

NELSCOTT

2005 Nelscott Historic & Cultural Resource Inventory

Historic Context Statement for Lincoln City, Oregon



Prepared By
Steve M. Wyatt

2005 Nelscott Historic & Cultural Resource Inventory

Historic Context Statement for Lincoln City, Oregon



Prepared By Steve M. Wyatt

Index

Introduction	02
Section I: Historic Overview	04
1.1 Project Boundaries	04
1.2 Historic Background	04
1.2.1 Geographic Character	04
1.2.2 History and Development	06
1.3 Significant Individuals	33
1.4 Historic Themes	37
1.4.1 Statewide Themes	37
1.5 Related Study Units	41
1.6 Bibliography	42
Section II Identification	44
2.1 Survey	44
2.2 Resources Types - Built	67
2.3 Architectural Styles and Occurrence	67
2.3.1 Historic Residential Styles	67
2.3.2 Commercial Styles	68
2.4 Non Built Historic and Cultural Resources	68
2.4.1 Sites	68
2.4.2 Views	69
2.4.3 Landscape Features	69
2.4.4 Markers and Monuments	69
2.4.5 Objects and Structures	69
Section III Evaluation	70
3.1 Evaluation Process	70
3.2 The Continual Survey Process	72
Section IV Treatment	73
4.1 General Recommendations	73
4.2 Regulatory Actions	74
4.3 Government Owned and Controlled Resources	75
4.4 Viewshed Protection	76
4.5 Future Areas of Study	77
About the Author	78

Cover Photo:
Nelscott's Marview Avenue (present day Anchor Avenue) as it appeared in the 1940s.

Introduction

In the mid 1920s, North Lincoln County and much of the Oregon coast was transformed from an inaccessible coastline of dense forests and underbrush to a series of small communities and developments. A narrow gravel road tied the newly formed settlements together. Given the primitive state of transportation of the era, this gravel road was considered a highway, specifically the Roosevelt Military Highway. Today it is commonly known as the Oregon Coast Highway or Highway 101. Nelscott, the subject of this study, was one of thirteen highway-based developments in North Lincoln County to get its start in the 1920s.

The impact of the highway on the central Oregon coast was made all the more dramatic by the advent of affordable automobiles. Automobiles had been around for decades prior to the construction of the Oregon Coast Highway, primarily as a wealthy person's toy. The combination of a cheap car and a new road along the beautiful Oregon coast proved irresistible to inland residents. Seemingly overnight motoring tourists of all economic classes became the driving force of economic development on the Oregon coast. Prior to highway construction, settlement of North Lincoln County was confined to primarily the isolated waterfront community of Taft, accessible by boats entering the small and treacherous Siletz Bay. Taft was the only North Lincoln County community whose Euro-American settlement predates the automobile age. It was a small trading and social center for homesteaders and subsistence farmers living nearby in relative isolation on the watersheds of Schooner and Drift Creeks.

When North Lincoln County became accessible by road, there was a rush to develop new resort communities that catered specifically to the motoring public. Camp Roosevelt (later part of DeLake), Cutler City, DeLake, Depoe Bay, Devils' Lake Park (later part of Oceanlake), Gleneden Beach, Neotsu, Lincoln Beach, Raymond (later part of Oceanlake), Roads End, Roosevelt -By-The-Sea (later part of DeLake), Taft, and

Wecoma were all competing developments within a few miles of Nelscott. All sprang up as they became accessible with highway construction in the 1920s. These developments all shared the same main street, the highway.

Nelscott was one of the smaller developments in North Lincoln County. Its developer, the Nelscott Land Company, subdivided its land into 87 small lots, suitable only for small vacation cottages. Many of its early residents were friends and relatives of its developers. Nelscott never incorporated to become a city and did not really grow much. In part, this was because its developers lacked aspirations to become a sizable metropolis. It seems they were content to establish a small friendly summer resort town. Also stunting its growth was the economic depression of the 1930s followed by World War II in the first half of the 1940s. Growth on the Oregon coast came to a virtual standstill during these periods of uncertainty.

For today's newcomers and casual visitors to Lincoln City Nelscott might be missed, as it is now a part of Lincoln City. In 1964 voters in the North Lincoln County towns of Oceanlake, DeLake, Cutler City, Taft and Nelscott voted by a margin of 190 to merge into a single city, Lincoln City. The towns and communities of North Lincoln County combined to gain the benefits of economy of scale to provide essential city services such as fire protection, sewer, and water.

Section I: Historic Overview

1.1 - Project Boundaries

The scope of this project is confined to aboveground resources (buildings, objects, structures, markers and other built resources) in the section of Lincoln City that was originally the development of “Nelscott Beach” and its first addition (see map). These developments were carried out by the Nelscott Land Company. The Nelscott Land Company also platted a second addition to Nelscott but no known structures were built on this land during the period of this study and it later fell within the boundaries of its neighbor to the north, DeLake.

Also included are natural features of identified cultural significance and viewsheds that contribute to the overall character of the Nelscott neighborhood.

Temporal limits for this project have been set at 1849 when Lieutenant Theodore Talbot and his party are believed to have trekked across what later became the Nelscott development.

The primary focus is based on the “fifty-year rule” as used in the National Historic Register. Evaluations are limited to resources believed to have been built prior to 1954.

1.2 - Historic Background

1.2.1 - Geographic Character

Historic Nelscott is largely sited in a small valley that was densely forested. To the west is ocean beach. To the north and south are pronounced sandstone bluffs. To the east is a gradually sloping hillside.

Twenty thousand years ago, during the last ice age, the ocean shoreline was approximately twenty to thirty miles west of its present position. A wide, flat plain separated the mountains from the ocean. During the ice age, rivers such as the nearby Siletz flowed across this plain to the ocean, slowly eroding it to form a valley. As the glaciers began to melt, the sea rose proportionally to submerge the plain. Today it is under water and forms the continental shelf, the ocean having reached its present level about 2,000 years ago.

Fault lines have been mapped on the land nearby. These are normal faults, which are upthrown to the northwest. There are no indications of recent movement. However, there is abundant evidence documenting historic earthquakes in the Cascadia subduction zone along the coastline of the Pacific Northwest. Evidence suggests as many as thirteen major earthquakes have occurred in about the last 7,700 years. Major earthquakes have occurrence intervals ranging from 250 to 650 years with a mean near 450 years. It is believed the last major quake was approximately 300 years ago. Shock waves from an earthquake have caused liquefaction of the soil. The ground in this area is susceptible to liquefaction because it is composed of shallow subsurface soils consisting of saturated, loose, fine- to medium-grain sand. Much of historic Nelscott is a mere 38 feet above sea level, making it susceptible to tsunamis, massive waves generated by offshore seismic activity.¹

The ocean shoreline in this area is quite dynamic, changing dramatically with the seasons. High waves erode the sand in the winter months; in the summer, small waves deposit the sand back on shore. The beach below is fairly flat and composed of fine-grain sand, which generally acts as an effective buffer between the ocean surf and the cliffs. The composition of the cliffs (Pleistocene terrace sands) also prevents them from being threatened or damaged by erosion, particularly the bluffs to the north and south.

¹H.G. Schilcker & Associates Inc.

On several occasions structures along Nelscott Beach were destroyed by high winds and ocean waves.

1.2.2 - History and Development

Before Settlement

Archaeological finds along the central Oregon coast, namely shell middens, indicate that Native Americans had resided in this region for thousands of years. However, at the time this document was written, no known archeological excavations have taken place in historic Nelscott. Nor has any archeological find been documented on this site. Typically on the central Oregon coast archeologists find shell middens, which are piles of material such as shell fragments, fish bones and other material disposed of at Native American campsites. Earl Nelson, son of Nelscott's co-founder Charles P. Nelson, wrote in his history of his father's development, "Possibly because of Nelscott's dense forest of spruce and hemlock no settlers either Indian or whites, are known to have inhabited the future townsite until shortly before 1910..."² This seems plausible, as there are no creeks or other bodies of water to carry a large enough fish run that would merit the establishment of a Native American campsite on the land that would become Nelscott. The dense forest also makes it an unlikely site for a hunting encampment, as the Native Americans preferred open grassland areas and the Devil's Lake area.

Exploration

There is no shortage of speculation as to the identity of the region's first Euro-American maritime explorers. Whomever they were -- Spanish, English, Finnish, or

² Earl M. Nelson, editor, Pioneer History of North Lincoln County, Oregon (McMinnville: The Telephone Register Publishing Company, 1951) Pg. 73

Russian -- they left no detailed descriptions of their observations of what is now Nelscott.

First Written Account

The 1849 journal kept by Lieutenant Theodore Talbot contains almost no descriptive details of what would later become Nelscott. Talbot traveled the central Oregon coast in search of coal deposits. His journal contains some concise insights into the land and its people. His party of nine men began their journey in Oregon City. After four days of travel they reached Kings Valley. From there they headed west to the ocean. Talbot described the Coast Range as “mountains enveloped with such dense smoke, occasioned by some large fires to the south of us, that we could see but little of the surrounding country.” He noted, “These fires are a frequent occurrence in the forests of Oregon, raging with violence for months, until quelled by the continual rains of the winter season.” He believed that forest fires recently had burned thousands, if not millions, of acres near there.

Talbot encountered a party of Klickitat Indians from eastern Oregon returning from a hunting excursion on the coast. According to Talbot, the Klickitat frequently made such trips and had cut two trails from the Willamette Valley to the coast. He wrote they shared “a great deal of information with regard to the part of the country over which I wished to travel.” The day following his encounter with the Klickitats, Talbot traveled nine miles through steep terrain “obstructed by fallen trees and thick brush” and burned-over forest to reach the north fork of the Siletz River.

He then traveled downstream through “dense willow and cherry thickets” to the main arm of the Siletz River. After camping near what is now the town of Siletz, Talbot headed south, where he spent about a week and a half exploring the Yaquina and Alsea Bays. He then headed north, loosely following the route of present-day Highway 101 to

the Siletz Bay, where he found evidence of the Native American presence. He observed it was the custom of the local Indians to deposit their dead along with their personal belongings in canoes on platforms that were suspended in the air with poles.

Talbot crossed Siletz Bay near its mouth with some difficulty. His raft proved unsatisfactory for the crossing, but the men found a canoe that was concealed in the brush. By the time his party had made the crossing, it was dark and camp was set up “a hundred yards from the shore.” That night, an elderly Native American “who had come in a canoe from some distance up the bay” entered their camp. He told Talbot that he was a member of two remaining families on Siletz Bay. They were survivors of a once much larger population of Salish Indians residing there. Talbot attributed their decline to a smallpox epidemic in 1831.³

The following day their visitor served as a guide when they headed north toward what is now the Nelscott section of Lincoln City. Talbot’s party traveled two-and-a-half miles on the beach “beneath high sandstone bluffs” before heading inland on a small trail. They traveled for about a mile over what he described as “rolling hills” covered with grass and tall ferns before coming upon what is today known as Devil’s Lake.⁴ From there they journeyed inland. While he referred to the Salmon River as Rock Creek, his descriptions of bottomland along the creek bed with rich soil followed by undulating hills and thick forest aptly describe the Salmon River.

The Reservation Era

Six years after Talbot’s visit, an executive order set in motion the repopulation of the central Oregon coast with Native Americans. On November 9, 1855, President Franklin Pierce signed the order establishing the Coast Reservation. This was after a series of deadly skirmishes between settlers and Native Americans residing in Southern

³ Salazar, Volume II, pg. 12.

⁴ Leslie L. Haskins ed., Lincoln County Lore Lieut. T. Talbot’s Journal (Newport: Lincoln County Historical Society, 1980) pgs 2-13.

Oregon and Northern California. Initially, the reservation was 1.4 million acres. About the size of Delaware, it stretched north to Cape Lookout in Tillamook County and south almost to the Umpqua River in Douglas County. Native Americans from the Table Rock Reservation (north of present day Medford) and elsewhere in Southern Oregon and Northern California were to be relocated to the Coast Reservation. The relocation was an attempt to eliminate persistent conflicts with white settlers and miners. At the Coast Reservation Native Americans were to receive training to become self-supporting farmers. The main agency – the headquarters compound - of the reservation was at the present-day town of Siletz.⁵

The first relocated Native Americans arrived in 1856 at the mouth of the Salmon River. The first load of supplies was shipped via Yaquina Bay. The next supply shipwrecked while trying to enter Siletz Bay (south of Nelscott). The inaccessibility of the area prompted the relocation of the Siletz Indians to Yaquina Bay. By July 1857, there were 2,049 Indians on the Coast Reservation. In a letter written at that time, Indian Agent Robert Metcalf described them as “wretchedly poor, and destitute of all the necessaries and comforts of life, except what is supplied them by the government.”⁶ Disease combined with poor living conditions diminished their population rapidly.

On December 21, 1865, the acreage of the reservation began diminishing as well. President Andrew Johnson signed an order throwing the oyster-rich Yaquina Bay section of the reservation open for settlement. Shortly thereafter, Newport, the present-day county seat of Lincoln County, got its start as a resort town. In 1875, the reservation became yet smaller when an amendment passed Congress requiring the removal of Indians residing south of the Alsea River and north of the Salmon River. What is now North Lincoln County and the Grand Ronde Agency in Polk County became the sum total of the Coast Reservation.

⁵Schwartz, pgs. 161 -164.

⁶ Schwartz, pg. 166.

During this period, most of the activity on the reservation appears to have been at the headquarters in Siletz and nearby farmlands. From its inception, the Coast Reservation was closed to Euro-American settlement, but the salmon-rich Siletz River remained a popular destination for Willamette Valley fishermen.

The relative isolation of North Lincoln County came to an end when The General Allotment Act of 1887 was applied to the Coast Reservation. This act gave the president the authority to impose land ownership on Indian communities. The reservations to which the allotment act was applied were typically divided into 160-acre parcels that the government was to hold in trust for the Indian allottees for 25 years before giving them clear title. Passage of the General Allotment Act came after the government abandoned its goal of integrating Indians into society through a myriad of educational programs. Land ownership, it was believed, would do what educational programs had thus far failed to accomplish - erase the differences between whites and Indians.

In July, 1894, after several false starts and 17 months of negotiations with the Siletz Tribe, an agreement to implement the General Allotment Act was reached. Tribal members received allotments in North Lincoln County of approximately 80 acres each. Most of the allotments were awarded to tribal members on July 26, 1894. The government allotted 44,459 acres to 551 tribal members. The tribe itself received \$142,600 from the government for more than 175,000 acres that were then offered to the public for \$1.50 an acre. On July 14, 1895, Congress approved the agreement with the Siletz Tribe, and the surplus land in North Lincoln County was opened to claimants.⁷

Euro-American Settlement

The first Euro-American settlers to take advantage of the land made available by the post reservation settlement passed up the densely wooded areas such as the parcel that would become Nelscott. Most North Lincoln County settlers gravitated to the lands that held farming potential (though much of it marginal) along the Salmon River,

⁷ Salazar, Volume II, pgs. 214-220

The second influx of settlers in North Lincoln County came in the early 20th Century when the United States government policies began to aggressively transfer Indian allotment lands to the private sector. The so-called “Dead Indian Act” of 1902 allowed reservation officials to sell the land when an allottee died. From 1904 to 1906, a fifth of the allotment land in North Lincoln County was sold off and one-tenth was leased. To a lesser degree, the Burke Act, passed by Congress in 1906, also contributed to the decline in the acreage held by Siletz tribal members. It granted U.S. citizenship to allotment holders when their properties were no longer held in trust by the government. It also threw out the fixed trust period of 25 years and authorized the Secretary of the Interior to issue land titles to allotment holders when they were deemed competent.

John Kentta, a native of Finland, tracked the availability of allotment land, which he acquired and resold. Advertisements for North Lincoln County land appeared in *Toveri* (The Companion), a Finnish language newspaper based in Astoria.⁸ By at least one account, he negotiated with both reservation officials and the allottees for desirable tracts. He primarily sold the land to miners residing in Montana and Utah, who usually purchased it sight unseen. This was a fairly homogenous group; most were recent immigrants from Finland, along with a small contingency of Estonians.⁹ They had come to America to escape the harsh economic conditions that prevailed in their homeland at that time. Some descendants of these pioneers still live in the area today, but many of the Finnish settlers sold out to logging companies in the 1920s after proving up on their land claim.

Nelscott's First Known Settler

Little is known about August Wallace, the man who first owned the land that would become Nelscott. He was a bachelor who lived a rather simple life style. Wallace lived in a one-room shack constructed of lumber salvaged from a shipwreck and hand

⁸ Salazar, Volume II, pg. 61.

⁹ Salazar, Volume II, pg. 43.

hewn shakes. He was known to vacation in Tillamook County where he searched for the treasure rumored to be buried on Neah-Kah-nie Mountain.

He is perhaps remembered most for his skinny dipping prowess. He relied upon fresh mussels as his primary food source. The best mussels were obtained from the farthest rocks out in the ocean off the beach. Everyday, except during storms, Wallace would strip down before entering the frigid waters of the Pacific and swim to the nearby rocks wearing nothing more than a knife and a sack to carry the mussels.

In 1920 Wallace moved to California, where he died a year later without leaving a will. According to Earl Nelson's history of Nelscott, the property then passed to his brother John Wallace and Joseph Hirtz, both of Illinois. A Lincoln County property ownership map in the collection in the Oregon Coast History Center Archives shows John and Rosalia Wallace owned this parcel. At any rate, the Wallaces and/or Joseph Hirtz apparently never occupied the property and put it up for sale.

The Auto Age

On the surface it would seem this property was a desirable parcel strategically situated on the Oregon Coast Highway. However, at that time the highway existed on paper only. The history of the highway dates back to 1912, when Gov. Oswald West wrote a concise sixty-word bill declaring Oregon's seashore a public highway. In reality there was no road. Years later West wrote that he proposed this bill knowing a real road would eventually replace the beach. He was confident that once the Highway Commission (which he created even though the state had no highways) had control of the beaches, it would never let the seashore back into the private sector. Lawmakers perceived the bill as routine, and it became law with practically no debate.¹⁰ This was understandable; the beach had served Lincoln County as a tide-dependent vehicle route ever since the first horse-drawn wagon was introduced to the area.

In 1919, seven years after West declared the beach a highway, Lincoln County's representative in the Oregon Legislature, Ben F. Jones, introduced a bill authorizing

¹⁰ Harold Hughes, "Crafty Os West Hoodwinked Legislature To Get sandy Beaches For State," *Sunday Oregonian*, 14 May 1967.

construction of the Roosevelt Military Highway. It was to be routed along the coast from the Columbia River to the California line. The U.S. government was to pay for half of the construction costs; bonds issued by the state would fund the other half.¹¹ That same year, Oregon became the first state in the nation to pass a gasoline tax.

With no opposition to Jones' bill in the Senate, a \$2.5 million bonding enactment for the highway proposal passed.¹² It then went before Oregon voters, who gave it their approval by a wide margin.¹³ While approval came quickly from Oregon lawmakers and voters, federal funding was a little slower in coming.

Construction work on the highway did not commence until 1923. It closed in on North Lincoln County from both directions. Simultaneous construction work was underway from Newport heading north and in southern Tillamook County heading south. Initially constructed of gravel and dirt, the completed highway was not generally considered drivable in the wet winter months.

Howard Holton, in North Lincoln County in the early 1900s, made it clear in a 1981 interview that while it was called a highway, it was far from it in 1926. Holton watched the construction slowly progress using horsepower (literally). The highway at that time ended north of Nelscott in DeLake at what is now South 3rd Street, where the present day bowling alley stands. Travel any farther south was on an old county road usable strictly during the dry summer months. "Along the highway in the twenties, only a few scattered buildings sat in the narrow clearing through the forest and timber, brush, wild shrubs, and plants that sloped down to the beach and over the hills to the lake."¹⁴

About the time North Lincoln County became accessible by road, the car became something nearly anyone could afford. Henry Ford's innovative assembly line production drove the price of the Model T to a low of \$295.

¹¹ "Roosevelt Highway Proposed by B.F. Jones," *Yaquina Bay News*, 23 January 1919.

¹² "Roosevelt Military Highway Bill Passed," *Yaquina Bay News*, 27 February 1919.

¹³ "Roosevelt Highway Carries," *Yaquina Bay News*, 5 June 1919.

¹⁴ Salazar, Vol. I, pg. 77.

As the Coast Highway materialized and the car became commonplace, developments were platted along its route and marketed to Willamette Valley residents and others as vacation destinations or as places to build a vacation home. With the highway in place, parcels of relatively flat land with beach access such as the abandoned homestead of August Wallace were prime candidates for development.

Business partners Charles P. Nelson and Dr. W.G. Scott did not overlook the opportunities created by highway construction. Nelson, a merchant in the Oregon coast community of Cloverdale, first viewed this property around 1906. At that time he and another business partner Charles Ray were running a store in Cloverdale. To supplement their business they traveled on their boat *Della*, calling on outlying communities on the coast, taking orders and delivering general merchandise. The small Siletz Bay settlements of Kernville, Johnson, and Taft, all south of what would become Nelscott, were regular stops. On one trip he chose to explore the coastline by hiking the 32 miles back to Cloverdale.¹⁵ According to an account by his son, this is when he stumbled upon “a pleasant little valley sloping gradually down to the sea, with wooded hills on three sides, protecting the valley from prevailing winds, and a crystal clear stream peacefully traversing the land. The only inhabitant of the valley on that day, besides the sea life, was a not too unfriendly bear.”¹⁶

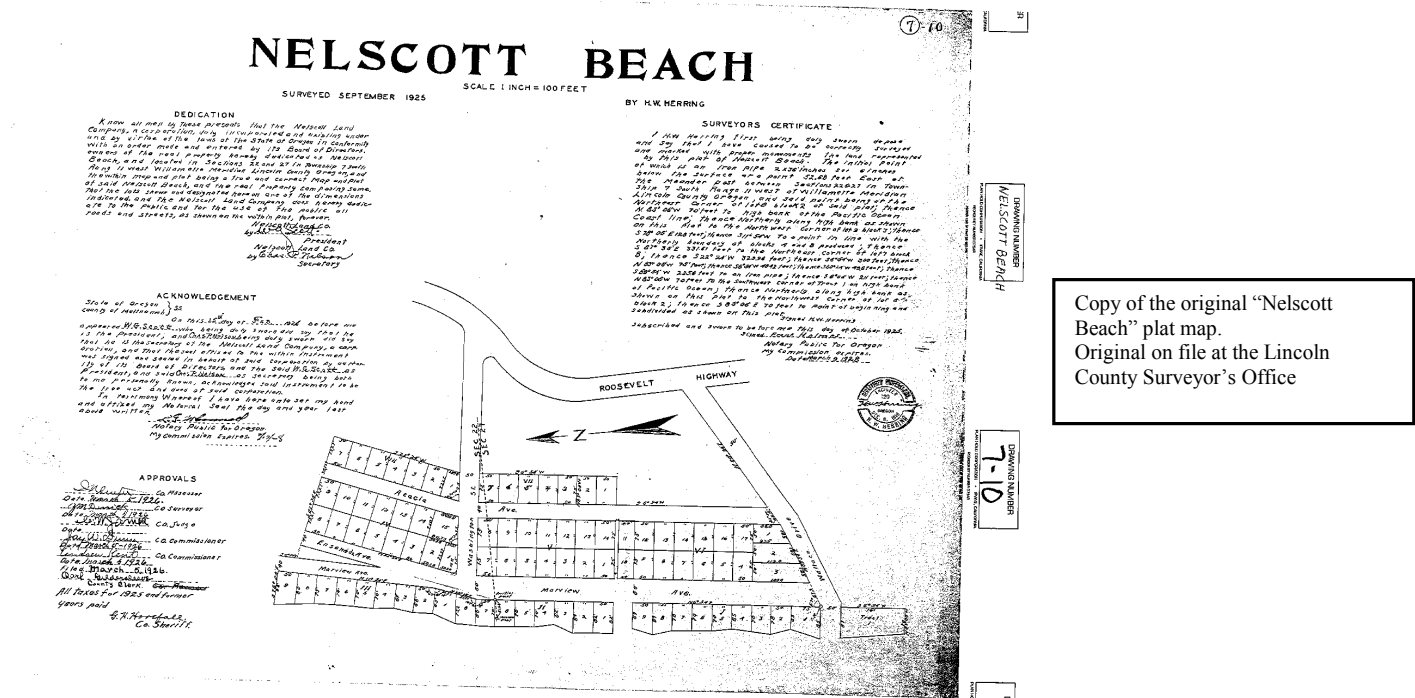
Nineteen years later Nelson and his friend and business partner Dr. W.G. Scott were looking for investment property on the coast. The two had known each other since 1915. They began negotiating with the Wallaces and/or Hirtz of Illinois for the purchase of the 170-acre parcel formerly owned and occupied by August Wallace. On April 9, 1925, a deal was struck whereby Scott and Nelson acquired the property for \$4000, less an assumed mortgage of \$1000.¹⁷ In October of that year Nelson and Scott combined their names and formed a corporation known as the Nelscott Land Company, Inc. Dr. Scott was President, Charles' wife Nan was Vice-President, and Charles Nelson

¹⁵ Nelson, pg. 73-74.

¹⁶ Nelson, pg. 75.

¹⁷ Nelson, pg. 74-75

Secretary Treasurer. Dr. Scott's wife Elizabeth was also made a member of the company. Five months after incorporation they had their 170-acre parcel surveyed. The partners hired Henry Herring, the Yamhill County Surveyor, to map out the town. The original survey, drawn on brown butcher paper, is in the collection of the North Lincoln County Pioneer Museum.¹⁸



The partners divided their acreage into 87 small summer cottage lots. Most were just 50 ft. X 75 ft. The plat map for “Nelscott Beach” was then submitted for Lincoln County’s approval, which was granted March 5, 1926.¹⁹ The descriptive “Beach” was dropped from its name when a post office was established three years later.

Once the county had approved their plans, horsepower (literally) was employed to build the development’s first streets. As one early resident noted, the streets were “roughed in” and not paved until years later.²⁰ To secure a supply of water, Nelson and Scott traded eighteen acres of land near and along the highway for a twenty-acre parcel

¹⁸ Mildred H. Salazar, editor, Pioneer History of North Lincoln County, Oregon, Volume III, part two: Life in the Villages, Towns and Communities, 2002 (Lincoln City: North Lincoln Pioneer Association) pg. 182.
¹⁹ Nelscott Land Company, “Nelscott Beach” 05 March 1925, plat map on file with Lincoln County Surveyor’s office.
²⁰ Salazar, Vol. III, pg. 183.

in the hills east of the highway. There they built a small dam on Baldy Creek and ran pipe “about the size of a garden hose” to their new town.²¹ Instead of a sewer system or septic tanks, early Nelscott residents relied upon outhouses. A land sales office and general store was established on the waterfront on what was then known as Marview Avenue (present day Anchor Avenue). A family member recalled lots selling for approximately \$50 each²² but undated printed letterhead stationary of the Nelscott Land Company states \$100 as the going rate.²³

The choicest lots were offered first to Nelson’s extended family. After Nelson and his wife selected a lot for their vacation home, he invited the siblings of his wife to do so. Brothers Hugh and Ray Maloney, sisters Lillie Scott and Louise Hoskins, and a cousin Henry Herring then selected lots and built cabins in Nelscott. Many Maloney descendants continue to retreat to their family’s cottages and cabins.²⁴ A second, lesser-known group of Nelscott’s first residents were patients of Dr. Scott’s.²⁵

The Nelscott Land Company also functioned as a property management agency handling rental arrangements for privately owned cottages.²⁶

There is no data on how fast the lots sold. A 1951 Sanborn Map that shows the location of every structure in Nelscott shows that twenty-five years after sales began there were 15 lots yet to be developed.²⁷ This amounts to seventeen percent of the lots originally platted in Nelscott. Many of lots undeveloped in 1951 remain that way to this day.

Nelscott was far from the only development in North Lincoln County. With highway access came a rush to develop new resort communities that catered specifically to the motoring public. In the mid 1920s prospective North Lincoln County summer home lot buyers could shop for parcels in new developments of Camp Roosevelt, Cutler

²¹ Salazar, Vol. III, pg. 183

²² Salazar, Vol. III, pg. 182.

²³ Earl Nelson papers, unprocessed collection at North Lincoln County Pioneer Museum.

²⁴ Note written to the author by Lois Hoskins, April 2004.

²⁵ Earl Nelson papers.

²⁶ Earl Nelson papers.

²⁷ Sanborn Fire Insurance Map, “Taft-Nelscott-DeLake 1951,” copy from the The Sanborn Library LLC.

City, DeLake, Depoe Bay, Devil’s Lake Park, Gleneden Beach, Neotsu, Lincoln Beach, Raymond, Roads End, Roosevelt –By-The-Sea, and Wecoma.



Excerpt of a 1930s Highway 101 map published by the Chamber of Commerce showing many, but not all, of the communities of North Lincoln County.

Developers Scott and Nelson placed a ten year moratorium against the construction of any “public halls or taverns” in Nelscott.²⁸ At least one other nearby development, the Catholic-based Raymond, which later became a part of OceanLake, had a similar restriction. Raymond had a clause

forbidding the operation of “dance halls and gambling places”²⁹ in their sales contracts.

Early on nightlife was probably of little concern to the few people living in Nelscott because electricity was unavailable. Lighting was strictly with coal oil lamps. In 1926 a diesel-powered generator was set up that shut down each night promptly at ten o’clock. Electricity was not available on a regular basis until June, 1927, when Mountain States Power Company established a small generating plant in DeLake. All told they served 120 customers scattered from Neotsu to Kernville on the Siletz Bay.

Citizen Nelscott

One of the company’s first employees, a builder named Ernest Burdick, and his family were the first to reside year-round in Nelscott. The Nelson family, charged with the day-to-day operations of the Nelscott Land Co., did not live in Nelscott at first. Instead, they commuted weekly from Portland. His partner Dr. Scott remained in Portland and never relocated to Nelscott. Nelscott appears to have grown at a rate

²⁸Earl Nelson papers.

²⁹Fr. Martinus Cawley, The Singing Priest of Siletz, Father Raymond of Oceanlake, pg.79.

much slower than many of these communities. In its first year, 1925, Nelscott had three year-round residents; by 1929 it had just twenty-five.

Initially the upstart, Coast Highway-based developments such as Nelscott were summer resort communities primarily patronized by middle and upper-middle class residents of the Willamette Valley. None of the early North Lincoln County communities marketed themselves to permanent residents such as retirees. There were few year-round economic opportunities that could sustain a family on the coast at this time. Early North Lincoln County towns led a seasonal existence of vacationers, practically closing during the winter months.



“Residential Nelscott” A view of Marview Avenue (present day Anchor Avenue) looking north from Nelscott Heights.
North Lincoln Pioneer Museum Image.

Official population statistics are unavailable but the phone directories may at least be an indicator of population trends. A 1938 directory that includes non-phone owners of North Lincoln County lists 60 residential entries for

Nelscott. In 1939 there were seventy-one, and by 1950 there were 180. In that time

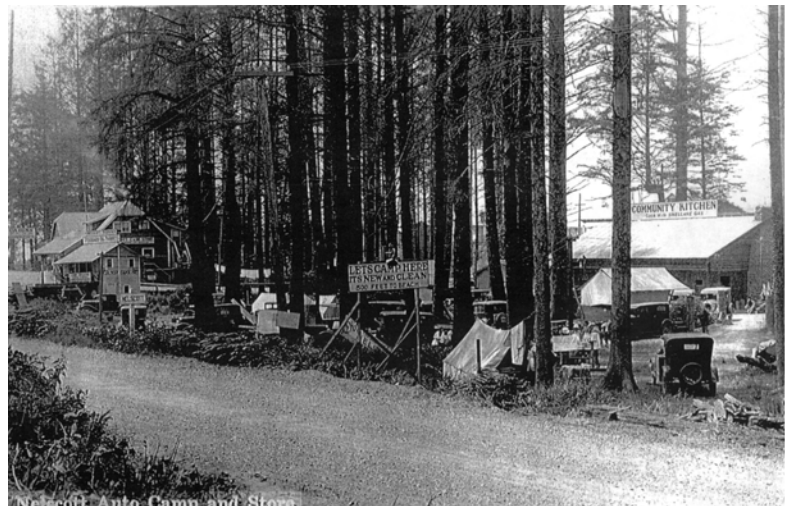
period the population of Nelscott may have grayed considerably. In the 1938 directory there were three heads of household entries (or .5%) who listed their occupation as retired. The following year there were eight retirees (11% of the entries). In 1950 there 41 “retired” entries, 23% of the total.

While a quantifiable study of population and economic trends is needed, anecdotal evidence seems to indicate that in the 1920s the majority of the people purchasing lots in Nelscott were middle class people enjoying the prosperity made possible by the overheated economy of that era. The purchasing power of the masses

diminished tremendously with the onset of the economic depression of the 1930s. The increase in the percentage of the retirees living in Nelscott appears to coincide with creation of the social security system. The first payments, made in lump sums, were issued to eligible workers, their survivors or their estates in 1937. Monthly old-age benefit checks were mailed out for the first time in January, 1940.³⁰ A stable retirement income enabled many retirees to move away from family members or other possible economic resources that they may have otherwise been dependant upon. Many chose to retire to their favorite vacation destination of their working years, the Oregon coast.

Camp Nelscott

The heart of Nelscott in the early years was Nelscott Auto Park, a campground sited on property bordering the Coast Highway and Nelscott. At its peak this facility had accommodations for 100 tent campers. The creation of this and many other auto camps in North Lincoln County came during a transitional time in the hospitality industry. Beginning in the 1910s community commercial clubs (today's chamber of commerce) in less isolated communities offered free auto camps to lure tourists and potential new residents to their community. Auto camps were built all over the United States and were particularly prevalent in the West.



Nelscott Auto Park as it appeared shortly after its 1925 opening. The sign in the photo above reads, "Let's Camp Here, It's New and Clean, 500 Feet to the Beach." The Nelscott Store can be seen on the far left. The Community Kitchen can be seen on the far right.
North Lincoln Pioneer Museum Image.

³⁰ *Social Security Online*, <http://ssa.gov/history/thismonth1.html>

By the mid-1920s communities had grown weary of hosting the “hoboes” and other undesirable people that were, like legitimate tourists, drawn to free accommodations.³¹ Many communities closed their camps or turned their operation over to entrepreneurs who implemented a fee schedule.

In the early 1920s, the hospitality industry enjoyed a nationwide boom. Privately owned and operated cabin camps, cottage camps, cottage courts and motor courts (all predecessors to the post-World War II motel) were constructed at an unprecedented rate.³²

It was from these privately run auto camps like the Nelscott Auto Park that the modern motel began to emerge. The transition from camp to motel began when camp owners began constructing primitive shacks and cottages to rent to travelers weary of



Nelscott Auto Park Cabins as they appeared in the 1940s. Located on the east side of SW Coast Avenue, many of these cottages remain in use as privately owned vacation getaways and full time residences.

pitching a tent each night.

George and Anna Cushing established the Nelscott Auto Park on a 6-¾ acre parcel purchased from the Nelscott Land Company. Earl Nelson recalled that George Cushing was convinced the dust generated by passing cars on the newly completed gravel highway would kill the trees that graced the auto camp. “So he

decided to hurry the process” by cutting down and burning the old growth spruce and hemlock.³³ The vast majority of this facility appears to have been geared toward tent campers. Initially, camping spaces were offered for fifty cents a day.³⁴

³¹ Warren J. Belasco, *Americans on the Road, From Autocamp to Motel 1910 – 1945* (Baltimore, Johns Hopkins University Press, 1997) pgs. 120-121.

³² Belasco, pg.

³³ Earl Nelson papers.

³⁴ Earl Nelson papers.

The nearest sizable autocamp to Nelscott's was in Devil's Lake Park (later known as OceanLake). It got its start in 1925 and claimed to have a capacity of 300 people. The Nelscott Auto Camp may have been a little smaller and lacked the forest ambiance that the Devil's lake Park was known for but it offered more amenities than perhaps any other auto camp in Lincoln County. Conveniences offered to travelers by the Cushings included cottages, tent houses, a service station, hot showers, a community kitchen, and a nearby store. Its service station opened August 1, 1926, the first commercial business in Nelscott to be sited along the highway.³⁵

In 1935 George Cushing combined nautical form with business function when he constructed a unique boat-like structure at the entrance of his auto camp. Designed to resemble "an old river steamer" this three-story structure stood at the northwest corner of the highway and Washington Drive (present day SW 32nd Street). The ground floor of this structure housed three apartments. A service station office, living quarters, and public restrooms comprised the second story. The third story was a small "pilot house," an observation room.³⁶ Visible from the highway, this structure complete with decks, boat railings, and a smokestack must have gone a long way towards capturing the attention of passing motorists and drawing them into the auto camp.

Guests at the Nelscott Auto Park were offered a variety of amusements. One local, Roy Stafford, Jr., recalled that when he was a boy of ten in the 1930s he made spending money by selling pony rides for, "ten cents, or a penny, or two pennies" to children staying at the auto camp.³⁷

In fact the Nelscott Auto Park was the social center and the community-gathering place for all of Nelscott.³⁸ A weekly "Community Sing" later known as "Friday Night Entertainments" was held, as were church services.

³⁵ Advertisement, *Beach Resort News, Nelscott Anniversary Edition*, 11 Oct. 1935, pg. 2.

³⁶ "Mr. and Mrs. Geo. Cushing Established Nelscott Auto Park," *Beach Resort News, Nelscott Anniversary Edition*, 11 Oct. 1935, pg. 6.

³⁷ Salazar, Vol. III, pg. 119.

³⁸ Nelson, pg 77.

Nelscott Strip

It appears that with the completion of the highway and the popularity of the auto camp, the Nelscott partners concluded the heart of their town's economic activity was not the beach. In the spring of 1927 they hired builder Frank Hallock to construct a new building fronting the highway across the street from the auto camp entrance. This building was modeled after a store in Neskowin. The first floor housed the "Nelscott Cash Store" which consisted of a small general store, sales/rental office for the Nelscott Land Co., a bus depot, and a restaurant. In the busy summer months as many as six clerks staffed the store.³⁹ The proprietress of the auto camp, Mrs. Cushing, also ran the restaurant. Upstairs were several hotel rooms and living quarters for the Cushings.⁴⁰ This marked the beginning of what became known as the "Nelscott Strip," a row of retail buildings fronting the highway.

The Nelscott that Never Was

The same year as the new store opened (1927) the Nelscott Land Company purchased the land to the north (known as the Koski homestead) bordering their development. This parcel was the homestead of Finland natives Mr. and Mrs. Koslela (later shortened to Koski). They had cleared from 10 to 12 acres and built a two-story house, blacksmith shop and a Finnish bathhouse on their property.⁴¹

The Nelscott Land Company sold the southern part of the Koski homestead to Emily K. Bard of Portland who constructed streets and surveyed 36 residential lots. Bard went bankrupt during the bank failures of the early 1930s and the land reverted back to the Nelscott Land Company. They did not develop this land. When Dr. Scott died in 1938 this parcel was willed to his widow who in turn sold it to a DeLake realtor. The Koski house and outbuildings were torn down around 1940 in preparation for

³⁹ Salazar, Vol. III, pg. 184.

⁴⁰ Nelson, pg. 77.

⁴¹ Nelson, pg. 77

development of the property. When DeLake incorporated in 1949 all that was the Koski homestead fell within its boundary.⁴²

The Nelscott that Was

Soon after the Nelscott Land Company acquired the Koski place in 1927 they filed a plat map for the "First Addition to Nelscott." It increased the size of the original

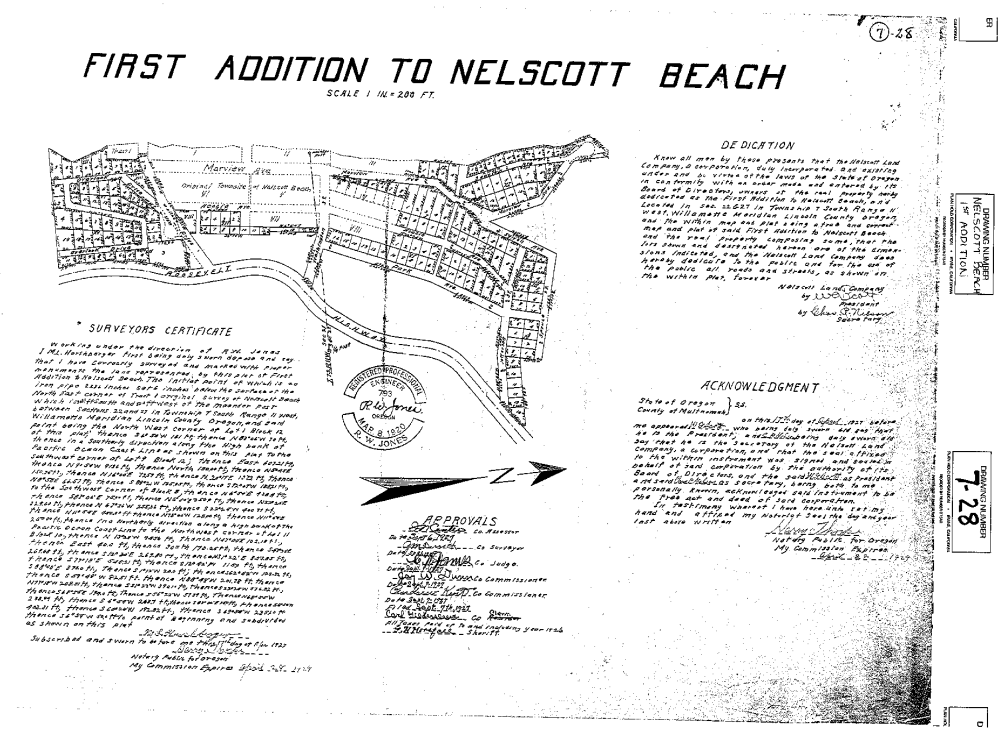
townsite on all sides except along the ocean beach. A total of fifty-four lots in the First Addition were to the south on a bluff above the original Nelscott. This area is variously

known as Byng Crest, Nelscott Heights, and El Capitan Heights. A total of ninety-eight new lots were added to the north and seventeen to the east.⁴³

In 1929 The Nelscott Land Company platted the "Second Addition to Nelscott Beach." It seems little if any development took place on this 31-lot addition along present Anchor Avenue, just north of the Anchor Court intersection, during the time period of this study. Two other additions to Nelscott that have no building or sites that were included in this study were "Nelscott Gardens No. 1" and number two. These two

⁴² Nelson, pg. 78-79.

⁴³ Nelscott Land Company, "First Addition to Nelscott Beach," 07 Sept. 1929, plat map on file with Lincoln County Surveyor's office.



small adjoining developments platted in 1945 and 1946 on the east side of Highway 101 were not owned by the Nelscott Land Company.

Selling Nelscott

In the late 1920s, perhaps just after the platting of the first addition to Nelscott, the Nelscott Land Company published a small, undated, promotional brochure. The only known copy is in the collection of the North Lincoln County Historical Pioneer Museum. It boasted:

Nelscott has an up-to-date general store, restaurant and filling station. The finest campground on the coast equipped with a kitchen. Hot and cold showers, cabins and tent houses.

Camping spaces 50 cents per day. There are a number of private homes for rent at \$1.50 to \$3.50 per day or \$10.00 to \$25.00 per week. All are modern and completely furnished except bedding, linen, and silverware.

New Migration on the Salmon River Cut-Off

The brochure cited above briefly mentions the “soon to be completed” Salmon River Cut-Off. Perhaps the publication of this brochure was in anticipation of the new public highway that would make North Lincoln County even more accessible to vacationing motorists from Portland and other Willamette Valley cities. In 1928 it was announced construction would soon begin on the Salmon River Cut-Off. This was good news for Charles Nelson and family; they had lobbied long and hard for this new route.⁴⁴ When completed, this route would connect Lincoln County to the Willamette Valley by following part of the approximate route traveled by the Reverend Jason Lee party back in 1837. The new road followed its namesake river from Grand Ronde to just north of present-day Lincoln City. Residents throughout North Lincoln County celebrated the highway’s official opening with a dedication ceremony in 1930. In Nelscott bonfires were lighted on the beach and free hot dogs distributed.⁴⁵ North Lincoln County promoters looked to a future filled with motoring tourists.

⁴⁴ Note written to the author by Lois Hoskins, April 2004.

⁴⁵ Earl Nelson papers.

Despite the influx of tourists the highway may have precipitated, Nelscott didn't outgrow the vision its founders had for a small close-knit community. Florence Hooker, who visited Nelscott many times as a child beginning in 1929 and moved to North Lincoln County in the 1930s, had many fond memories of swimming on the beach at Nelscott. She recalled the "Nelscott area -was just a big family, it was a great group-a great place to live, you know."⁴⁶

Nelscott's First Sky Scraper



Looking north on Marview Avenue. The "Nelscott Apartments" building is the dominant structure on the left. This photo was probably taken shortly after its 1935 completion.

Sandwiched between the beach and Marview Avenue the three -story "Nelscott Apartments" building dwarfed the nearby cottages. Completed in 1935, it was built by Karl Nippolt, who in 1933 built Nelscott's second restaurant.⁴⁷ The residential looking structure was of a modernized and minimalized Craftsman design.

Built on pilings, this front gabled structure featured a hipped roof with a pair of hipped dormers on each side. It appears that a four-car garage was attached to the building's front sometime after its completion.

Nipplot sold out to Edna and Earl Noble in 1944. The Nobles lived downstairs and rented out the top floor. Occasionally the occupants were surprised when ocean waves struck the building and in one instance reputedly went over the top of the building.⁴⁸ In the 1950s the pilings washed out from under the hotel and it began to list

⁴⁶ Salazar, Vol. III, pt. 2, pg. 91.

⁴⁷ Nelson, pg. 80

⁴⁸ Salazar, Vol. III, pg. 168

towards the ocean. It then was damaged by fire and subsequently torn down. Today the southern end of the Sand Castle Motel stands on this site.

End of the Auto Camp Era

By the time the Nelscott Apartments building was completed in 1935 the glory days of the auto camp had passed as the motels and auto courts had found favor with motorists. By then it appears the auto camp had lost its luster. Nelscott's ten-year moratorium on public halls and taverns had expired and the community kitchen was put to use as a dance hall. By this time the Cushings had retired and sold the auto camp to George Hanson and Fred Hindle.⁴⁹ By 1950 it was known as Reed's Auto Park and Grocery and the Galley Apartments.⁵⁰ In 1951, long after the peak years of the auto camp, there were about 14 rental structures on this property. Located on the east side of Coast Avenue just north of SW 32nd Street, many of the Nelscott Auto Camp cabins are in use today as privately owned vacation cottages and fulltime residences. The community kitchen still stands and has long since been extensively modified. It is currently the Eagles Lodge. The old riverboat structure was stripped of its smokestack and other nautical ornamentation and moved across Highway 101 and became the Pilot House Restaurant. Today it is a Chinese Restaurant.



The Chapel-By-The-Sea shortly after its completion. North Lincoln Pioneer Museum image.

Nelscott Gets Religion

Prior to the completion of the Chapel-by-the Sea on June 13, 1937, church services were held in the home of Charles Nelson or, weather permitting, at a spruce grove in the auto camp. The Chapel-by-the Sea, Cushing's River boat and the Nelscott Apartments building

⁴⁹ Earl Nelson papers

⁵⁰ 1950 Lincoln County Directory, Oregon Coast History Center Archives.

were the largest structures built in Nelscott during the time period of this study. The Chapel-by-the-Sea was built on 13 acres of land donated to the Oregon Council of Churches by Charles Nelson for its construction. Later this land was under the ownership of the Oregon Presbytery, a conglomeration of Presbyterian Churches. In 1940 a dormitory building was completed nearby, and by 1951 a major addition to the original church neared completion.

Nelscott, Home to Tomes

Nearly three years after the church was completed, the sounds of hammers and saws were heard again throughout Nelscott when carpenters began work on a two-



Earl Nelson's lending library and bookstore as it appeared in 1946.
North Lincoln Pioneer Museum image.

story addition on the north end of the Nelscott post office building on the Nelscott strip, facing the highway. During construction its purpose remained a mystery.⁵¹ Speculation about the new construction ended on June 16, 1940, when Earl Nelson, son of Nelscott co-founder Charles Nelson, painted a sign on the front of his new building that read, "Lincoln Book Shop, Rental Library."

Nelson had been on a mission to convert the entire community into avid readers since 1937 when he established a mini-lending library at the water district office in his father's post office building. He reinvested much of his rental fee income toward purchasing additional books. By 1951 his bookshelf lending library had grown to over 20,000 rental titles, 10,000 offered for sale and 1,000 first edition and autographed collector books.

In 1946 two more rooms were added upstairs to accommodate his growing collection.⁵² In time he also acquired films, pictures and artwork, all of which he shared with the public. Nelson's bookstore had a reading room upstairs that doubled as a venue for film showings and a meeting room for discussion groups and classrooms.⁵³ Tom Edwards, who periodically worked for Nelson, recalled that shortly after World War II Nelson attempted to "elevate the level of local culture by showing foreign films on his second floor. The film showings posed no threat to the commercial theatres."⁵⁴

For most of the time period of this study Nelscott enjoyed a literary reputation. Nelson's bookstore was not its sole source. Beginning in the late 1920s into the 1950s Nelscott was a summertime haven for some well-known writers. Ben Hur Lampman, author, Oregon's Poet Laureate, respected newspaperman and an avid fisherman, owned a cottage on what is now SW 32nd Street known as the "Gray Hackle." Lampman wrote many of his editorials and short stories while staying there. Perhaps Lampman's presence combined with Nelson's library attracted literary vacationers to Nelscott.

In 1951 Earl Nelson wrote with pride, "Since 1937 more than two hundred authors, some of them nationally known, have visited our town."⁵⁵ There seems little doubt that Nelson's bookstore/library went a long way to establish Nelscott as a haven for writers. Less often remembered was his wider audience, readers. Tom Edwards, who grew up on the coast, recalled vacations on the beach in the 1940s were much different than they are now. "People came to a coastal town -often by bus - and stayed for about two weeks. Dozens of them rented books from Earl and read them on the beach or in auto cabins. It seems to me that was the real way to vacation instead of watching television and driving mad-dash from place to place in a hurry-up vacation."⁵⁶

⁵¹ Salazar, Vol. III, pg. 180

⁵² Courtland Matthews, "The Friendliest Spot In Nelscott Town" *Oregonian*, October 1951.

⁵³ Salazar, Vol. III, pg. 183.

⁵⁴ Salazar, Vol. III, pg. 156.

⁵⁵ Nelson, pg. 82

⁵⁶ Salazar, Vol. III, pg. 156.

Nelson owned and operated his bookstore until taking on a partner, Lyle Taylor, in 1961. A year later he sold his remaining interest in the bookstore to Taylor. He told a reporter for the local newspaper he was departing for Portland to attend college.⁵⁷ Before leaving Nelscott, Nelson rented out the remaining family properties. His mother, Nannie Nelson, and an aunt, Lillie Maloney Scott, remained in Nelscott.⁵⁸

World War II

When the United States entered World War II, life in Nelscott quickened to what Earl Nelson described as that of “a cosmopolitan city.” After the attack on Pearl Harbor, the West Coast was deemed a logical place for enemy invasion and sabotage. The Signal Corps and Infantry (soon after replaced by the Coast Guard) stationed soldiers there to patrol the coastline for a possible enemy invasion. The headquarters for the Coast Guard’s Nelscott station was set up at the community kitchen of the Nelscott Auto Camp. Coast Guardsmen and their families moving to Nelscott resulted in an influx of population. The post office’s rating was elevated from a fourth to a third class facility. As the war progressed, the likelihood of an attack on the West Coast diminished and the activities of the Coast Guard tapered off.

Life may have quickened with the wartime military presence but in some ways it slowed considerably. Peggy Lutz (b.1922) who moved to Nelscott with her family in 1936 recalled civilian life during the war years. “At that time conditions of life on the Oregon Coast in what is now known as Lincoln City, were restricted by blackouts after sundown, rationing of all that kept family cars going, and most of the pleasures of home baking. History was formed on the home front during those years.”⁵⁹ Many people left the coast for employment at the Portland shipyards and other war related homefront jobs. The urgency of the war combined with rationing of gas and tires

⁵⁷ “Earl Nelson Sells Store to Partner,” *Beach Resort News*, 19 April 1962.

⁵⁸ Salazar, Vol. III, pg. 186.

⁵⁹ Cheri Nagel, “Wartime Life of a Military Woman,” *Central Oregonian*, 13 January 2004

brought the tourism industry to a virtual standstill for the duration. New construction also came to a virtual standstill.⁶⁰

Post War Prosperity

The tourism industry resumed in a big way after victory was declared over Japan. Gas restrictions were immediately lifted and an impromptu holiday declared. Many Willamette Valley residents got in their cars and headed to the coast. Cottages and motels were booked solid and grocery stores were forced to close, their stock exhausted.⁶¹ In the years that followed, much of the Oregon coast experienced unprecedented growth.

Post World War II Tourism

In the post-World War II years, road improvements made the Oregon coast easily accessible for the masses wanting to cut loose and have some fun after the war.

Tourism, particularly auto camping, began to change radically with innovations in the recreational vehicle industry and the expansion of the state park system. Camp trailers and motor homes (usually home-built) were a rare sight until the post-war era. In the recreation boom that followed the war, auto campers could select from a wide variety of factory-made recreational vehicles.⁶² By this time, the state park system had expanded, particularly on the Oregon coast. By 1940, there were 1.5 million acres of state park lands on the Oregon coast. In the post-war years, this land was developed to accommodate motoring campers.

The popularity of the new state parks and camping, combined with the rise of modern motels, led to the abandonment of tourist cottages, traditional hotels and auto camps such as Nelscott's. During the period covered in this study there were no large "modern" motels constructed in Nelscott. Large developments such as this were at least in part impeded by the small lot size as laid out by Nelson and Scott back in 1925.

⁶⁰ Salazar, Vol. III, pt. 2, pg. 84.

⁶¹ "V-J Holidays Bring Throng to Beach," *Beach Resort News*, 16 August 1945.

Nelscott Drops Off the Map

In 1964, 1338 voters in the North Lincoln County towns of Oceanlake, DeLake, Cutler City, Taft and Nelscott voted by a margin of 190 to merge into a single city, Lincoln City. The 142 Nelscott voters who cast ballots favored consolidation by a margin of 59%, 85 were in favor, 57 against. The largest block of votes - 43%- were cast by residents of Oceanlake. The tally in Oceanlake was 343 in favor, 116 against. The 74.7% margin of approval was by far the largest of all towns voting. In Taft the vote was the closest, 115 to 112.⁶³

The first major project the newly formed municipality of Lincoln City took on was to install a sewer system in DeLake, Nelscott and Cutler City. Lincoln City also renumbered and renamed the streets alphabetically. ⁶⁴

In historic Nelscott the street names were changed as follows:

<u>From</u>	<u>To</u>
Acacia Avenue	Beach Avenue
Jefferson Avenue	29 th Street
Marview Avenue	Anchor Avenue
Overlook Drive	35 th Place & Beach Avenue
Park Avenue	Coast Avenue
Seaview Avenue	Anchor Court
Wallace Drive	35 th Street
Washington Drive	32 nd Street

Historic Preservation History

Much of the information on the history of Nelscott would be lost had it not been for the efforts of a handful of dedicated history minded individuals and organizations. In 1947, a group of residents formed the North Lincoln Pioneer Association. Their mission was to “promote closer relationships between them and the later settlers; and to record and preserve interesting historical accounts...” In 1950, they published a fairly

⁶² Roger B. White, “Home on the Road” (Washington, D.C.: Smithsonian Institution Press, 2000), pg. 84.

⁶³ “Five Towns On Coast OK Merger, *Newport News*, 10 December 1964

⁶⁴ “Lincoln City on the Move,” *Statesman Journal*, 29 September 1965.

comprehensive history of the area that remains in print to this day. Its compiler and editor was Earl M. Nelson, proprietor of the Nelscott Library and son of Nelscott co-founder Charles Nelson. Earl Nelson also wrote and researched many of the histories appearing in this book, as did Nelscott's most famous resident Ben Hur Lampman.

In 1986 the North Lincoln Pioneer Association published *Pioneer History of North Lincoln County Oregon, Volume II Pioneer Families*. It is primarily a compilation of family histories and summaries of interviews conducted by Mildred Salazar and others. Originally Salazar worked as an assistant to Earl Nelson on the 1986 edition. As the book progressed she was named co-editor and later editor. Nelson passed away in October of 1986. The book was completed in December of that year. This group, through the efforts of Salazar and others, published subsequent editions in 2001 and again in 2002.

In 1987, a group of seven or eight residents organized the North Lincoln County Pioneer Museum, dedicated to preserving and displaying artifacts and archival material pertaining to the region. Their first museum was in Taft; it then moved briefly to a storefront in the DeLake section of Lincoln City. In 1994 it moved into the old Taft Nelscott DeLake Fire District/City Hall building. In 2004 a major remodel and expansion of this facility was nearing completed.

These two organizations have been successful both in documenting the families who pioneered the area and in generating awareness of the region's history. Only in very recent times has there been an interest in preserving the historic sites and buildings. The combination of the harsh coastal climate and times of less-than-favorable economic conditions continue to challenge members of the community interested in historic preservation.

1.3 - Significant Individuals

Ernest E. Burdick The Burdick family, Ernest, his wife and their two sons Neal and Lloyd, relocated to Nelscott March, 1927. Burdick had previously lived in Portland, Oregon, where he had been a builder for 25 years.⁶⁵ Several accounts have it that no one else built more of Nelscott's summer cottages than Burdick. His son Neal worked with his father in Nelscott. Ernest Burdick left Nelscott sometime between 1939 and 1950.

George & Anna Cushing George, a native of Florida, and Anna, originally from Spokane, Washington, were among the first residents of Nelscott. They came to North Lincoln County in 1926 from Sedro-Woolly, Washington, where George had been working for J.C. Penny. Upon his arrival he found employment working on the construction of the Siletz River Bridge, on the Oregon Coast Highway. Cushing then went to work with the Nelscott Land Company putting in streets and grading the site for their second store. The couple then ran the restaurant in the newly completed store for three years. The Cushings then opened the Nelscott Auto Park. For the auto park George Cushing built at least two structures that survive, the community kitchen (presently the Eagle Lodge) and a unique two-story riverboat like structure adjacent to the highway.⁶⁶ It has since been moved across Highway 101 and altered beyond recognition. It currently houses a Chinese restaurant.



The house on the extreme left and the second from the right in the background were built by Joyal. Both are still standing.
North Lincoln Pioneer Museum image.

Elie J. Joyal (- 1933) "Shorty" as he was known, was of French-Canadian descent. He left Eugene, Oregon, for Nelscott in 1929. With him came his wife and two carpenters, Charles H. Skinner and Andy Richardson. A building contractor by trade, Joyal built three log houses in Nelscott and the Jax Cottages in Taft. He was remembered for his feats of strength including single handedly carrying logs up a ladder and setting them in place.⁶⁷

Henry Koski (- 1939) Originally this Finnish immigrant's surname, Koskela, was changed to Koski upon obtaining U.S. citizenship. In 1908

Koski, his wife and their multitude of children settled on land just north of what would later become Nelscott. They cleared about ten acres and built a house, barn, blacksmith

⁶⁵ "Burdick Builds Many of Nelscott's Summer Homes," *Beach Resort News, Nelscott Anniversary Edition*, 11 Oct. 1935, pg. 6.

⁶⁶ "Mr. and Mrs. Geo. Cushing Established Nelscott Auto Park," *Beach Resort News, Nelscott Anniversary Edition*, 11 Oct. 1935, pg. 6.

⁶⁷ Nelson, pg. 80-81.

shop and Finnish bathhouse. In 1918 or 1919 the Koski family moved up the Siletz River.⁶⁸ The Nelscott Land Company purchased some or perhaps all of the Koski Homestead. It later sold the southern part of the Koski homestead land to a developer who went bankrupt in the early 1930s. The land then reverted back to the Nelscott Land Company. They did not develop this land. When Dr. Scott died in 1938 this parcel was willed to his widow who in turn sold it to a DeLake realtor. When DeLake incorporated in 1949 all that was the Koski homestead fell within its boundary.⁶⁹

Ben Hur Lampman (1886- 1954) Born in Barron, Wisconsin, at age four he moved with his family to North Dakota. At age 18 he and a friend started a newspaper in a town known as Michigan in North Dakota. There he married school teacher Lena Sheldon. In 1912 the Lampmans moved to Gold Hill, Oregon, near Medford, where he published the *Gold Hill News*. In 1916 he went to work for the *Oregonian* as a police reporter and by 1922 had moved up to associate editor. He progressed to acclaim as one of the nation's foremost essayists and was published in numerous national journals, several anthologies, awarded honorary degrees, and received the Freedom Foundation's certificate of merit. Perhaps first and foremost Lampman was an avid fisherman and a poet who glorified the great outdoors. In 1951 he was honored as Oregon's poet laureate. Lampman owned a cottage in Nelscott known as the "Gray Hackle." He, along with Earl Nelson, was responsible for establishing Nelscott's reputation as a literary destination.

Charles P. (c.1874-1946) & **Nannie Maloney** (c.1889-1969) **Nelson** Charles was born in McMinnville, his wife Nannie in Sheridan. This couple is sometimes credited with establishing the small Tillamook County town of Cloverdale in 1902 when they opened a general merchandise store. According to Oregon Geographic Names by Lewis A. McArthur, Cloverdale existed for nearly two decades prior to their 1902 arrival. Nelson became familiar with Lincoln County after establishing a trading post on the Siletz Bay. Goods were regularly picked up and delivered between Cloverdale and the Siletz with his boat *Della*. He later sold his Cloverdale interests and relocated to Portland where he met Dr. W.G. Scott, who became his business partner in several ventures, most notably developing Nelscott.⁷⁰ Nelson was the hands-on/on-site manager and promoter of the Nelscott development. He was also the locality's fire insurance agent and postmaster. Upon his death Ben Hur Lampman wrote of Nelson, "Nelscott, a charming and friendly town, was essentially Charley Nelson's very own town- almost as literally as though he had fitted each timber and driven each nail.... the shaping of Nelscott became his daily life." Nelson died in 1946 in his Nelscott home.

⁶⁸ Salazar, Vol. III, pg. 189.

⁶⁹ Nelson, pg. 78-79.

⁷⁰ "Plat of Nelscott Filed In the Spring of 1926," *Beach Resort News, Nelscott Anniversary Edition*, 11 Oct. 1935, pg. 1.

Earl Maloney Nelson (1905-1986) born in McMinnville, the son of Charles P. and Nannie Nelson, he was stricken with diphtheria at age ten. His heart damaged, he was advised by doctors not to engage in strenuous activity. Nelson then developed a lifelong passion for books and reading.⁷¹ He graduated from high school in Portland and moved with his family to the Nelscott development in 1926. Nelson worked in his father's general store, bus depot, and post office. His hobby became a way to make a living when he started the Lincoln Bookshop and Rental Library in 1937.⁷² Publisher Grossett C. Dunlap proclaimed that he had "one of the three finest privately owned libraries in the United States for selection and collection."⁷³ It was also the cultural center of North Lincoln County. During World War II he taught at Taft High School and after the war he taught adult education classes. Nelson was the driving force and editor of Pioneer History of North Lincoln County Oregon. Published in 1951, this was the first written history of North Lincoln County. It remains in print. Despite his physical ailments he enjoyed a measure of fitness. He was an avid surf bather and, because he did not own a car, walked everywhere. In 1962 he sold his bookstore and enrolled in Portland State University where he earned a Bachelor of Arts in languages. He then taught drama at a seminary high school in Mount Angel, Oregon.⁷⁴ Nelson was a lifelong bachelor.

Karl Nippolt (- 1953) By the time Nippolt and his wife left Portland, Oregon, for Nelscott in 1933 he had finished twenty years of employment with the Southern Pacific Railroad. Upon his arrival in Nelscott he went to work building Nelscott's second restaurant. In May of 1935 he completed construction on the "Nelscott Apartments" on Marview Avenue.⁷⁵ When this three-story structure was completed it was Nelscott's largest structure. The Nippolts ran this establishment before selling it to Edna and Earl Noble in 1944. In the 1950s, after suffering damage by both ocean storm and a fire, it was demolished.⁷⁶ Nippolt left Nelscott sometime after selling out. When he passed away he was residing in Multnomah County.

Mildred H. Salazar Perhaps no single person has accomplished more in the recording of the history of North Lincoln County. At first she volunteered to assist Earl Nelson, editor of Pioneer History of North Lincoln County, Oregon, with a second volume. After Nelson's death in 1986, she became editor of Pioneer History of North Lincoln County, Oregon, Volume II (1986), Pioneer History of North Lincoln County, Oregon, Volume III (2001) and most recently (2002), Pioneer History of North Lincoln County,

⁷¹ "The Friendliest Spot In Nelscott Town," *Oregonian*, 07 Oct. 1951.

⁷² "Earl Mahoney Nelson," obituary, *Newport News-Times*, 06 Dec. 1986

⁷³ "The Friendliest Spot In Nelscott Town," *Oregonian*, 07 Oct. 1951

⁷⁴ "Earl Mahoney Nelson," obituary, *Newport News-Times*, 06 Dec. 1986

⁷⁵ "Fine Apartments Just Recently Completed," *Beach Resort News, Nelscott Anniversary Edition*, 11 Oct. 1935, pg. 6.

⁷⁶ Salazar, Vol. III, pg. 168

Oregon, Volume III, part two. These collections of pioneer recollections and family histories are invaluable to anyone wanting to know more about the history of the area.

Dr. William G. (1882 -1938) & Elizabeth "Ella" Scott Dr. W.G. Scott was born in Pittsburgh, Kansas, the son of Oliver and Matilda (nee Aikmen) Scott. He graduated with a Doctor of Medicine Degree from St. Louis University in 1911. Scott completed his internship in a St. Louis hospital and three months of graduate work in France. In 1912 he relocated to Portland, Oregon, to practice medicine. There he married Elizabeth Morey. He served in World War I, where he saw active duty in the field hospitals of France.⁷⁷ After the war Scott enlisted in the Oregon National Guard and remained active for the remainder of his life.⁷⁸ Scott met Charles Nelson in his capacity as his family's physician. Sometime prior to 1925 the two invested in mineral baths (and perhaps other business ventures) in Portland. They sold the baths to purchase the land that would become Nelscott.⁷⁹ Scott never resided in Nelscott on a permanent basis. After he died in 1938 at his Portland home his wife Elizabeth received the original Koski homestead land, which she then sold. Elizabeth Scott later married Gordon Weygant.⁸⁰

Major Theodore Talbot (d. 1862). Born in Kentucky, he was attached to the second expedition of John C. Fremont in 1843-44. The Fremont expedition traveled from Saint Louis to the lower Columbia River. He returned east by sea in 1849 to serve with the unit that took over Fort Vancouver from the Hudson's Bay Company. From there, he led a small party in an exploration of the central Oregon coast. His 1849 journal documents their search for coal deposits and provides the first known written descriptions of what is now Lincoln County. Talbot rose to the rank of major and then assistant adjutant general in 1861.⁸¹

August Wallace (- 1921) Little is known of the first Euro-American to reside on the land that would become Nelscott. He was a bachelor who lived a rather simple life style. He is perhaps most remembered as a skinny dipper who relied upon fresh mussels on the farthest rocks out in the ocean off the beach at Nelscott as his primary food source. Everyday, except during storms, Wallace would strip down before entering the frigid waters of the Pacific and swim to the rocks wearing nothing more than a knife and a sack to carry the mussels.

Wallace lived in a one-room shack he built on the west side of present-day Anchor Avenue of lumber salvaged from a shipwreck and hand hewn shakes. He was known to vacation in Tillamook County where he searched for the buried treasure rumored to be on Neah-kah-nie Mountain.

⁷⁷ Fred Lockley, History of the Columbia River Valley From the Dalles to the Sea, Vol.II, (Chicago: The S.J. Clarke Publishing Company, 1928) pg. 171

⁷⁸ "Heart Attack Fatal to Co-Founder of Nelscott," *Beach Resort News*, 02 Sept. 1938.

⁷⁹ Nelson, pg. 76.

⁸⁰ Nelson, pg. 78.

⁸¹ Dictionary of Oregon History, pg. 238.

By 1920 Wallace had moved to California, where he died a year later without leaving a will. The author was unable to find a record of his death. His property was then sold to the Nelscott Land Company. Charles Nelson named Wallace Creek and Wallace Drive after him.⁸²

1.4 - Historic Themes

1.4.1 - Statewide Themes

No resource should be studied in isolation. By comparing similar resource types, integrity, relative scarcity and pattern of occurrence, reasoned determinations of significance within any given context can be quantified and defended. The chronological and thematic categories developed for Oregon's Statewide Inventory of Historic Places (SIHP) provides an organizational framework by which resources surveyed as part of this project are assessed. This system utilizes 10 broad themes and eight chronological periods.

These broad themes are:

1. Prehistory/ Archaeology
2. Exploration and Fur Trade
3. Native American and Euro-American Relations
4. Settlement
5. Agriculture
6. Transportation and Communication
7. Commerce and Urban Development
8. Industry and Manufacturing
9. Government
10. Culture

On the Oregon coast, the temporal boundaries for individual periods of development are somewhat different than the above; however, the SIHP system provides a good basic reference against which resources have been evaluated. The overall chronological boundary of a Nelscott survey should begin in July, 1894. This is when the General Allotment Act of 1887 was applied to North Lincoln County. However, except for Taft (on the Siletz Bay) there was no semblance of any towns in North Lincoln County until it became apparent in the early 1920s that the Roosevelt Military Highway (Highway 101) was to become a reality. In general, evaluation of

⁸² Nelson, pg. 73.

resources is limited to those constructed prior to 1954, the standard fifty-year rule typically applied to cultural resource assessment. The first permanent structures were built in Nelscott in 1925. Thus the temporal range of potentially significant built structures in Nelscott is just 29 years (1925 -1954).

The Native American and Euro-American relations and settlement have been combined. In the case of North Lincoln County settlement, these two themes are inseparable.

I. Prehistory /Archaeology

To date, very little if any information from this period is known to exist. As of 2004, no academically based or professional archaeological studies have been undertaken in the Nelscott area.

II. Exploration

There is no shortage of speculation as to the identity of the region's first maritime explorers. The early maritime explorers of the central Oregon coast -- be they Spanish, English or Russian -- seem to have left no detailed descriptions of their observations.

The 1949 journal of Lieutenant Theodore Talbot offers a few details into the land and its people. He noted that thousands if not millions of acres of the coast had been recently burned over by a forest fire. Talbot's journal also reveals that the Native American population of the coast had been devastated by a smallpox epidemic prior to his arrival.

III & IV. Native American & Euro-American Relations/Settlement Era

There was virtually no interest in the central Oregon coast among the homesteaders that flocked to the Oregon Territory seeking free acreage made available by the enactment of the Oregon Donation Land Act of 1850. Early-day Oregon settlers were primarily drawn to areas such as the Willamette Valley that were known for their great agricultural potential, mineral wealth or harvestable timber reserves.

Given the inaccessibility of the Oregon coast in the 19th century and the fact that the land and climate along the coast is not well suited for sustaining farming homesteaders, it seems little wonder that what is now North Lincoln County remained isolated until the creation of the Siletz Indian Reservation. In fact, its isolation was the principal reason it was selected as the site of the Siletz Reservation in 1855. In July, 1894, an agreement to implement the General Allotment Act was reached. Tribal members received allotments in North Lincoln County of approximately 80 acres each. The government allotted 44,459 acres to 551 tribal members. Unallotted lands were sold at low cost to Euro-Americans.

The first Euro-American community in North Lincoln County was on the Siletz River. Called Kernville, this very small settlement that grew up around the salmon cannery established by the Kern brothers. Later, Taft on the Siletz Bay emerged as a social and commerce center.

The dense forests in the area that is now the Nelscott section of Lincoln City made cross-country travel and settlement difficult at best.

The Native American land base began to diminish rapidly after passage of the so-called "Dead Indian Act" of 1902. This allowed reservation officials to sell the land of an allottee when they died. The availability of this inexpensive land drew many Scandinavians and others to North Lincoln County.

V. Agriculture and Other Resource Dependent Commerce

Virtually all of the agriculture, maritime and wood products-related activities in North Lincoln County were outside the boundaries of Nelscott proper. Subsistence farming among early settlers was primarily carried out inland on Devil's Lake, Drift Creek, the Siletz River and elsewhere. A dairy industry flourished briefly in North Lincoln County but disappeared in the 1950s with the emergence of corporate agriculture and tightening health regulations. A wood products industry flourished primarily along the Siletz River watershed from the late 1910s into the 1960s.

VI. Transportation and Communication

When the railroad reached the central Oregon coast at Yaquina Bay in the early 1880s, the area that would later become North Lincoln County was still part of the Siletz Indian Reservation and closed to Euro-American settlement. When North Lincoln County opened for settlement in 1895, there was virtually no chance of the railroad reaching what is now Nelscott. The railroad had gone through bankruptcy and the nation was in the midst of a depression. Economic growth in North Lincoln County was also deterred by the lack of a deep-water shipping port. The relatively shallow Siletz Bay could only accommodate small ships or tugboats towing barges.

Isolation held a firm grip on North Lincoln County until the construction of the Oregon Coast Highway and the Salmon River Cut-Off. With the completion of these two roads came tourists and tremendous growth in the tourist and hospitality industries.

The region's isolation and slow growth and the transformation that took place after its entry into the automobile age is the central theme of North Lincoln County's early history. Lodging establishments, restaurants and other tourist-related businesses such as autocamps sprang up. Improvements in the infrastructure such as phone service and electricity soon followed.

VII. Commerce & Urban Development

The development of North Lincoln County came at a snail's pace until the region entered the automobile age. The auto age in North Lincoln County went into full swing with the completion of what is now known as Highway 101 and Highway 18. Since that time, tourism has been a dominant force in the region's economy. Transportation issues and economic issues have been linked ever since the region entered the automobile age.

VII. Industry and Manufacturing

Fishing and logging and a few other short-lived industries played a small secondary role in the development of Nelscott. While logging and commercial fishing have at times been important industries in North Lincoln County, their activities primarily were located on or near the Siletz River. Since the automobile age, tourism and the hospitality industry has always been Nelscott's economic base. The development of Nelscott has very much been shaped by the demands of motoring tourists and vacation cottage owners.

IX. Government

Nelscott never incorporated, and unlike many of the nearby communities no attempts were ever made to incorporate.

In 1964 a total of 1338 voters in the North Lincoln County towns of Oceanlake, DeLake, Cutler City, Taft and Nelscott voted by a margin of 190 to merge into a single city, Lincoln City.⁸³

This was in large part to gain economy of scale in providing essential city services such as fire protection, sewer, and water.

X. Culture

During the time period of this study Nelscott was a cohesive close-knit family-oriented community and it seems to have held on to this tradition. There were several active civic clubs in Nelscott such as the Nelscott Improvement Club. This organization was reincarnated in 1991 and is now known as the Nelscott Neighborhood Association. The Nelscott Friendship Club also has a presence in this community. There seems to be a lack of written information on these organizations. Nelscott also had a literary tradition and the largest bookstore in Lincoln City is nearby.

1.5- Related Study Units

This project marks the first review of Nelscott's built environment. The temporal beginning for this project was set at 1849, when the first (very brief) written description of the area was penned by Talbot. The primary focus is based on the "fifty-year rule" as used in the National Historic Register. Evaluations are limited to resources built prior to 1954.

Information pertaining to the first three of Oregon's "Broad Themes" (Prehistory/ Archaeology, Exploration and Fur Trade) is indeed scarce. An extensive

⁸³ "Five Towns On Coast OK Merger, *Newport News*, 10 December 1964

search of archival material could be potentially enlightening, but it seems unlikely such information exists.

Research beyond the scope of this project is also merited on the Native Americans who were awarded land allotments in North Lincoln County. The transfer of landowners from the allottees to Euro-Americans had a tremendous impact on the development of the region.

This study was primarily confined to the built environment of Nelscott. A site-by-site survey should be completed and context statements prepared for each of the communities that now make up Lincoln City.

1.6 - Bibliography

- Warren J. Belasco, Americans on the Road, From Autocamp to Motel 1910 - 1945 (Baltimore: Johns Hopkins University Press, 1997).
- Paul Komar, The Pacific Northwest Coast (Durham: Duke University Press, 1997).
- Virginia & Lee McAlester, A Field Guide to American Houses (New York: Alfred A. Knopf, 2000).
- Earl M. Nelson, editor, Pioneer History of North Lincoln County, Oregon (McMinnville: The Telephone Register Publishing Company, 1951).
- Mildred H. Salazar, et al., Pioneer History of North Lincoln County, Oregon, Volume II, 1986 (Waldport: Oldtown Printers).
- Mildred H. Salazar, editor, Pioneer History of North Lincoln County, Oregon, Volume III, part one: Life in the Villages, Towns and Communities, 2001 (Lincoln City: North Lincoln Pioneer Association).
- Mildred H. Salazar, editor, Pioneer History of North Lincoln County, Oregon, Volume III, part two: Life in the Villages, Towns and Communities, 2002 (Lincoln City: North Lincoln Pioneer Association).
- E.A. Schwartz, The Rogue River Indian War and its Aftermath (Norman: University of Oklahoma Press, 1997).
- H.G. Schilcker & Associates Inc., "Final Environmental Assessment, Proposed Siletz Shores Motel/Condominium, 5200 Block of S.W. Highway 101, Lincoln City, Oregon," report prepared for Mr. Robert Wright, Wright & Associates Development Co. Inc., 03 August 1998.
- Lieutenant Theodore Talbot, et al., Lincoln County Lore, contains journal reprint, (Newport: Lincoln County Historical Society, 1980).

Section II - Identification

2.1 - Survey

Fortunately much of the historic integrity of Nelscott remains in place, many of its original structures still stand. In fact, the majority of the original structures survive. This sets it apart from the nearby communities comprising Lincoln City who have, over time, lost most of their historic buildings.

Nearly all of the structures built during the time period of this study of Nelscott were small, modest, vacation cottages built in the 1920s and 30s. Most have been modified over the course of time. Many have been modified to function as fulltime residences. Others continue to function as vacation and/or rental cottages but have been modernized, remodeled, or expanded.

Over the years the cottages and hotels along the beach have by virtue of their location born the greatest brunt of the ocean's fury. Ocean storms have severely damaged and in some cases destroyed these structures in dramatic fashion.

This study, which should be considered preliminary, marks the first known attempt to identify and document Nelscott's historic structures.

SW 28th 722 – *Minimal Traditional House*

Front-gabled single-story home with a small open porch and moderately steep pitched roof. While it lacks much architectural adornment, faux window shutters and dormers are a nod to Colonial Revival styling. Appears to have been unaltered except for the installation of modern aluminum or vinyl-framed windows. Near this house is a matching, not-attached single car garage.

History – No information available on this specific house. Minimal Traditional style houses first became popular in the late 1930s. This style was the dominant style for construction following World War II. By the early 1950s Ranch style houses surpassed Minimal Traditional in popularity.⁸⁴

SW 29th 564 – *Folk House*

Small front-gabled, single-story home with a small enclosed porch and a moderately steep pitched roof. The subtle architectural ornamentation found on this structure is Craftsman inspired. The roof has a slight eave overhang. On each side of the

⁸⁴ Virginia & Lee McAlester, *A Field Guide to American Houses* (New York, Alfred A. Knopf, 2000), pg. 477

centered front porch is a pair of vertical windows. It appears that the additions, perhaps three, have been made on each of the eave walls.

History – No information available

SW 29th 572 – Minimal Traditional House

Single-story, side-gabled, with attached single car garage. Very small, centered front porch roof is cross-gabled roof without sidewalls. Garage may be an addition as its roofline is slightly lower than the house.

History – No information available at this time.

SW 29th 611 – Minimal Traditional Cottage

Small, single-story, cross-gabled wood frame cottage. This structure appears to have been significantly altered. At the back of this structure appears to be a sizeable cross-gabled section. This may have been an addition, not part of the original structure. The front porch has a hipped roof set slightly lower than main structure. The unique Craftsman inspired porch has stone railings and roof supports.

History – No information available at this time.

SW 32nd 538 – Craftsman Cottage, the “Gray Hackle”

Built on a hillside this cross-gabled cottage has a small walled in front porch at its center. The roofline directly above the entrance is hipped, whereas the cross-gabled section on its west side is not. There is a garage below the living quarters on its west end. The porch has small arched windows and a chimney up against it. Each side of the house has vertical multi-pane windows that are certainly original to this home. The



west section, an addition built sometime after 1951, has a garage below it.⁸⁵

History – According to a guide to historic homes, sites and buildings prepared by the North Lincoln County Pioneer Museum, this cottage was built in 1926. For many years Ben Hur Lampman owned this home. For this author, respected newspaperman, Oregon’s Poet Laureate, and avid

fisherman it was a vacation retreat. Lampman wrote many of his editorials for the *Oregonian* and short stories while staying there. Lampman’s and other authors’ presence in Nelscott, combined with Nelson’s library, attracted literary vacationers to Nelscott.

⁸⁵ Sanborn Fire Insurance Map, “Taft-Nelscott-DeLake 1951,” copy from the The Sanborn Library LLC.

SW 32nd 633 – *Minimal Traditional House*

Small, single-story, cross-gabled wood frame home. Built on a hillside it has a daylight basement. This structure has very little architectural details. May possibly have been originally side-gabled and later had an off-centered cross-gabled section added at its front entrance.

History – For many years this was the home of Nelscott developer Charles Nelson and his family. At one time, it was a showplace of Earl Nelson’s gardening enthusiasm. Today the large monkey tree in the front yard stands as the lone remainder of Nelson’s plantings.⁸⁶

SW 32nd 636 – *Folk Cottage*

Small, two-story, front-gabled roof cottage built into a hillside with a symmetrical cross-gabled front porch. Primary entrance appears to be at the center of the second story. Roof eave has slight overhang. Very minimal architectural adornment with subtle Craftsman design influences apparent.

History – No information available at this time.

SW 32nd 737 – *Folk Structure, Nelscott Community Kitchen (Currently Eagles Lodge #2576)*

Front-gabled single-story utilitarian log (?) and stone (?) structure with moderately steep pitch roof. Appears to have a lean-to addition on its front and a second, larger lean-to addition on the east side of this structure. In early photos this building appears to be of log construction but this is no longer visible on the exterior.



History – This structure built by auto camp proprietor George Cushing around 1930 was originally known as the community kitchen. It was in the heart of the Nelscott Auto Park. Auto campers opting not to cook over an open fire could use the kitchen facilities housed in

this building. Ocean bathers changed clothes there. During World War II the Nelscott branch of the Coast Guard Beach Patrol established its headquarters in this building. Today it is home to the Eagles Lodge.

⁸⁶Notes written to the author by Lewis Hoskins, April & May 2004.

SW 33rd 538 – *Craftsman Cottage*

Simple small, cross-gabled, single-story cottage. Hipped roof with a ridge. Very small, centered, cross-gabled roof over front porch. Appears to have an addition at the back eave wall. Some of its windows are modern replacements.

History – No information available at this time.

SW 34th 523 – *Folk House*

Nicely maintained small, single-story home with a full width front porch. Moderately steep roof with a slight eave overhang. Vertical wood frame windows appear to be original.

History – No information available at this time.

SW 35th Place – *Folk Structure, Overlook Motel*

Two-story utilitarian building of Minimal Tradition design. Its roof is nearly flat.

History – This structure, the combination of two houses, situated directly above the ocean, offers its guests an incredible ocean view. Certainly its proximity to the harsh ocean has led to many modifications to this structure over the years. This assumption was confirmed on this establishment's web site. In a brief section on its history it states this building was constructed in the 1930s and "was added onto and updated through the years." A 1950 directory entry indicates that at that time it was known as the "Overlook Apartments" managed by O.C. and Margaret Gardner. In 1971 it was converted to an "apartment/condominium." Each unit is individually owned.⁸⁷ The conversion to condos coincided with the arrival of some of the first condos on the Oregon coast, such as the Inn at Spanish Head.

SW 35th 3538 – *Craftsman Cottage*

Perched atop a hillside high above most of historic Nelscott, this above-average-sized (for this neighborhood) one-story wood frame home has a side gabled roof with a pair of small, matching, shed-style dormers on each side. It appears the windows on the west (ocean view) side may have been removed and replaced with oversized picture window replacements. Below this house is an attached two-story cross-gabled addition that may be an extra bedroom or guest quarters. The bottom story is a garage. This addition matches the house nicely and may have been part of its original construction.

⁸⁷ www.overlookmotel.net

History - No information available at this time.

SW 35th Place 3608 - *Minimal Traditional Cottage*

Single-story, side-gabled cottage with a moderately steep pitch to its roof. Small arched cross-gabled roof over porch. Oversized windows are probably replacements.

History - No information available at this time.

SW 35th Place 3611 - *Folk House*

Single-story square home with a pyramidal roof. A few Craftsman details such a slight roof eave overhang. Siding is the "rake shake" style popular into the 1950s. At the



south end of this home is a front gabled garage and what appears to be an addition, connecting the house to the garage.

History - No information available at this time on this specific structure. Folk

Houses such as this one with Craftsman inspired details were built from the time when Craftsman architecture became popular from 1910 up into the 1930s.

SW 35th Place 3623 - *Folk House*

One-story with a side-gabled, normal pitch roof. No roof over front porch but the roof has a generous eave overhang on all sides. Built on a hillside high above the ocean, it appears to have a basement.

Lacking in much architectural adornment with slight Craftsman design influences apparent.

History - No information available at this time.

SW 35th Place 3628 - *Folk House*

Small, single-story, front-gabled cottage, with an arched entryway on its exterior wall to an enclosed porch. The cottage was made asymmetrical when a half gabled shed addition was added to the right of the front entrance. The addition has a second entry door.

History - No information available at this time.

SW 35th Place 3631 – Folk House

Single-story, cross-gabled with a large shed style dormer centered directly above the centered front porch. Subtle Craftsman details include generous roof overhang and shed dormer. Many of the windows appear to be the original wood frame single pane, single hung variety. Obvious modifications to the exterior of this home include the construction of an attached single car garage and enclosure of the porch.

History – none available at this time.

SW 37th 521 – Minimal Traditional House

Built into a hillside, this well-maintained two-story home has an “L” shaped footprint or ground plan. Its cross-gabled roof has a moderately steep pitch and two chimneys. The chimney on the south end is placed outside against the exterior wall. It was probably added after its original construction. There is a large second-story wraparound porch on its west side. The area below the porch is walled in and appears to be living space. There is very little architectural adornment on this structure.



History – none available at this time.

SW Anchor 3048 – Folk Cottage

Small single story cottage with a low pitch, side-gabled roof. Several small additions are evident that are compatible with the original simply designed structure. Plain wood single siding. Very little architectural adornment.

History – This is the only structure built on the east side of present-day SW Anchor Avenue, north of present-day SW 32nd. No information available at this time.

SW Anchor 3071 – Folk House

Appears to be of a modernized and minimized Prairie design. This single-story rectangular home has a low-pitched simple hipped roof with a generous overhang. The exterior wall facing Anchor Avenue has two matching sets of three vertical single hung windows. This house sets atop a hill that affords it a commanding ocean view. Below it, at the street level, is an unattached two-car garage.

History - No additional information available at this time.

SW Anchor 3105 - Folk House

Two-story home with a rectangular footprint or ground plan. The pyramidal roof has a generous eave overhang. Window placement is symmetrical with a small centered porch supported by two posts. Window and siding on this well maintained home appear to be recent replacements, not reflective of its original construction. This home sets atop a small hill. The hillside has been reinforced with a nice river rock and cement retaining wall and stairs that appears to be vintage.

History – This variation of folk design was popular in urban areas from 1905 – 1930. No additional information available at this time.

SW Anchor 3147 - Folk house

This large side-gabled one-story home is of Craftsman inspired design. It has shed style dormers that run for nearly the full width of the moderately steep pitched roof of this house. Its location atop a narrow hill above the ocean necessitates it have a small entry porch at the ridge end wall, not typical of this style of house. The exterior siding appears to be a recent replacement, not compatible with the original design of this home. It has an unattached one-car garage below at street level.

History – no information available at this time.

SW Anchor 3220 - Folk Cottage

This small, side-gabled, two-story home is of Craftsman inspired design. It has small dormers on its moderately steep pitched roof. It was built into a small hillside. The street level basement contains a single car garage. This cottage was made asymmetrical with the addition of a small walled in porch. The exterior siding appears to be the wood “rake shake” type popular into the 1950s.

History – no information available at this time.

SW Anchor 3225 - Folk Cottage

This small, side-gabled, two-story home has a moderately steep pitched roof with a small hip at each gable end. The window placement and size are asymmetrical. The street entrance is on the second story. Attached below the off-centered entrance is a flat roof garage with a deck on its top.

History – no information available at this time.

SW Anchor 3233 – The Green Onion, Craftsman Cottages

This complex consists of two single-story cottages and a two-car garage all of which are attached. The largest (and most likely the original 1925 cottage) is cross-gabled with a small hip on each gable. The 1928 cottage is a small cross-gabled structure. The garage has a roofline to match the original 1925 cottage. All have been recently renovated and well maintained.



History – Built in 1925 and in 1928 the “Green Onion” consists of two cottages built by the Anderson family. Originally they had no insulation and were inhabitable strictly in the summer months. It had what was believed to be one of the first bathtubs in Nelscott. A line formed in front of the Green Onion of people possessing a nickel and

a towel in hopes of taking advantage of the tub. This bathtub has since been removed and is in the collection of the North Lincoln County Historical Museum. In 1986 Bev Ulbricht, whose family was a frequent summertime tenant of the Green Onion, purchased it and completed a full renovation.⁸⁸

SW Anchor Avenue 3251 – Minimal Traditional House

Minimalized Colonial Revival architectural details. Side-gabled with a moderately steep pitched roof with two pedimented style dormers. This two-story structure is built into a hillside. A flat roof, single-car garage is attached to the bottom story with a railed deck on its roof. Main entrance, a walled in cross-gabled porch, is on the second story. River rocks were used in the construction of its foundation and chimney.



History – no information available at this time.

SW Anchor Avenue 3314 – Folk House

This large side-gabled, two-story home is of Craftsman inspired design. It has shed style dormers on its moderately steep pitched roof. It is built into a hill and the bottom story houses two single-car garages. The main entrance is on the second story.

⁸⁸ Gail Kimberling, “Former Summer Visitor Preserves Historic “Green Onion” Cottage in Lincoln City,” *News-Times*, 02 March 1994.

The front section, located on the south gable wall, appears to be an addition. The windows throughout this house have been replaced with asymmetrical picture windows.

History – no information available at this time.

SW Anchor Avenue 3324 – Folk House

This small front-gabled, single-story home has very little architectural adornment and its exterior appears to have been altered very little from its original construction.



Window placement is asymmetrical. Some of the original wood frame, single hung windows are in place, as is the multi-pane glass front door. Front porch is uncovered. There is a small shed style addition on the south eave wall. Roof has a slight eave overhang.

History – No information available at this time.

SW Anchor Avenue 3332 – Folk Cottage

Small side-gabled, single-story cottage with a few Craftsman details. The roof has a small hip at each end and a generous eave overhang. The front porch, covered by an angled extension of the roof, runs the full length of this structure. At the center of the porch roof is a small cross-gabled section. The front of the house is symmetrical with the front door at the center and replacement, aluminum frame windows on each side.

History – No information available at this time.

SW Anchor Ave 3340 – Minimal Traditional Cottage

Side-gabled cottage with Colonial Revival design influences apparent. The roof has two pedimented style dormers. The front porch runs the full length of this structure and is covered by an angled extension of the roof. Porch is probably not original to this structure. Window placement is symmetrical. Front door is at the center of the porch. Windows are modern replacements

History – No information available at this time.

SW Anchor Avenue 3423 – Folk House

This very large side-gabled, two-story home is of Craftsman inspired design. It has oversized (both in terms of height and width) shed style dormers on its moderately steep pitched roof. There is a large cross-gabled addition at the back of this structure that does not reflect the original design of the home. The large front porch (possibly an addition) stretches across the entire front of the house and has been partially walled in. The main entrance appears to be on the second story. The windows throughout this house have been replaced with asymmetrical picture windows.

History – No information available at this time.

SW Anchor Avenue 3436 – Folk House

This very large side-gabled, two-story lodging establishment of Craftsman inspired design lacks a front porch. It has oversized (both in terms of height and width) shed style dormers on its moderately steep pitched roof. The dormer in the back has a section that continues down beyond the eave wall and serves as an addition to the first floor. At the north gable end is a chimney constructed with river rock.

History – currently, the Sand Castle Motel operates this building, which is located across the street. Based on historic photos it appears to have been built sometime after the completion of the Nelscott Apartments building (1935) and prior to the late 1940s. It has always been a lodging establishment.

SW Anchor Avenue 3443 – Minimal Traditional Cottage



Nicely maintained side-gabled, single-story cottage with very little architectural adornment. Original wood frame windows have been replaced with sliding aluminum windows. The front is symmetrical with the door at its center and one horizontal window on each side. There is a very small cross-gabled porch roof over the main entrance.

Located just north of the beach access at the end of SW 35th street.

History – When Nelscott was getting its start this structure housed its first grocery store.⁸⁹ No additional information available at this time.

⁸⁹ Note written to the author by Lois Hoskins, April 2004.

SW Anchor Avenue 3503 – Folk House



Well-maintained, side-gabled, two-story house of Craftsman inspired design. It has shed style dormers on its moderately steep pitched roof that extend to its exterior walls. Roof eave overhang has decorative beams under the gables. At the north gable end is a chimney constructed with river rock. Attached to north gable wall next to the chimney is a small side gabled addition.

Located just south of the beach access at the end of SW 35th street, it is remarkable this house still stands given its proximity to the ocean.

History – no information available at this time.

SW Anchor Court 2834 – Minimal Traditional House

Nicely maintained side-gabled, single-story cottage with very little architectural adornment. Front of house is asymmetrical on pedimented dormer at the south end of the roof. Below a dormer is a shed style addition that may cover what was once a garage door opening. Small enclosed front porch has a cross-gabled roof.

History – No information available at this time.

SW Beach Avenue 2834 – Folk House

Side-gabled asymmetrical house with an extended back eave wall section, known as a “saltbox style.” Vertical single hung windows are symmetrical in placement. The small front porch (probably an addition) is fashioned like an oversized shed dormer. Attached garage in the back corner of the southern most gable end.

History – No information available at this time.

SW Beach 2928 – Folk House

Side-gabled, single-story house with steep pitch roof. Small cross-gabled roof over centered front entry. Front door has a pair of vertical single hung windows equidistant from the front door. The south gable end has a recently constructed deck accessible from the attic.

History – no information available at this time.

SW Beach Avenue 2950 – Folk House

Single-story cross-gabled house with moderately steep pitch roof. Small front porch with walled-in cross-gabled roof. Slightly oversized vertical single hung windows. Red brick chimney against north gable wall.

History – no information available at this time.

SW Beach Avenue 2950 – Folk Cottage

Single-story side-gabled house with low steep pitch roof with a generous eave overhang. Small centered walled-in front porch with cross-gabled roof. Shed style addition on one side. Rustic plain, unpainted wood shingle siding. Windows are aluminum replacements.

History – no information available at this time.

SW Beach Avenue 3017 – Folk cottage

Well-maintained, small single-story, side-gabled house with an unusually steep roof pitch. Small centered open front porch with cross-gabled roof. Roof has a slight eave overhang. Windows are modern replacements.

History – no information available at this time.

SW Beach Avenue 3103 – Folk Cottage

Recently remodeled, side-gabled, two-story cottage with a side-gabled addition that nearly doubles the size of this structure. Addition has a lower roofline than the original structure. The original section has a small full-length front porch with a centered front door. The roof over the porch is an angled extension of the main roof.

History – no information available at this time.

SW Beach 3115 – Minimal Traditional House

“L” shape layout with a single dominant steeply pitched front gable. The overall shape of this house often appears in Tudor style homes. Front entrance is at the corner of this structure and connects the two gables. This is a well-maintained example of a modernized and minimalized Tudor styling popular in the 1930s.

History – no information available at this time.



SW Beach 3130 – Minimal Traditional House

The basic design and size of this house appears to be identical to the previously listed house, 3115 SW Beach Avenue. “L” shape layout with a single dominate steeply pitched front gable. The wood frame windows in this home appear to be original. The dominant gable has a pane of triple ribbon windows.



History – no information available at this time

SW Beach Avenue 3146 - Folk House

This extensively remodeled home incorporates a mix of many design styles. Three-story, side-gabled house with a gambrel roof resembling the general shape of may older barns. Each side has a large full-length shed style dormer with yet another full-length gable on top of each of them. One log wall on the main ground-level story is visible on its north side.

History – A photo dating from the 1930s reveals this structure once had log walls on all four sides of the ground floor. The basement was a two-car garage, and the top dormers are recent additions. It is believed this structure and two other log structures in Nelscott were built by building contractor Elie J. Joyal who came to Nelscott in 1929 and died in 1933.

SW Beach Avenue 3210 – Folk House



Unique log home of Folk and Craftsman design. Cross-gabled with two front facing gables. The general configuration of this house resembles a traditional log design known as “fox trot,” two separate sections with a breezeway between each section. In this particular variation of the traditional design the breezeway has been walled-in with logs connecting the two units. The roof eave has a generous overhang with exposed roof rafters.

History – A photo dating from the 1930s reveals that the general exterior appearance of this house has changed very little (see pg. 33 of this document). Changes over the years include the replacement of rotten logs in the late 1970s and the addition

of a doorway to facilitate the operation of a beauty shop based in this house.⁹⁰ This structure and two other log structures in Nelscott were built by building contractor Elie “Shorty” J. Joyal who came to Nelscott in 1929 and died in 1933.

SW Beach Avenue 3218 – Minimal Traditional House

The general shape of this home is somewhat similar to the Minimal Traditional/Tudor style homes at 3115 and 3130 SW Beach Avenue.

History – This home was constructed in the 1940s and its exterior appearance remains virtually unchanged. Recently a replacement chimney was installed.⁹¹



SW Beach Avenue 3227 – Minimal Traditional House

Side-gabled, one-story home with a moderately steep roof pitch. Open porch has very small cross-gabled roof without sidewalls. The built-in garage, on the opposite end from the front door, is also cross-gabled and extends slightly beyond the eave wall. The garage may have been extended. There is very little architectural adornment on this structure.

History – no information available at this time.

SW Beach Avenue 3232 – Minimal Traditional House

Front-gabled, one-story home with a moderately steep roof pitch. The small walled-in front porch has an arched window that is not repeated anywhere else on this house. Large chimney, probably an addition, is attached to the front gable wall.

History – Probably built by Herbert Shears who with his wife Nell operated Nelbert Cottages on Acacia Street (present day Beach Avenue).

Shears typically installed at least one arched window in each structure he built.



⁹⁰ Note to the author by Marcia Burdette, April, 2004.

⁹¹ Note to the author by Marcia Burdette, April, 2004.

SW Beach Avenue 3237 - Folk Cottage

Small side-gabled cottage with a low-pitched roof. Medium sized front porch is centered with a cross-gabled roof supported with square beams. Matching modern windows on each side with faux shutters.

History - no information available at this time.

SW Beach Avenue 3247 - Minimal Traditional House

Cross-gabled with "L" shaped footprint. The cross gable facing the street has a shorter, off centered walled-in porch with French style double doors. Recently installed plain, unpainted, wood siding, and aluminum windows throughout. Porch and possibly the large cross-gabled sections appear to be additions.

History - no information available at this time.



SW Beach Avenue 3257 - Minimal Traditional House

Well-maintained and renovated front-gabled, story-and-a-half home with a small walled-in front porch at its south corner. Porch entryway, windows and the attic window at gable end are arched. The small addition on the north eave wall is reflective of the home's design and construction. Sided with "rake shake" siding. Roof has no

eave overhang.

History - Built by Herbert Shears who with his wife Nell operated Nelbert Cottages on Acacia Street (present day Beach Avenue). The Shears family lived in this house for many years. Shears typically installed at least one arched window in each structure he built.

SW Beach Avenue 3263 & 3265 - Minimal Traditional cottages

Two similar small, connected, single-story, cross-gabled cottages. Arched front door entryway. One has a drive-in garage. Wood "rake shake" siding.

History - These two cottages were built by Herbert Shears in the late 1940s. Shears, who with his wife Nell operated Nelbert Cottages on Acacia Street (present day Beach Avenue). Nell operated a weaving business in the east end of this unit. The

Shears lived in the west end. Later these two cottages were converted into their present form, a duplex.⁹²

SW Beach Avenue 3278– *Minimal Traditional Structure*

Large side-gabled structure with a pair of matching large cross-gabled wall dormers. Neo-Colonial design touches include the dormers with the faux shutters. Moderately steep roof pitch. Little other architectural details. Roof has eave overhang.

History – Built in the late 1930s, structure started as a small cabin. A large addition to the south and the dormers came later.

SW Beach Avenue 3305 – *Folk Cottage*

Rustic front-gabled cottage with unpainted wood shingle siding. There is a large hipped cross-gabled dormer on the north end. The dormer appears to be an addition, as does an addition on the south eave wall. This home has an attached single-car garage. Attached shed style roof over front porch. Roof eave has a generous overhang.



History – The original owner of this home was Louise Hoskins, a sister of Nan Nelson (nee Maloney), wife of Nelscott founder Charles Nelson. The lot was selected by Hoskins shortly after Nelson platted his development. This cabin has been a vacation hideaway for members of the Hoskins family for three generations. When Lewis Hoskins retired in 1981 he and his wife Lois became fulltime residents of this cottage.⁹³

SW Beach Avenue 3317 – *Folk Cottage, “The Sisters”*

Similar to previously listed cottage (3305 SW Beach Avenue) that is located next door. The large hipped cross-gabled dormer on this cottage is on the south end. This cottage lacks an attached garage. The front-gabled porch roof is reflective of the main roof.



History – Briefly owned by Nelscott founder Charles Nelson, this house has been the property of the Hoskins family many years. This cabin was so named for

⁹² Note to the author by Lewis Hoskins & Marcia Burdette, April 2004.

⁹³ Note to the author by Lois Hoskins, April 2004.

the three daughters of Lewis and Lois Hoskins. They and their families continue to use it as a retreat.

SW Coast Avenue 2729 - *Minimal Traditional Cottage*

Cross-gabled with a moderately steep roof with no eave overhang. Walled-in front entry has a cross-gabled roof. The open side entry has a side-gabled roof and is supported by two 4"X 4" posts. The two entries are tied together with a modern wooden deck. Plain, unpainted wood shingle siding with vertical trim at each corner that matches the window trim.

History - no information available at this time.

SW Coast Avenue 2744 - *Minimal Traditional House*

Cross-gabled house with a moderately steep roof with a slight eave overhang. Front entry has a cross-gabled roof. Rake shake wood shingle siding below with vertical wood siding with scalloped ends on the top section of gabled walls. Windows are in pairs and are modern replacements that appear to be similar to the original wood framed windows.

History - no information available at this time.

SW Coast Avenue 2781 - *Minimal Traditional Structure, "Chapel by the Sea"*

Large cross-gabled Minimal Traditional structure with a modest bell tower. Walled-in front porch with a front-gabled roof entry area is on the southeast corner. Front-gable wall has arched windows, as does the front entry. This two-story structure sets on a large lot.

History - This structure was built on 13 acres of land donated by Charles Nelson to the Council of Oregon Churches. It was assigned to the Presbyterian Church, who built here and dedicated their church on June 13, 1937. In 1940 a dormitory building was completed nearby. In 1951 a major addition to the original church



neared completion. This was probably an extension of the front-gabled section and the addition of the cross-gabled section. The cross-gabled section is topped with a modest bell tower.⁹⁴ Currently it appears to be in use as a private residence.

SW Coast Avenue 2909 – Folk Cottage

Single-story, side-gabled cottage with a small cross-gabled roof over centered front entry. Plain wood shingle siding. Original wood framed windows are in pairs. Generous eave overhang.

History – no information available at this time.

SW Coast Avenue 2945 – Craftsman Cottage

Single-story, side-gabled cottage with a small side-gabled roof over the front entry. Windows are asymmetrical. Slight eave overhang. Attached to the north gable wall is a side-gabled addition with oversized aluminum frame windows.

History – no information available at this time.

SW Coast Avenue 3019 – Craftsman Cottage



Single-story, front-gabled cottage with a small front-gabled roof over centered front entry. Generous roof eave overhang. Porch gable has open decorative radial stick work. Plain wood shingle siding. Windows are symmetrical, aluminum frame replacements. Small single car garage attached to south eave wall, an angled continuation of the roof.

History – This cottage was originally a rental unit of the Nelscott Auto Park. It was probably built in the mid to late 1920s.

⁹⁴ Nelson, pg. 81.

SW Coast 3041 Avenue – Folk House

Well-maintained single-story with a pyramidal roof. The hipped-roof addition attached to the north wall and roof is compatible with original structure. Small centered open front porch supported by brick and wood columns. Porch has a pyramidal roof. Windows are asymmetrical, one a modern, oversized picture window.

History – no information available at this time.

SW Coast Avenue 3063 – Minimal Traditional House

Modern, minimalized, eclectic incarnation of Colonial Revival design. Single-story front gables with single, paired, and triple windows. The windows have faux shutters. The chimney on the east gable is constructed of river rock. Modern trellis attached to east gable wall.

History – no information available at this time.

SW Coast Avenue 3102 – Craftsman Cottage

Small front-gabled cottage with small off-centered front-gabled roof over front porch. Some roof eave overhang. Modern plywood siding. The windows are asymmetrical.

History – This cottage was originally a rental unit in the Nelscott Auto Park. It was probably built in the mid 1920s.

SW Coast Avenue 3105 – Folk Cottage

Single-story, front-gabled cottage with moderate roof eave overhang. Front entry off-centered with modern oversized window near front door. Modern wood deck front porch across front. Shed style roof over front porch.

History – no information available at this time.

SW Coast Avenue 3110 - Craftsman Cottage

Small front-gabled cottage with small off-centered front-gabled roof over front porch. Some roof eave overhang. Built into a hillside with a basement entry. It appears to have living space below street level. Modern plywood siding. Windows asymmetrical, some with faux shutters.

History - This cottage was originally a rental unit in the Nelscott Auto Park. It was probably built in the mid 1920s.



SW Coast Avenue 3122 - Craftsman Cottage

Single-story, front-gabled cottage with a very small roof over centered front entry. Some roof eave overhang. Modern plywood siding. Windows are asymmetrical, some aluminum frame replacements. What appears to have been a small single car garage, an angled continuation of the roof, attached to

north eave has been walled-in and converted to living space.

History - this cottage was originally a rental unit in the Nelscott Auto Park. It was probably built in the mid to late 1920s.

SW Coast Avenue 3127 - Folk House

Single story with a pyramidal roof. The hipped roof addition at its north end is compatible with the design of the original structure. Small centered wood deck porch supported by 4" X 4" posts. Windows are asymmetrical; all are modern double pane with vinyl frames.

History - no information available at this time.

SW Coast Avenue 3128 – Craftsman Cottage

Single-story, front-gabled cottage with a very small roof over centered front entry. Some roof eave overhang. Plain wood single siding. Windows are asymmetrical, vinyl frame replacements. Small single car garage attached to north eave wall, an angled continuation of the roof, has been converted to living space.

History – This cottage was originally a rental unit in the Nelscott Auto Park. It was probably built in the mid 1920s. Before modifications this unit may have been identical to the cottage at 3122 SW Coast Avenue. Front entrance appears to have been moved to the eave wall.

SW Coast Highway 3203 – Strip Development/Highway Architecture, Nelscott Store

Best described as asymmetrical, eclectic, Craftsman style. Cross-gabled hipped roof with a cross gable at the southern end of this structure. At the north end is a small



shed style dormer. Modern, nearly flat roof across the front of the building. Two-story with a walk-in basement made possible by its hillside construction. Shed style addition at the back of the building.

History - In the spring of 1927 the Nelscott Land Company hired builder Frank Hallock to construct this building. It was modeled after a store in Neskowin. The first floor housed the “Nelscott Cash Store” which consisted of a small general store, sales/rental office for the Nelscott Land Co., a bus depot, and a restaurant.⁹⁵ Upstairs were several hotel rooms and living quarters for the Cushings.⁹⁶ Construction of this building marked the beginning of what became known as the “Nelscott Strip,” a row of retail buildings fronting the highway. In the years preceding this study this building

⁹⁵ Salazar, Vol. III, pg. 184.

⁹⁶ Nelson, pg. 77.

has had a variety of retail uses and has, at times, sat vacant and neglected. In the past this building has had structural issues. This is perhaps the oldest and most intact example of “Strip Development/Highway Architecture” anywhere in Lincoln City.

**SW Coast Highway 3237 – Strip Development/Highway Architecture, Lincoln Bookshop
/Post Office Building**

The south section of this building is single-story, side-gabled with oversized cross-gabled dormers. The northern most dormer extends beyond the eave wall and serves as a porch roof. The north end of this retail structure is the original section, a two-story front gabled building (currently occupied by Newport Bay Candle Company). This utilitarian building lacks much architectural ornamentation typical in minimal traditional style.

History – The original side-gabled section of this building housed the Nelscott Post Office. It was constructed in 1932 and soon after a side-gabled addition was built to accommodate Mountain States Power Co. In 1940 a two-story, front-gabled addition was attached to its north end to house Earl Nelson’s “Lincoln Book Shop, Rental Library.” In 1946 two more rooms were added upstairs to accommodate his growing book collection.⁹⁷ This may have been when the large dormers were added. From 1932 to about 1942 the weekly newspaper the *Coast Guard* (a predecessor of the Lincoln City newspaper *the News-Guard*) was headquartered in the basement of this building. After the paper moved, the basement was used as a meeting room for clubs such as the Nelscott Friendship Club and the North Lincoln Agate Society.⁹⁸

SE Coast Highway 3110– Strip Development/Highway Architecture, Nelscott Garage

Single-story utilitarian with a roof that is hipped on all four sides with a flat top. At the center of the front is a small cross gable without sidewalls.

⁹⁷ Courtland Matthews, “The Friendliest Spot In Nelscott Town” *Oregonian*, October, 1951.

⁹⁸ Nelson, pg. 77.

History – This structure was built in 1933 by mechanic, blacksmith, and businessman F.B. Abel. A newspaper article from the time claims this structure to be “fireproof.” Abel sold gas, oil, and tires and presumably did auto repair work at this location.⁹⁹ A 1943

photograph documents that this was in operation as a garage/gas station called Nelscott Garage at that time. The exterior of this structure



has not significantly changed from that time. A 1950 directory also lists a Nelscott Garage. Currently this building houses “Fast Cash,” a pawnshop. This is the only building constructed outside “Nelscott Beach” or the first addition included in this study.

2.2 - Resources Types: Built

The most common types of the major built historic resources in Nelscott can be classified by the themes listed below. For a complete listing of themes as defined by the Oregon State Historic Preservation Office, refer to the *Handbook for Historic Preservation Planning in Oregon*.

Commerce and Urban Development

All of Nelscott’s surviving historic structures were built as the town sprang up as an automobile-oriented resort community.

Transportation and Communication

This category includes structures relating to the construction of the Roosevelt Military Highway (present-day Highway 101), commercial buildings constructed along the highway and possibly other resources that represent the role the automobile played in the evolution of Nelscott.

Government/Community

Considered in this study were local and regional government structures and improvements such as municipal water systems, sidewalks, parks, streetlights, and

⁹⁹ “Nelscott Garage,” *Beach Resort News, Nelscott Anniversary Edition*, 11 Oct. 1935, pg. 4.

other like amenities. This also includes religious facilities such as churches, meeting halls, and fraternal lodges.

Culture

This category features cultural structures that functioned as community gathering places, including meeting halls, fraternal buildings, lodges, churches or other structures used for recreation.

Other

This broad theme includes tourist attractions, civic improvements, commemorative markers and monuments.

2.3 - Architectural Styles and Occurrence

Built resources may be essentially grouped into two types: residential and commercial. The following discussion of architectural styles is based on terminology used in *A Field Guide to American Houses* by Virginia and Lee McAlester.

2.3.1

Historic Residential Styles

Folk (National) -- (also called vernacular style). This is the most prevalent form of architecture in Nelscott. Thirty-six, nearly half, of the 74 structures included in this survey are examples of Folk architecture.

On a national scale, houses of this style were at the height of popularity in the post-railroad era. Ease of transport enabled builders to use modern materials and building techniques. However, this style predates the railroad era. The basic form of a Folk house is rectangular with a gabled roof. Sometimes two squares or rectangles intersect to form an "L" or a "T." Folk houses were typically built with little or no attention to changing tastes and fashion and generally lack adornment.

Craftsman -- There were a total of eleven houses or cottages exhibiting some Craftsman design characteristics in this survey. None of them could be considered full-blown examples of Craftsman style.

The Craftsman movement was inspired by the work of two California architects, brothers Charles and Sumner Greene. They practiced together in Pasadena from 1893 to 1914. Around 1903, they began to design simple Craftsman type bungalows. In contrast to earlier houses where servants were employed, bungalows were simple, inexpensive and functional houses. Craftsman designs were given much publicity in architectural publications and popular magazines such as *Good Housekeeping* and *Ladies*

Home Journal. As a result, Craftsman bungalow pattern books were widely sold. Some even offered completely cut packages of lumber and detailing that were to be assembled on site by local labor. Nationally, Craftsman design began to fall from favor about the time the first cottages were built in Nelscott, the mid-1920s. Few were built after the 1930s.

Features of the Craftsman design include a low-pitched gabled roof (occasionally hipped) with a wide, unenclosed eave overhang. Roof rafters are usually exposed and supplemented with decorative (false) beams or braces underneath the gables. Tapered square columns or pedestals that frequently extend to the ground level support porch roofs.

Minimal Traditional (Modern) – A total of 24 examples of Minimal Traditional style appear to be old enough to be included in this study.

Minimal Traditional styling was a compromise in style that emerged in the economic depression of the 1930s and became extremely popular after World War II. This style is very eclectic, borrowing subtle architectural elements from a variety of styles but lacking in much pronounced decorative detailing. Modern styles such as Minimal Traditional will gain in significance as historic perspective on this period is reached.

2.3.2 - *Commercial Styles*

Nelscott's historic commercial architecture falls into one stylistic category that reflects its development pattern.

Strip Development/Highway Architecture – There are three such structures of this style, all on Highway 101, included in this survey. These three structures are perhaps the oldest intact commercial buildings in Lincoln City.

With the construction of the Oregon Coast Highway followed by the completion of the Salmon River Cutoff, Nelscott experienced a small commercial development along a block-long section on the west side of Highway 101, known as Nelscott Strip. The start of the automobile age on the Oregon coast marks the beginning of this automobile-orientated development.

2.4 - Non Built Historic and Cultural Resources

One of the goals of this project is to identify non-built resources that are often overlooked in defining and maintaining the historic integrity of a community.

2.4.1 – Sites

Sites of historic and cultural importance include the location of human events such as early transportation routes, trails, and historic and prehistoric locations of significant events that no longer have any built resources.

2.4.2 - Views

Wonderful glimpses of the ocean and of Historic Nelscott Beach can be found from its southern most section, Nelscott Heights. The same is true of the northern section of Nelscott, the hillside area around SW Anchor Court. Most of this land is inaccessible because it is privately owned and its steep embankments are subject to erosion. Ocean views and access can also be gained at the two beach access areas on SW Anchor Avenue.

2.4.3 Landscape Features

Landscape features are manmade spaces or features such as parks, gardens, irrigation systems, historic trees or specific plantings of note. In general, landscape features fall within the traditional legal descriptions of real property, being either wholly contained within a single tax lot or transversing a number of adjacent lots, such as the case of manmade waterways. There are two small public beach access points maintained by the City of Lincoln City on SW Anchor Avenue and a small park with public restrooms on SW 32nd Avenue.

2.4.4 Monuments and Markers

Monuments include historic plaques and similar items. There were no monuments or markers located during fieldwork for this project.

2.4.5 Objects and Structures

Generally, these are large moveable objects and structures such as a locomotive or a boat. In the course of the fieldwork for this project, no such resources were located.

Section III - Evaluation

3.1 - Evaluation Process

Fieldwork

The resources and properties inventoried for this project were visited and visually assessed for their potential significance. Most of the resources were also photographed. Separate archival research was conducted to document as many resources as possible given the limited scope of this project.

Resources appearing to date after 1954 received no further evaluation.

Methodology

Following the identification of potentially significant resources through fieldwork and archival research, each property should be further evaluated for its historic significance and architectural integrity. This involves weighing each resource against the previously identified themes as outlined in section 1.4 of this historic context statement.

Significance

The base model for historic significance evaluation relies on the standards of integrity and significance set forth by the National Park Service and detailed in *Historic Preservation and the Oregon Land Use Planning Program*. Resources are evaluated as “excellent, good, fair, or poor” for their potential significance within the context of the following three broad categories:

Historic Association: Resources can be deemed significant that can be associated with a person, group, organization, or an event that has made a significant contribution to a community or is illustrative of a broad pattern of cultural, social, political, economic, or industrial history of a community, state, or nation.

Architecture: Examples of a particular architectural style, building type, convention, design or artistic quality that utilizes a particular material or construction method, or that has high integrity or rarity as one of the few remaining examples of a particular type, can be deemed significant.

Environmental: Important visual landmarks in setting, or an element in the continuity or character of the street, neighborhood or community can be assessed as significant.

Buildings that have been moved from their original location, religious properties, cemeteries and buildings less than 50 years old are generally not considered under the

National Parks Service criteria. Exceptions have been made for resources that have gained significance within the last 50 years.

Architectural Integrity

Potentially significant resources were evaluated for their architectural integrity or their intactness or historic form and original construction materials. Three levels of integrity are used:

(1) *Intact/Virtually Intact*. This assessment is applicable to buildings retaining their original appearance and fabric, including massing, architectural detail, surface treatment, windows and doors.

(2) *Minimum Modification*. This rating is appropriate to structures that have undergone alterations that are reversible, or that they are in keeping with the construction technique and character with its period(s) of significance.

(3) *Major Modification*. The lowest rating of integrity is applied to buildings in which a high percentage of the original form and materials has been significantly altered with modern details to the point that its modifications detract from the original architectural continuity.

Ranking

Upon completion of an evaluation of integrity and significance, properties are to be divided into rankings of relative contribution within the historic context. A standard three-tier system was used to rank the inventoried resources.

Primary -- resources of high associative or architectural significance and integrity that played a substantial role in the historic landscape of the project. Primary resources significantly contribute to the understanding of the broad development patterns of Nelscott and are also excellent examples of a specific period of architecture or are associated with notable figures that played an instrumental role in the region's development.

Secondary -- resources of some associative architectural significance that played a lesser but still important individual role in the historic landscape of the project area. Secondary resources are often virtually intact architecturally or display architectural modifications, but they represent less important aspects of development within the context.

Contributing -- resources that have little individual associative or architectural significance, yet provide a valuable contextual element within the historic landscape of the project area. Contributing resources usually

have been modified architecturally, yet do not diminish from the historic continuity of the landscape.

All historic resources included in the above survey are believed to be at least “contributing” to Nelscott’s historic context.

Views

As noted earlier, views play a significant role in maintaining the historic integrity of Nelscott. All views have been assigned a “Primary” ranking.

3.2 - The Continual Survey Process

This context statement and survey mark the beginning of an ongoing process that should be revised and reassessed on a regular basis. Surveys by their very nature have limitations and should by no means be considered final.

Temporal restrictions prevent a review and assessment of the majority of the resources built in Nelscott since 1954. While this survey was a sincere endeavor to fairly access all potentially significant resources, it is conceivable some may have been missed. Cultural and personal bias can unknowingly hinder one’s ability to accurately assess historic and recent trends.

Change in development will further necessitate re-visiting and revising of this survey. The history of the Nelscott section of Lincoln City is a history of change -- buildings, sites and the area’s residents are unquestionably dynamic. Resources are, in all likelihood, prone to shift from one ranking to another, either gaining or losing significance.

Section IV: Treatment

In communities with a tourist-based economy such as Lincoln City, historic integrity and character are increasingly important in any endeavor to become a desirable destination for visitors. This historic context statement and survey marks Lincoln City's third systematic effort to inventory and assess its historic resources. Previous surveys were completed of the Taft and Oceanlake neighborhoods. It also marks a step toward fulfillment of Goal 5 of Oregon's Statewide Land Use Planning Program.

The following suggestions, combined with the overall Land Development ordinance, could aid Lincoln City in protecting and retaining the historic resources of Nelscott. With this beginning, a balanced management of historic resources and character can be developed and maintained for Nelscott and, perhaps one day, for all of Lincoln City.

4.1 General Recommendations

Harsh climatic and economic conditions have taken their toll on Nelscott. Developers have largely overlooked Nelscott, thus leaving older modest homes and cottages that might otherwise have been replaced. First and foremost, efforts should be directed at preserving the remaining historic sites and structures. Interpreting Nelscott's history in an outdoor setting should also be considered. In looking to the future, a means to shape development in a manner sensitive to Nelscott's history while meeting the needs of tourists, business people and residents should also be given some consideration.

These are in no particular order:

1. All signage and maps indicating the location of Nelscott should use its original name "Nelscott Beach." This descriptive name was dropped by the post office in a quest for efficiency. Many visitors passing through Lincoln City are not aware of the nice ocean beach at Nelscott.
2. Install historic interpretative panels explaining the history of the development of Nelscott at beach access points.
3. Improve parking at the beach access area. One possible way to get around the limited availability of land would be to create offsite parking a short distance away with a designated trail to the beach access area.
4. In conjunction with pedestrian-friendly improvements, create a walking tour with accompanying brochures and site markers that could be administered by museum staff, local Nelscott businesses and/or volunteers. The residents and visitors with the greatest

knowledge and appreciation for this neighborhood are those who have walked it. By installing the infrastructure necessary for an inviting, pleasurable walking experience, pride and appreciation among those who live and visit there will increase.

5. Acknowledge the entrance to “Nelscott Beach” on the highway and/or on the side streets with an arch or other signage.
6. Encourage owners of eligible historic buildings to place them on the National Historic Register.
7. Devise and institute a locally based program (either by the city or the museum) to acknowledge historic preservation efforts of individuals and businesses in the community.
8. Obtain land high on the hill at Nelscott Heights and construct a small viewing area with parking and a telescope.
9. Construct walk/bike paths or special sidewalks that runs from the Nelscott Strip to beach access points.
10. Obtain highway frontage land near the Eagles Lodge and create a rest area for motorist that doubles as a forested green space. This could also be an interpretive area explaining the history of Nelscott and the Oregon Coast Highway. It could also be a nice location for a sculpture or other public art. A tribute to the importance of auto camping or the automobile in the development of the Nelscott and North Lincoln County would be appropriate.
11. Obtain land and develop small parks or landscaped greenspaces. Two previously undeveloped parcels that may have possibilities appear on an aerial view behind the retail businesses at Nelscott Strip and north of SW 32nd Avenue, along SW Anchor.

4.2 - Regulatory Actions

Creation of an Historic District

Lincoln City should consider adopting an historic preservation ordinance (or ordinances) that includes a designation of the original Nelscott Beach development, its first addition and the 101 corridor of Nelscott as an historic district.

Design Guidelines

With historic designation and much public input should come the adoption of a set of design guidelines. They should clarify acceptable practices for new construction and extensive remodels of existing structures (section 2.3 of this document identifies these styles). It should be emphasized that the overall aim of the guidelines is not to

turn back the hands of time, stop growth, or require all the buildings to look alike. The goal of these guidelines should be maintaining the historic character and architectural styles of Nelscott. In other words, the goal should be to protect and enhance the historic integrity of this unique area.

The proposed design guidelines should also provide suggestions for the placement and design of incidentals and accessories such as fencing, utility connections and satellite dishes.

Creation of a Citizen-based Historic Architecture Committee

A citizen-based architectural and/or historic review committee that works with the city planner in an advisory role to the City Council and Planning Commission should be formed. This committee should assume responsibility for the inclusion of this and any subsequent surveys into the city's planning process. It should also administer the adopted design guidelines by reviewing construction and remodeling plans submitted by homeowners and contractors for projects within the boundary of this or any other historic districts in Lincoln City.

The citizen's review committee and the Lincoln City Planning Department should make information on the historic designation and the design guidelines readily available to the public. Perhaps a pamphlet should be circulated to all citizens potentially affected by these actions. An informational notebook should be kept on file in the planning department and made readily accessible to citizens and contractors contemplating a construction or remodeling project. This notebook should contain architectural information, along with numerous historic and contemporary photos that illustrate both acceptable and non-acceptable practices.

4.3 - Government Owned and Controlled Resources

The resources inventoried and assessed in this study make up a fraction of the character of Nelscott. The Nelscott section of Lincoln City is the totality of all of its parts. Much of this area's land and streetscape features such as roadways, parking lots, sidewalks, street furniture, manhole covers, grates, signage and a variety of other elements, while not included in this inventory, without doubt contribute to its character. As these features are changed, removed and/or otherwise altered, the character of Nelscott will be affected. The urban renewal department, city planning department and/or the citizen's review committee should have the opportunity to comment on these changes that so often go overlooked.

Some of Nelscott's land and streetscape may be owned and controlled by various government agencies. The urban renewal department, planning department and/or the citizen's committee should strive to forge agreements with these agencies to maintain the character-defining features of Nelscott's infrastructure.

These features include but may not be limited to:

1. Signs - street, directional and informational -- A standard design for new and replacement installations should be adopted that requires adherence from the city's public works department. Outside agencies such as Lincoln County Public Works and ODOT should be informed of the standard and encouraged to follow suit.
2. Roadways and street furniture -- Standards should be set for road materials, sidewalks, curbs, utility features, benches, drinking fountains, monuments and other items that may have an impact on the character of Nelscott.
3. Surrounding landscapes -- Development along the 101 corridor and any of the nearby undeveloped hillsides under the jurisdiction of governmental agencies should be closely monitored.

4.4 - Viewshed Protection

The adoption of this inventory will expand with the recognition of its protection efforts to include viewsheds. Viewshed properties may contain property of little intrinsic historic merit but were included for their ability to relate the historic character of Nelscott.

In the course of this project, an attempt was made to identify the significant viewsheds in Nelscott. However, a comprehensive survey including assessment of the diversity of view factors such as land, sea and streetscapes will provide data for a graphic definition of each viewshed and aid in the development of management strategies.

The viewshed protection suggestions for consideration listed below are based on the *Management Plan for the Columbia River Gorge National Scenic Area*, adopted October 15, 1991. They are for resources within Lincoln City and its urban growth boundary.

1. Limitation on building elevation, requiring more stringent control or site improvements on higher, more visible, properties.
2. Increased shading and landscape standards with the goal of screening new projects from view.
3. Stringent limitations on permissible building materials, particularly roofing, to promote non-reflective surfaces that blend into the background.
4. Building footprint limitations, encouraging small massing or varied roof lines that can hide beneath existing foliage, or requiring the planting of compatible tree cover (most notably the Oregon coast shore pine) that will screen new development.
5. Prohibitions on development with corridor setbacks and stringent tree removal standards to avoid destruction of street canopies.

6. Down-zoning to limit density on particularly sensitive parcels.
7. Out-right acquisition of development rights through easements or purchase of open space maintenance and viewshed protection.
8. Acquisition of property, either by the city or in conjunction with outside agencies, to retain the character of the viewshed.

4.5 Future Areas of Study

Temporal limits for this project have been set at 1849 when Lieutenant Theodore Talbot and his party are believed to have trekked across what later became the Nelscott development. Given this starting point, this project, for the most part, lacks documentation of pre-historic native sites or later archaeological areas that could possibly yield some information regarding the area's pre-history.

Geographically, this study was principally confined to the original Nelscott Beach and its first addition. A study of each of the towns that consolidated into Lincoln City should be conducted. Many residents of Lincoln City continue to rely upon the original town names to identify sections of Lincoln City. Each of these communities had a unique history, yet the circumstances of their development are much the same. A citywide project would aid city planners in their efforts at preserving and enhancing the character of each of these communities and increase the understanding of Lincoln City as a whole.

About the Author

Steve M. Wyatt is a life long resident of Oregon. His passion for the Oregon coast was sparked after spending several summers with his grandparents at their home on the Siletz River and later on the Siletz Bay in the 1960s and 70s.

Wyatt attended public schools in Roseburg. After working for many years in Southern Oregon sawmills and plywood mills, he graduated with a Bachelors Degree in History at the University of Oregon and a Masters Degree in Museum Studies at Oregon State University.

He started his museum career in 1990 with a temporary position at Collier Logging Museum in Chiloquin, OR. Wyatt's first permanent position was with the Southern Oregon Historical Society of Medford/Jacksonville in their research library. When he left there in 1993 he was Collections Manager.

In 1993 Wyatt returned to the coast he so frequently visited in his childhood. He accepted the position of Curator with Lincoln County Historical Society in Newport. While there Wyatt researched and wrote the *Bayfront Book*, a collection of stories written for the *Bayfront* magazine, and several other publications. He wrote a regular column for the *News-Times* and has written articles appearing in *Oregon Coast* magazine and the *Oregon Historical Quarterly*.

In 2001 he returned to Southern Oregon where he is Curator of Collections and Exhibits at the Southern Oregon Historical Society and a featured columnist in the *Mail Tribune* newspaper. He resides in Central Point, OR, near Medford with his wife Michelle, three dogs, and a cat. He has never gotten the central Oregon coast out of his system and remains a frequent visitor.