station on the east side of the track. He sent his children to Rockaway, but they were told that they did not live in that district so to go to Brighton. When they got there, they were told to go back to the other school. The parents had to call the court house in Tillamook to find out which district they were in.

Post offices were close together along the Coast. There never was an Ocean Lake Park post office. Edith Hart carried the petition for the Twin Rocks Post Office which was opened in 1914. Along with other small offices, it merged with Rockaway in

In 1912 the Garibaldi Beach Water and Hydroelectric Company built a dam ^{east} ~~west~~ of the Twin Rocks Water District on Heitmiller Creek. This furnished domestic water as far north as Rockaway with uniform prices. Later the company generated electricity from a plant in Twin Rocks which furnished power as far north as Manhattan. Rockaway and Seaview Additions had coal oil street lights. Twin Rocks was the first addition to have electric street lights. There were two, of 15 and 25 watts each. Later Clarence Edwards brought in power from Tillamook. The Sunset Water Company eventually took over all the small water companies along Garibaldi Beach from Crescent Lake outlet creek in the north to Spring Lake outlet creek in the south. Local residents of the areas involved gave their consent af-

107

(7) 1900-1910

ter a hearing in the two-room school in Seaview Addition before the Public Utility Commissioner of Salem.

The railroad and the highway changed the life style of the coastal communities^S in many ways. Before World War I. there was a gasoline rail passenger carrier called "The Dinkey" or "The Skunk" from Tillamook to Mohler. It ran each way daily with two round trips during the summer. It had a two-man crew, an engineer and a conductor who also served as brakeman. In 1905 the Pacific Railway & Navigation Company was incorporated and routes proposed. In 1911 the line opened from Portland to ~~T~~ Tillamook. It went over the Coast Range through eleven tunnels and over high trestles, stopping for lunch at Timber, near the summit of 1,811 feet at Cochran. The arrival of the train was a major daily event of the towns in Tualatin Valley and along the coast. The scenery in the foothills and over the mountains was beautiful with wild flowers, forests and rivers along the way, culminating in views of Pacific Ocean. Many people took their lunches in baskets. These could be supplemented by purchases from the "peanut butcher" who walked through the train calling his wares. He sold peanuts, soda pop, candy, postcards and sandwiches. Some passengers got off at Wheeler to continue by launch to Manzanita and Neahkanie resorts across Nehalem Bay. From the rest, a cheer went up when the ocean was first sighted and the train turned south along the coast. The Southern Pacific Railroad took control of PR&N in 1915. The PR&N was officially dissolved and the line became a Southern Pacific branch.

Stations were close together, accomodating the residents who depended on the railroad for mail, transportation, freight, and merchandise for their stores. Trains ran once a day each way. Sometimes they were hours or days late due to landslides. Then the trains from each direction would go as far as the slide. Passengers from both trains would walk around or through the slide and trade trains, which would back up to their point of departure. Passenger service ~~was~~ discontinued in the spring of 1933, but the freight service continues to this day. A familiar sound during sessions of Conference is the rumbling of the train. Children enjoy waving to the engineer as it goes slowly by.

Prior to World War I. the only way to ~~get~~^{walk} to Garibaldi from Twin Rocks was ~~to~~^{walk} on the beach or the railroad tracks. The highways from Newport to Wheeler ~~were~~^{were} in sections with gaps between, requiring use of inland roads. ~~The~~^{Tillamook} County gradually built roads from Tillamook to Wheeler. Some sections were of planks—from Brighton to Wheeler and from Barview to the railroad crossing at Watseco Addition. Twin Rocks Conference attenders remember that section of narrow plank road which required careful steering. If the wheels slipped off the planks, they were mired in sand and it took some doing to get back onto the planks. The road was too nar-

row for cars to pass so places for one car to turn out were provided. Ed Hart remembers walking that plank road on his way to school in Garibaldi in the winter of 1918-1919, and when he worked at the Barview bowling alley setting pins in the summer of 1919. By 1926 the county road went clear to Wheeler, connecting at Brighton with the section already there. Highway 101 was completed after World War I. It changed the section from Barview to Twin Rocks from the west to the east side of Smith Lake. ^{Now} The old plank road is buried in ~~the~~ thick underbrush, gone with few traces.

Most of the attenders at the first Conference came by car. It took two days from Salem, as the Chester Hadley family reported camping along the river near Hebo, Oregon. The early cars did not have trunks for luggage so resorted to home-made boxes on running boards and strapping suitcases, tents, and boxes on the roofs. The effort involved in making the trip to Twin Rocks from distances throughout Oregon Yearly Meeting was considerable. Apparently the vision of the purpose and the promotion of attractions at the coast were so promising, ^{as} at the end justified the means.

The setting chosen for the first Conference was a happy one. This coastal area had its own way of life, far removed from city pavements and population concentration. The tempo was relaxed and friendly. The inconveniences were more than compensated for by the beauty of ocean, mountains, lakes and streams. The available activities, which related mostly to the out-of-doors, were wholesome and healthful. Coming apart from daily life and responsibilities to seek re-creation of spirit and body proved to be worth the effort. Although there are inevitable changes in any setting through the years, the beauty and inspiration of Nature remains—that doesn't change!