

CUTLER CITY:

WILD RHODODENDRON CAPITAL
OF THE OREGON COAST



BY ANNE HALL

CUTLER CITY

Historic Context Statement and Cultural Resource Inventory

2007



Front Cover: Cutler City Arch, gateway to Cutler City circa 1930

Inside Cover: Cutler City Service Station circa 1928

All images are courtesy of the North Lincoln County Historical Museum.

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North Lincoln County seen from Cutler City

INTRODUCTION

On the central Oregon coast, a sliver of land lays between the mountains and the sea, bounded to the north by the Salmon River and to the south by the Siletz River. With Devils Lake at its center, it is a land of many waters, mild temperatures, lush vegetation, towering spruce trees and abundant terrestrial and sea life.

This little bit of paradise remained as nature shaped it for many thousands of years. Due in large part to its inaccessibility, it remained relatively untouched by westward expansion and modern development. Wagon roads turned to mud holes in the winter months and trains never quite made it to this area from more habitable places to the east. Settlement by the "New Americans" finally came in the late 1890s when homesteaders began to find their way into the more hospitable corners of this windswept coast.

A string of small towns and cities, each with its own beginning and history grew up along the rivers and ocean. Soon these towns began to spread out and overlap, eventually combining to become Lincoln City.

Cutler City was one of these towns, situated on the southeast side of Siletz Bay between Schooner Creek and Drift Creek. While its history is linked with the history of north Lincoln County, its history as a town is distinctly different from the other towns. The following narrative explores the history and heritage of Cutler City as a unique entity within the larger context of the surrounding area.

Themes explored in this narrative include prehistory and exploration, Native American habitation and government policy, homesteading and early settlement, commerce and urban development, community building and government. Sub-themes; roads, transportation, and national events, will only be discussed in relation to broader themes such as settlement. The narrative is organized chronologically, except when some later event is included as part of a more comprehensive description of a person, place, business or organization.

NATIVE PEOPLES

Because the restless molding of land by water tends to obliterate traces of human history, there is no archaeological evidence to say how long this coastal strip has been inhabited. What little archaeological evidence remains indicates that Native Americans inhabited the area for thousands of years prior to white settlement. These relatively peaceful peoples shared a mild climate and plentiful foods obtained through hunting, fishing, and harvesting of root, nut and berry crops. (First Ore., pgs. 21-29)



Shell Midden

Shell middens, Indian refuse piles, marked the sites of their encampments along the coast. The size of one such shell midden, found just across Siletz Bay from Cutler City in the late 1800s, indicated hundreds of years of native habitation at this site. That midden site and many others were lost when early twentieth century pioneers used the shell midden composite material for paving roads. (Salazar, Vol. II, pg. 83)



Northwest Indian groups were bands, not tribes, consisting of large extended families held together by a common language rather than a centralized government. Aboriginal people of the Siletz and Salmon River basins were a Salish speaking sub-branch of the Coastal Tillamook Indians.

(Sauter, pgs. 15-16)

Explanations as to how the river and native peoples got the name "Siletz" differ. One historic account says the word is Chinook, "Siletz-Chuck" meaning "Fern River", while a Coquille Indian account tells of a people and river called "Se- la-gees", meaning "crooked river". (Kasner, pg 3)

As early as 1788 Captain Robert Gray noticed populous Indian villages along the shores of the Oregon Coast near the Salmon River

estuary. The ship's First Mate, Richard Haswell, recorded an encounter with two Indian canoes in the ship's log. These Indians possessed both stone and metal knives and were pitted with Small Pox indicating previous contact with white men.

(Cross, pg. 67)

By 1805, Lewis & Clark report devastating epidemics among Native American populations in their journals. Pestilence appeared again in 1833, with accounts identifying this plague as everything from measles and smallpox to a virulent form of malaria or influenza. Epidemics of this kind followed trade routes from the Pacific Ocean inland along river valleys. (Kasner, pg.1)

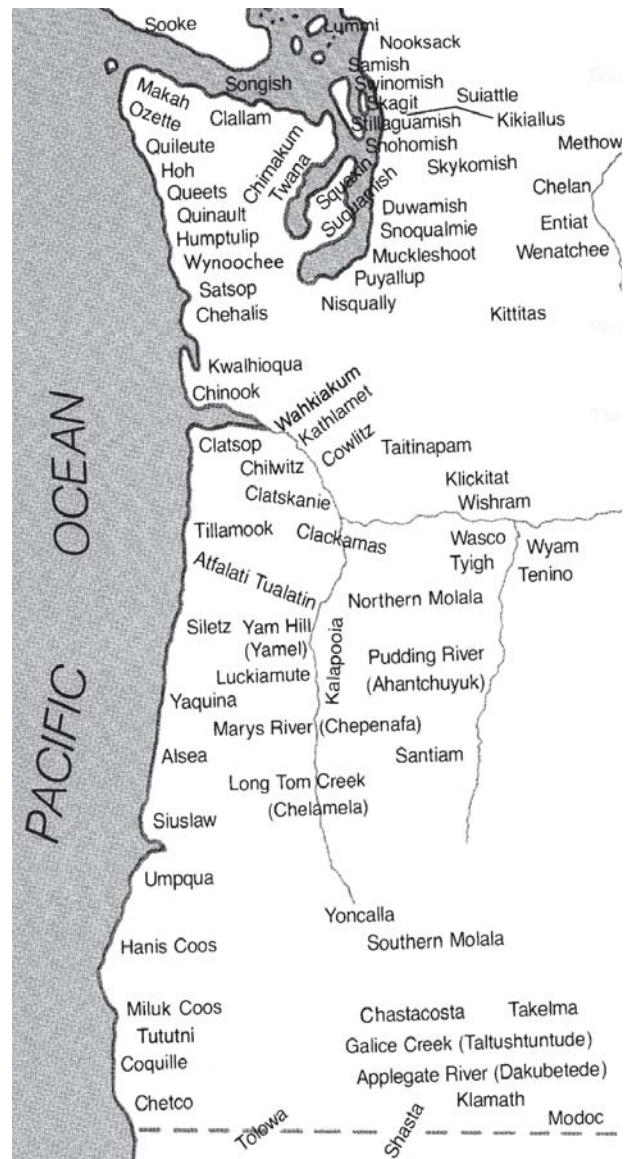
A second form of disaster resulted from the native custom of burning off giant bracken fern, underbrush and vines along the edges

of the forests to provide greater hunting visibility and to release strong re-growth of brush shoots. The calamitous consequences of this practice were forest fires that burned out of control in 1846 and again in 1848. (Kasner, pg.1)

Consequently, Lieutenant Theodore Talbot reported a much diminished Native American presence along Siletz Bay in 1849, along with a smoke filled sky and devastated landscape. Talbot gives the first written account of the Cutler City area. As he made his way north, he stopped in what is now the Siletz Spit and prepared to cross Siletz Bay. Since he and his men were on horseback, crossing the wide mouth of the Bay proved difficult. Talbot first sent his horses across, losing one in the strong current. He and his men then attempted the crossing on a log raft built by his party. That method proving unsuccessful, his men found a canoe and the whole party made the crossing. When they finally set up camp on the opposite shore in the wet and dark, Talbot and his party were visited by a native man. The man told them that he and one other man, along with their families, were the only native people left in the Bay area. (Talbot, pg. 12)

COAST RESERVATION

On November 9, 1855, just a few weeks after a series of skirmishes between settlers and Native Americans in the Rogue River area, President Franklin Pierce signed an executive order establishing the Coast Reservation along the central Oregon Coast. The order set in motion the relocation of Native Americans residing in southern Oregon and northern California, forever changing the lives of these native peoples. (Schwartz, pg 166)



The first relocated Native Americans arrived at the mouth of the Salmon River in 1856. They traveled here by ships so overcrowded that widespread sickness and death were the results of the terrible voyage. Native groups that came later were subjected to a bitter march from their homelands, only allowed to bring the few items they could carry. Upon arrival, poverty and disease diminished their population even more due to the lack of supplies. Promised clothing, foodstuffs and homes were not provided. Government supplies were infrequent and insufficient. (Ken, pgs. 3-5)



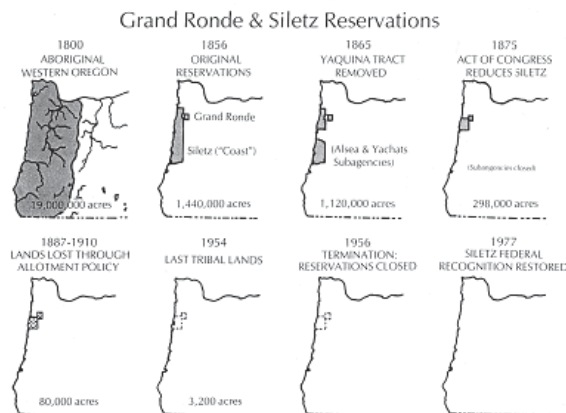
Government Hill at Siletz

Despite these hardships, three hundred acres of land were in cultivation on reservation lands by the spring of 1857. Log cabins, an office, storehouses, a warehouse, a drug store, “issue house”, cook house, blacksmith shop, school house and hospital were all in various stages of construction at that time. (Kent pgs. 3-5)

In 1887, the government passed a “General Allotment Act” known as the Dawes Act, which gave the president the authority to impose land ownership on Native Americans, an idea at odds with native culture and philosophy. The allotments consisted of individual land parcels that the government held in trust for twenty five years before giving clear title to the allotment holders. (Schwartz, pgs. 214-220)

The Siletz Indians did not accept the General Allotment Act until 1894 when they were given eighty acres of former reservation land per tribal member, half of what a homesteader could claim. In total the allotted land amounted to 44,459 acres, a small portion of original reservation lands. (Kent p.33)

Allotments, once they were accepted, played a major role in the settlement of north Lincoln County. The Dawes Act opened up the land for homesteaders, but made no provision for selling tracts of land. Native allotments could be sold if the allotment holders didn’t want to keep them. That meant that people with money to invest, rather than hard work, could own land with an eye to development rather than farming. Most early developers bought their land from native allotment holders. The allotment that was to become Cutler City was originally given to John and Mary Charley. (Lincoln County Abstract of Title, 1894)





Mail carrier on Salmon River Road

A WAY TO GET THERE

For most homesteaders, getting to their homestead was fraught with difficulties. In fact, north Lincoln County homesteaders said that getting there was sometimes the biggest obstacle they faced. The only road to the area from Oregon's Central Valley through the Coast Mountains was the old Salmon River route. Little more than a trail, known to the natives as an "elk trail", the road followed the Salmon River through dense forest and steep, rocky inclines. Although used year-round out of necessity, the Salmon River Road was really only passable during the drier seasons of the year. In winter months the road was barely traversable, even by foot. Continuous rains and deep mud meant that horses and wagons were forever getting stuck, necessitating the offloading of all passengers and baggage. Horses had to be freed from the mud before the wagon could be pulled out.

John Boyer made some improvements to the road after 1907 and operated it as a toll road between 1908 and 1920. It was designated a market road by Lincoln County in 1922 and within the next four years it was graded from Otis to Rose Lodge with county funds. Still, in the early years of the twentieth century, it was tough going when a settler had to bring his family, all his belongings, and everything else needed to build a life over this route. (Nelson. pg. 132)

Cutler City had the additional problem of being bounded by water on three sides and crossing these bodies of water sometimes proved difficult. Once a settler made it to the coast via the Salmon River Road and headed south, he was stopped by Schooner Creek and Siletz Bay, the northern border of Cutler City.



The beach "road" to Cutler City



Schooner ribs visible in Siletz Bay

Schooner Creek was named for a schooner that ran aground in the 1800s. Many legends surround this wreck, but Mr. William Dick, who lived in the Delake area in 1901, gave the most feasible account. According to Mr. Dick, his father was a crew member on a 400-ton Portuguese Schooner in 1850. The ship sprung a serious leak at sea and was forced to run ashore just inside the breakers of Siletz Bay, settling at the mouth of the creek. The cargo was salvaged but the wreck of the schooner remained. School children from the area recall playing in and around the wreck during low tides until the 1940s. A good part of the ship could still be seen well into the 1950s with the last bit of its ribs visible in the 1990s. Today, only the name and legend remain, the wrecked schooner having completely disappeared in the sands of Siletz Bay. (NLCNews 12-30-1948)

Approaching the area from the south required using the beach as a road during low tides. The beach was often used as a road in those days because the hard packed sand was easier to traverse than soft muddy trails.

Governor Oswald West even declared the ocean beaches public roads in 1912. Once north Lincoln County was reached by this route, the Siletz River and Drift Creek still had to be crossed. It's a wonder that anyone attempted to homestead the area at all. Perhaps the natural beauty of the place, beautiful estuary meadowland full of huckleberries, rhododendrons and pine trees, drew people despite the obstacles.

Natural resources were also abundant, which meant that once settlers established a homestead they were confident they could subsist, despite the hardships. The abundance of salmon in the Pacific rivers amazed the first settlers. Like the native peoples, the earliest settlers caught salmon along with sturgeon, eulachon, and shellfish such as crabs, clams, oysters, and shrimp.

Most of the new settlers in the Pacific Northwest felled their own trees and sawed their own lumber for their homes and outbuildings. The abundance of timber, which could be harvested and then brought to mills via creeks and rivers, was very appealing. Lumber became an economic mainstay of the area, as well as its cultural hallmark. So while resources were plentiful, the obstacles to getting here meant that people had to really love the land to choose to homestead in the Cutler City area.



Parmele Family Homestead

EARLY SETTLEMENT IN CUTLER CITY

George Parmele and his family were the first nonnative people to settle near the land that would become Cutler City. The Parmeles acquired a homestead in the nearby community of Johnson, up Drift Creek, in 1896. Mr. Parmele built the first sawmill on Drift Creek in 1905, just east of the present site of Cutler City. (Nelson, p.133)

Other early residents in the area were an old native woman who lived in a small house on lower Drift Creek and Matt Aho. George Parmele was awed by the remarkable old woman known as "Old Toby". He said she possessed an almost superhuman skill in walking under water, often with her head completely submerged! She walked across Siletz Bay under water and was especially adept at crossing Schooner Creek, even at high tide. She made the crossings whenever she visited her neighbors Jakie and Sissie Johnson, who lived on the north shore of

Siletz Bay near the present day town of Taft. Old Toby lived alone except at times when another elderly woman stayed with her. The land never belonged to her, and when her house burned down, Old Toby moved away. (Nelson p.133)

One of the more unusual and interesting characters in Cutler City was Matt Aho, a Finlander and lifelong resident. Mr. Aho homesteaded acreage just west of Schooner Creek in 1905. His one room home was sparsely furnished with a table, a wood stove, an iron bed, a dish cabinet and an old Victorola. More than fifty years after he built the cabin, its contents were still the same. Matt Aho was best known for pushing a hand-hewn wheelbarrow through the town as he called out, "Roses... roses... only ten cents." His roses were actually calla lilies that he grew himself.



Matt Aho's personal possessions

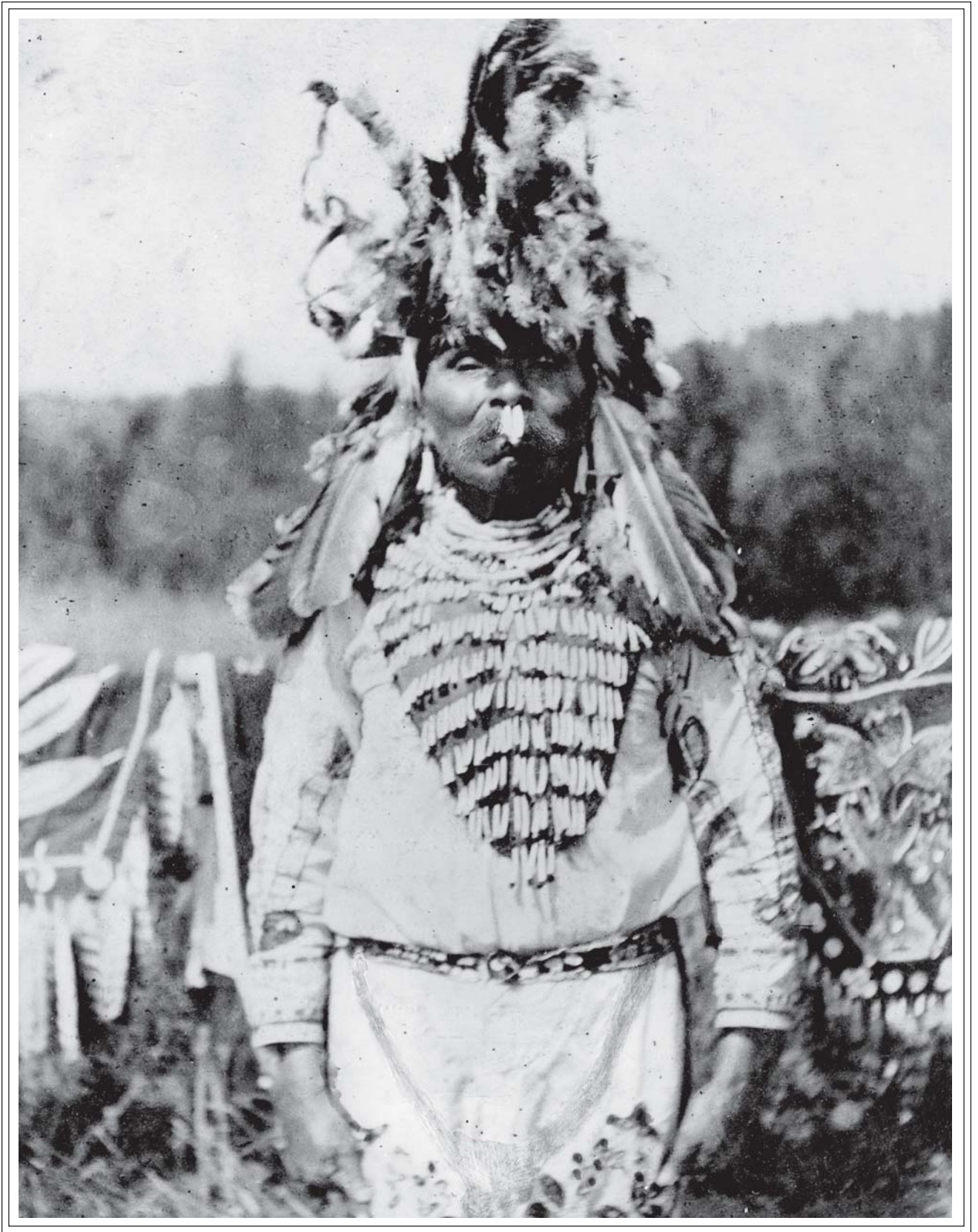


George and Mary Cutler

Mr. Aho grew potatoes, beets, onions, tomatoes and squash on his three acre homestead. Fishing and his many hutches of rabbits made him very nearly self-sufficient. He baked his own bread, which he ate with real butter, loved boiled coffee and shaved with a straight razor throughout his life. School children, like Kathryn Kangas, daughter of George Kangas, remember him as a wonderful old gentleman who always gave her a nickel and a smile whenever she encountered him. At the age of eighty-five he put a new roof on his home with lumber scavenged from an old sign. He never added electricity or water to his rustic cabin, preferring to carry water from Schooner Creek until the day he died in 1971 at the age of eighty-eight. (NG 1-28-71)

The first white people to own the land that would become Cutler City were Mr. and Mrs. George Cutler of Dallas, Oregon. The Cutlers initially purchased the Parmele House on Drift Creek. They kept their eyes on the land just to the west, which they thought would be a good site for future development. Whether they had always had the idea of creating a town is not known, but an essential aspect of city-building, the impulse to plat and sell the land, was certainly a motivating factor.

The land that interested them was one of the Native American allotments that had never been occupied or otherwise claimed by its owners. In order to buy the property, Mr. Cutler had to ascertain its ownership through the courts. He found that the land had been allotted to John and Mary Charlie. John Charlie died in 1894 and his wife Mary died in 1896. Their heirs were Charles Depoe and Ella Selsic. Ella Selsic having died in 1902, Charles "Charlie" Depoe was the sole owner in 1913. The Cutlers finally obtained clear title to the land from Charlie Depoe in 1913. During the course of the court proceedings, the Cutlers and Charles Depoe became such good friends that Charlie Depoe gave a framed painting of himself in full regalia to George Cutler. (Nelson p.133, Lincoln County Abstract of Title)



Charlie Depoe

The Lincoln County Court approved the Cutler City town site in 1913, making it the third in North Lincoln County. Mr. S.A. Cason helped the Cutlers survey the original site. Assisted by Walter Bones, Cason subdivided the property into small parcels of blocks and lots. He dedicated streets for a permanent public right of way that terminated at the water's edge, thereby providing beach access to many generations of visitors and residents. Whether this result was the intention of Mr. Cutler and Mr. Cason or an accidental outcome is not known. In recognition of Cason's work to create this town site, an early street in Cutler City was named Cason Street. Mr. Cason must have been a very good friend to the Cutlers, because when Cason and his wife separated, the Cutlers adopted their daughter, Gladys, who later became Mrs. Charles G. Davis of Neotsu. (Nelson, p. 134)



S. A. Cason

Getting to the town site was still a very big problem. A person could not walk down the road to Taft without crossing Schooner Creek. He could not visit neighbors to the south without crossing Drift Creek. The area was reached by horse, horse and wagon, by boat or by just wading across the water at low tide until a swinging bridge was constructed across Schooner Creek, just east of the road, in 1911. Although it was a scary crossing, especially in bad weather or for anyone carrying something in their hands, the bridge made it possible to walk across the creek.



Bessie Knauf and Hazel King crossing Schooner Creek swinging bridge

The Cutlers had established the town site, but they had not given it a name or built on the land. George Cutler sold about an acre of land to Mr. Frank D. Gibbs of Portland in 1913. Mr. Gibbs erected a summer home on his property even before the Cutlers built their home. The Gibbs house was located at the northwest tip of the land along Siletz Bay, just about where Josephine Young Park is today. When people talked about the area they called it "Gibbs Point" because the Gibbs house was the only landmark. The emerging town became known as Gibbs Point until the town was officially named Cutler City in 1930. Gibbs Point became a popular, scenic spot for picnicking and other leisurely enjoyment of the Bay in the 1910s and 1920s. Sadly, the Gibbs house was destroyed by fire some time in the 1940s. Since then the name Gibbs Point has all but been forgotten. (Nelson p.134)

Later in 1913, after the Gibbs house was built, the Cutlers built a small cabin southwest of where the Bay House is now located. Soon after the erection of the cabin Mrs. Cutler became ill and the family returned to their home near Dallas. Mr. Cutler died that same year. Upon his death, the property went to Alyce Slyfield, George Cutler's granddaughter by a previous marriage and Arthur George Cutler, his son. In later years, Arthur was instrumental in the development of Cutler City. He began by selling lots during his summer visits to the area, and in later years, he assisted the community in planning its development and infrastructure, including donating land for public use. (Nelson p.134)

One of the first families to settle permanently in Cutler City was the Matt Kangas family. In 1905 they homesteaded in the area that is now Delake. That same year Sissie and Jakie Johnson sold them eighty acres, half of their land that adjoined Charlie DePoe's original holdings at Cutler City. The Kangas land spanned both sides of the road just south of the Cutler's.

Matt and Lizzie Kangas moved to Drift Creek in 1919. The family seemed to thrive on the land despite flooding and other obstacles. Taking full advantage of the pasture land, they started a dairy in 1919. They erected a house and dairy barn south of what is now a row of businesses on the west side of the highway. The Kangas family had seven children. Except for the two oldest children, Orval and Edna, all of the Kangas children were born in North Lincoln County. (Nelson p.134)



Matt and Lizzie Kangas 1906



*Matt Kangas Family. Back L to R: Orval, Lizzie, Edna, Matt, George.
Front L to R: Elma, Saima, Ernest, Edward*

One of the delightful stories about Matt Kangas shows how he kept his word, even when joking. Early one fall Bill Gerttula, who brought in supplies by boat, asked Matt Kangas how much flour he wanted to order for the winter. Matt jokingly replied, "Ten barrels," thinking that such an exaggerated amount would not be taken seriously. Matt forgot about his joke, and Bill, believing that the Kangas family really wanted that much, informed Matt late that fall that his flour had arrived. Matt then remembered that he

had failed to straighten out the order, and without protest, he took the forty sacks of flour, each weighing forty-nine pounds. He carefully stored them in the attic of his cabin, protecting them from moisture with an oilcloth. The joke wasn't on Matt for long, however. The following year World War I brought food shortages and the government required people to use flour substitutes, which were awful by all accounts. Matt's mistake helped the family weather this particular shortage quite nicely. (Salazar, Vol. II p.65)



*Salmon River Highway,
completed*

Cutler City continued to be sparsely populated during the early part of the twentieth century due to the lack of usable roads. It wasn't until 1927 when the newspapers proclaimed, "All Hail the Salmon River Cutoff! Our road, Portland's road, Oregon's road, the Northwest's road, America's road!" that the Salmon River Cut-Off was completed. It provided the lowest pass across the Coast Range as well as the straightest mountain road to the coast, beginning at what is known as Valley Junction and extending to Lincoln City. (Oregonian, September 15, 1927)



*Coast Highway
circa 1938*

The portion of highway connecting Lincoln City with Newport to the south and Tillamook to the north, the Roosevelt Military Highway, was completed in 1927. However it was not until 1936 when the Yaquina Bridge was completed that the highway linked all the coastal cities in Oregon.

Settlers coming to Cutler City in the late 1920s and early 1930s still found only a sprinkling of buildings amidst an almost impenetrable jungle of pine, huckleberry, manzanita and rhododendron. The beauty of this garden city attracted them, especially when the rhododendrons were in bloom, from the middle of May until early June. It was then that the town took on the aspect of a “dazzling pink fairyland”. The blooming flowers were so appealing that it became the custom for visitors to these “wild gardens” to return home with a few plants. Although many acres of Cutler City’s wild gardens soon vanished, enough rhododendrons remained that visitors who turned off the highway to explore the town’s residential section were delighted by its lovely cottages and gardens.



*Cutler City before development,
view from east side of Coast Highway*



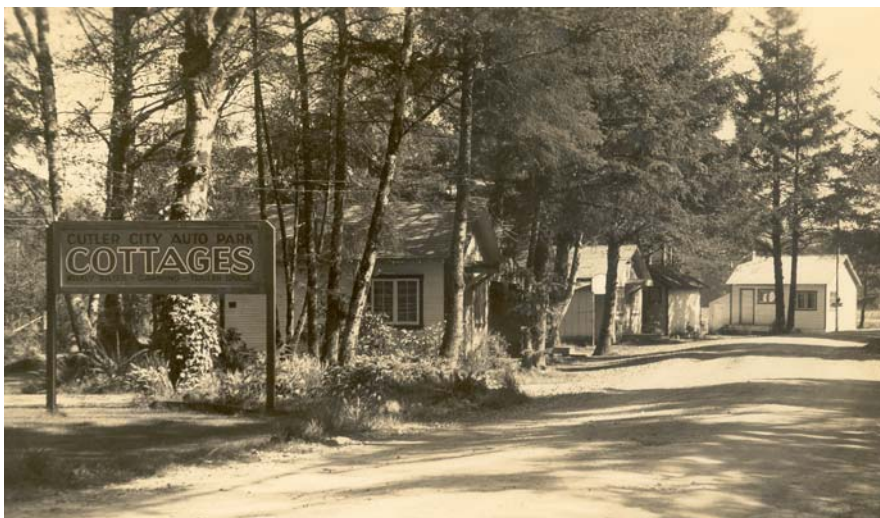
Rhododendrons along Coast Highway



CUTLER CITY DEVELOPMENT AND EARLY BUSINESSES

The completion of the Salmon River Cutoff and the Roosevelt Military Highway marked the beginning of a new era for north Lincoln County. The country as a whole had entered the Automobile Age years earlier, but until usable roads were built to the coast, automobiles were seldom seen in north Lincoln County. Completion of the highways meant a surge in automobile travelers and soon visitors began arriving in north Lincoln County by the hundreds.

At first, overnight travelers slept in their cars or set up a tent they carried in the trunk when they visited the coast. Some ingenious souls attached homemade awnings directly to the vehicle to provide shelter. When the popularity of this type of auto camping soared during the early 1920s, coastal towns established auto parks to accommodate travelers. Cutler City had one of these auto parks, complete with garden cottages. The famous "Cutler City Arch",



Auto Park and Cottages in Cutler City

gateway to the city and the Siletz Bay Auto Camp, is first mentioned in the 1930's. The arch spanned Cutler City Road, the street that veers west from Highway 101. The arch welcomed visitors and provided a main entrance into Cutler City. (Salazar, Vol. III, Pt. 2, pg. 51)

On March 10, 1930, the town officially became Cutler City when a post office named in honor of the Cutlers was established. Its residents, who had been working to that end for some time, greeted the news with jubilation. At last the town was official and could act as one entity. (BRN 3-28-30)

Jacob H. Boomer, the first postmaster, also has the distinction of having had the first major fire in Cutler City. In 1937, a fire caused by a faulty flu destroyed the Boomer



First Cutler City post office



Aerial photo of Cutler City circa 1935

cottage. The Delake Volunteer Fire Department responded to the call and contained the blaze, saving the L. Shultz home and adjacent cottages but not the Boomer home. (BRN 6-4-37)

The area made slow but steady progress during the 1930s, despite the Great Depression. Land sold for approximately \$300.00 for a 50'x100' lot with no improvements. Arthur Cutler offered the lots for ten dollars down and a payment of \$5 a month, an affordable price even when times were hard. (Mr. Richard Cutler, Salem, OR) With the arrival of new residents, new businesses began to spring up as well.

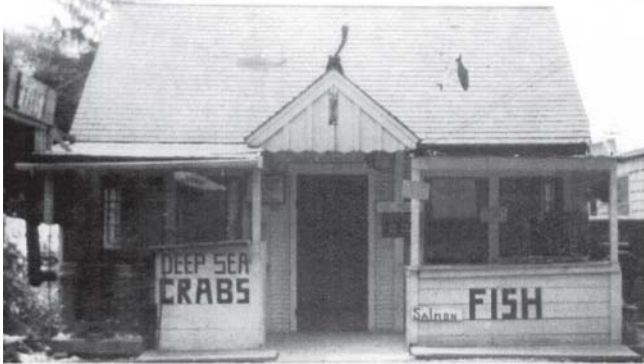


Ariel and Alice Thomas

Among early businesses is one that survives today, the Crab Pot, located on the west side of the highway. Ariel and Alice Thomas built the Crab Pot on the site of a cottage owned by Mr. Gerlick and Mr. H. B. Stowe. Gerlick and Stowe operated a small seafood business from a porched-in area at the front of the old cottage. The cottage burned down in the late 1920s and was replaced in 1930 by a new building and a new business. From its earliest

Right: John Elder and Johnny Block at Crab Pot

Below: The Crab Pot circa 1930



Side and rear view of the Crab Pot building. The Lutheran Church held services upstairs in the original Crab Pot building.

days the Crab Pot was much appreciated for its reasonably priced fresh seafood and huge, delectable crab. It was and is one of those businesses that appeal to residents and visitors, alike, offering friendly service and coastal charm. (Salazar, Vol. III Pt.2, pg. 49)

The Crab Pot sold its crab by the size, not by the pound, according to Dick Cutler, son of

Arthur Cutler, who worked at the Crab Pot in 1937. According to Dick, they kept a stick over the back of the counter that was notched. If a crab was the size of the first notch, it sold for 25 cents, the second notch for 30 cents and up it went until the last notch for really jumbo crab that sold for 45 cents!

In December 1930, Mr. Arthur G. Cutler and Associates contracted for dikes to be built in Cutler City from the bridge on the highway over Drift Creek to Fourth Avenue, now known as Harbor Avenue, and down to Siletz Bay. The purpose of the dikes was to re-direct wet lands and reclaim fertile tide flats to make the land usable for crops and for pastures. The dikes might also improve the look of the area, it was thought, especially around Cutler City Park. The debris from the ocean made the oceanfront "not pleasing to the eye" and it was hoped that the dikes would mitigate the problem. Sea walls were also being erected about this time to protect bay side properties from heavy ocean surges caused by storms.

(BRN 12-19-30)

Fishing for food as well as for pleasure was very important to early residents. During the first few decades of the twentieth century Siletz Bay teemed with flounder, salmon,



Old fishing dock in Cutler City

shellfish, clams and crabs. Some flounder measured as wide as 21 inches. So when Charles Johnson decided it was time to build a fishing dock, in 1931, Cutler City residents pitched in and helped to get the job done. "I meet a fellow named Kellar on the Cutler City beach every once in awhile. He would tell me stuff about Cutler City, about when they built the dock that went clear out to the channel. He said everybody pitched in. It was a public project, and everybody worked on it." (Salazar, Vol. III, Pt.2, pg.50)



Kangas brothers, George and Orville, fishing on Siletz Bay



Left: Woman amidst wild Rhododendrons in Cutler City

Below: Wild Rhododendrons of Cutler City



In May 1930 the All-Years Beach Association began to hold meetings in Cutler City. The main topic of discussion was how to educate people to preserve rhododendrons in the area. People were still digging up plants alongside the highway for their own use and there was a danger they would disappear from the landscape altogether. The Association and many other residents recognized early on the necessity of preserving the natural beauty of this coastal paradise. (Nelson, pg. 135)

The North Lincoln Rhododendron Society was organized in 1938 at Nelscott for the purpose of preserving as many wild rhododendron shrubs as possible throughout north Lincoln County. Cutler City, with the most abundant plants, was selected as its Rhododendron Capital and one of its earliest residents, Mrs. Cora Eberly, as queen mother of Rhododendria. The Club's president for many years, Major L.A. Bowman, was also a resident of Cutler City. (Nelson, pg. 135) Rhododendron Days and May Festivals of Beauty were held annually from 1938 to 1941 to celebrate the blooming season. One

of the featured events of the program each year was a seafood dinner served by the ladies of Cutler City. The dinner was served in the Cutler City Community Club, where the Society's meetings were held. Included in the festivities were festival Princesses and Queen Mothers, flower shows, flower arranging, and flower judging along with good food and good company. (Nelson, pg. 135)

Unfortunately, the blackout restrictions imposed after Pearl Harbor and the beginning of World War II made it necessary to discontinue the festivals. After the war, the real estate boom brought so much wanton bulldozing of rhododendrons that the society became discouraged. Thinking their conservation efforts were fruitless, the officers and members of the Rhododendron Society voted to disband the organization on March 25, 1947. (Nelson, pg. 135)

In March 1932 Cutler City residents decided it was time to improve their streets. Gravel was dug out of the mouth of Drift Creek using a donkey engine to operate a gravel scoop. The gravel was then hauled by truck to a bunker built for its storage. The work was quickly accomplished and excess gravel sold to the public. Public improvement projects of this kind seemed to go off exceedingly well in Cutler City. Although there was no official government agency involved, residents rallied to do it themselves whenever there was a need. (BRN 3-24-32)

Moore's

Cutler City Oregon

Hot Shots for Saturday Only, January 11

P-NUT BUTTER, 8c pound
LARD or VEGETABLE SHORTENING, by the tub, 7c lb.
Small White Navy Beans, 6 pounds 19c

Men's Wool Socks Rain Clothes
Ladies' Rayon and Wool Hose
BOOTS—For Ladies, Children and Men

Remember Our Regular Prices

Cigarettes, 2 packages for 25c. Canned Milk, 5c per can
Fleischman's Yeast Cakes, 3 for 10c. All Gum, 3 pkgs, 10c



Moore's Store next to Richfield Service Station in Cutler City

As the country and the town struggled to emerge from the Great Depression, businesses in Cutler City grew. In July 1934, Mr. and Mrs. Harry B. Stowe purchased the Hamburger Inn in Cutler City, now Tups Tavern. This tiny restaurant, already a popular eating spot at the time, was probably started around 1930.

Norval Moore came to Cutler City in 1929. He started a modest grocery store, Moore's General Store, in 1930. His business grew steadily and by January of 1931 he was able

to move to a new location in a new building located on the west side of the highway, just one door south of the Cutler City Service Station. The new store and building were the pride of the town. It was, "finished inside in a modern and neat manner, presenting a very fine appearance, favorably comparable to any store of its size anywhere." (BRN 1-30-31) The store carried "class A" groceries along with other general merchandise. By the time the business was sold to V. J LaVigne in 1935, the store was one of the best-known general stores in the county. (BRN 5-17-35)



The first Cutler City service station was built some time in the early 1930s by Waino Immonen. Located on the west side of the highway on the corner or SW Jetty Avenue and Highway 101, this service station changed hands many times and had many names, including C. E. Munker's Richfield Station. Another service station was built across the street on the east side of the highway, just north of Tups Tavern in the late 1940s. This was probably a Texaco Station, but no specific information is known about the business. Both service stations no longer exist in Cutler City.



Kangas Brothers Dairy barn

The dairy industry flourished in north Lincoln County during the 1910s and 1920s, especially around Cutler City. The dairy business started by Matt Kangas and his family in 1919 prospered in the 1930s. The Kangas family's eighty acres was ideal pasture land, covered with beautiful wild grass and purple clover. The only problem was that a lot of the land was tideland. In 1929 the family was forced to move their house to a safer location after high tides continuously brought water right up to the front door of their home. (Salazar, Vol. III, pgs. 61-67)

The Kangas Dairy barn had been planned by Matt Kangas and his wife Lizzie for several years. Their sons Orville, George, Edward and Ernest trucked in gravel and sand from Road's End for the foundation over a period of several years to save money. When the barn was ready to be built, two carpenters provided the labor as payment for their milk bills. The barn, completed in 1931, housed approximately forty cows. (NG 4-13-88)



First Kangas house

At first the dairy was named the Spruce-Sylvan dairy, but so many people referred to it as the Kangas Brothers Dairy they eventually changed the name. The Kangas Brothers Dairy had its own herd of high-test milk cows. Cows that were poor producers were quickly eliminated from the herd. All the cows were double tested to insure their customers of the finest milk and cream available. Their refrigerated milk and cream garnered an outstanding reputation in the community for its high quality. In 1926 they established a delivery route and in 1935 expanded the milk delivery route to include all the towns from Oceanlake to Whale Cove. (BRN 5-17-35)

That same year the Kangas bothers installed a new electric milking machine at the dairy, very high tech for the time. (NLCG 8-15-35). In 1936, the business was doing so well the dairy acquired an electric cream separator and added another delivery truck despite tightening government regulation which led to the decline of the industry.(BRN 4-27-36)



*Kangas Dairy truck
in front of Kangas home in Cutler City*



Kangas Dairy Barn

Businesses related to the timber industry also did well during these years. Drift Creek Lumber Company started by George Parmele in 1905 was the only lumber mill in the Cutler City area for some time. However, Lincoln County's huge stands of Sitka Spruce became vitally important during World War I. The strong, lightweight wood was used to make air planes. Consequently, many more logging companies and sawmills sprang up during and after the war. The boom in postwar construction insured business owners of the long-term need for building materials.

Cutler City businesses that did well in the 1930s included: Drift Creek Lumber Company, Cutler City Grocery, L.L. Shults Contractor, Fred Garton Gravel, Cutler City Fish Market, Charles Johnson Boat Rental, and Mrs. Betty Campbell's Beauty Shop.



Vacation rentals also became a popular business during the 1930s. Rental cottages began to spring up all over the area. These cottages often had lovely gardens and were situated in picturesque settings. They were not built for winter weather, but were often used all year long despite the lack of insulation.



Drift Creek Lumber Company, 1933



Cutler City Community Club

Photo courtesy of Lincoln County Historical Society

Along with businesses, civic organizations started to take hold in the 1930s. Cutler City residents began construction on the Cutler City Community Club in 1936. The Club was built on land offered for that purpose by Arthur Cutler. Residents donated all the labor and most of the materials to build the Club and the building was quickly completed. The grand opening was held on June 23, 1936 to the delight of everyone involved. (BRN 5-18-36).

In 1937, the Cutler City Community Club put on several fundraising programs. One such program, put on by Harold Fearing who had a summer cabin in Cutler City, included a slide show of his travels. This program filled the clubhouse to overflowing. Afterwards the Club's ladies served cookies, ice cream and coffee. (BRN 1937) Soon, the Community Club became the center for all such civic and

social activity. Groups met to discuss city improvements, celebrate birthdays and holidays, raise funds with bi-monthly pancake breakfasts, and put on community dances and craft festivals. In August of 1945, Arthur G. Cutler officially sold the lot the Community Club was on and the adjacent parking lot to the Club for ten dollars. (Warranty Deed, NLCHM)

Area residents continued to make improvements whenever and wherever they could. In March 1937 a pedestrian pathway was built from Oceanlake to Cutler City, making it easier for residents to walk and shop from town to town. That same year, Dr. Will F. Curtis, a chiropractor, opened an office in Cutler City. Dr. Curtis was one of the first medical practitioners to set up a practice in north Lincoln County.

In October 1937 Cutler City residents voted a unanimous forty-three votes to approve the purchase of \$4,000 in water bonds. A portion of the bond money, \$1,800 was used to pay off a private water system that already serviced the district. The initial system, spliced together with whatever materials were at hand, was maintained by Ed Hendrickson. The water came from Drift Creek. There were no meters and the cost to each resident was \$1.00 per month. The remaining \$2,200 was used for making replacements and extensions to that system. (BRN 10-13-37)

In June of 1939 Mr. and Mrs. A. E. Graham sold the Cutler City Tavern to Mr. and Mrs. W. A. Boyd of Portland. The Boyds had many years experience in the restaurant business, and had developed high standards for service and quality food. They told the press that they were pleased to take over "a business that had the same high standards". (NG 6-23-39)

The beginning of World War II, bringing in its wake restrictions on travel and public

gatherings, meant a slow-down in development across north Lincoln County. Homes and businesses in neighboring towns that had become accessible during the 1930s were no longer just a short car ride away with gasoline in short supply. Even walking was limited, especially at night when towns went completely dark. Margaret Lutz, Nelscott resident and US Navy Wave, tells about taking long, scary walks in the dark of night to go to the movies or a local tavern. According to Mrs. Lutz, people always walked in groups down the center of the highway and tried to make a lot of noise. They weren't trying to be seen by cars traveling with their lights off, but trying to scare away the bears!

As a consequence of travel restrictions, townfolk stayed within their local communities. The tourist industry, which had begun to flourish in the 1930s, became all but obsolete during the war years. Events designed to entice tourists to the area, like Cutler City's Rhododendron Festival and Taft's Redhead Roundup, were discontinued.

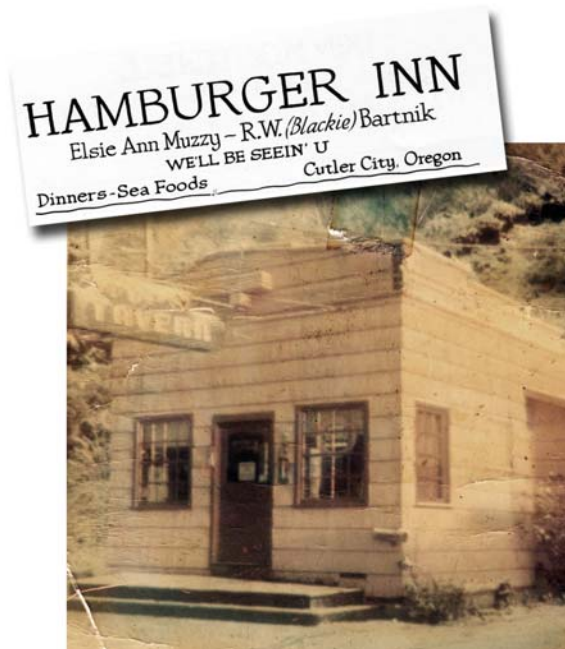


Cutler City Tavern



Coast Beach Patrol

The few people to come to the area during the war were mostly soldiers stationed here. It was thought that the Pacific Coast would be a prime target for a Japanese invasion, so the coast was protected by the military. One Cutler City business, The Hamburger Inn was a favorite hangout for military men. Soldiers loved this restaurant and bar and could be seen there almost every night they were free to enjoy the town. The tavern is still a Cutler City business today, although it has changed its name to “Tups Tavern” and has remodeled and enlarged the dining area.



Soldiers stationed in Taft during World War II

By July 1941, Civil Defense was in full swing across the country and along the coast. Both men and women contributed to this effort by spotting planes, patrolling the beaches, and monitoring blackout regulations. County Civil Defense appointments included Major L.A. Bowman of Cutler City who was named Coordinator of Lincoln County Civil Defense activities.

One industry that became even more important during the war years was the timber and lumber industry. Werner Timber Company built a new operation in Cutler City in 1940 on an acre of land purchased from the Kangas family. The new building was located just north of their dairy barn on the east side of the highway. The building provided a warehouse, work shop, garage and office facilities to support logging operations in this part of the county. (NG 2-20-40)

In June of 1941 residents raised money from property owners to cover half the cost of oiling the main streets in Cutler City. “Oiling” was done to smooth the roads and keep dirt and gravel from being thrown into the air by automobiles. The County Court covered the other half of the cost for this improvement. (NG 6-12-41)



Christine and Kathleen Kangas at Kangas Dairy

In April 1943 Matt Kangas, one of the earliest residents of Cutler City, passed away. The Kangas Brothers Dairy, built in 1919 and still thriving, was run by his sons. All the members of the family pitched in to do the daily work. Kathryn

Kangas (Amrani) remembers cleaning the milking machines and other equipment for an hour before going to school. The dairy business was challenging, especially during the war when food supplies were short. One day George Kangas offered to sell Kenneth

Morgan Sr. one of his dairy cows for beef. Mr. Morgan wanted to offer beef, scarce in the community during the war, at his grocery store. George, who was all for the extra beef, handed him a rifle and told him to shoot the cow himself. Unfortunately, Kenneth was not a very good shot. His aim went wide and he killed the Kangas's prize bull instead. George was not distraught or angry; he simply suggested that Ken buy the bull as well as the cow. (Kenneth Morgan Jr. oral history)



Kangas Dairy trucks collide on Coast Highway



Auto Camp cottage

Photo courtesy of Lincoln County Historical Society

In 1943 Gia Keller sold the Siletz Bay Auto Camp to R.E. Oliver of Portland. Mr. Oliver was familiar with the Auto Camp, having spent many happy vacations at the cottages. (NG 5-27-43) The Nolan Cottages on 2nd Avenue, known today as Fleet Avenue, were also popular with vacationers. In 1945 they were purchased by Mr. And Mrs. Ben Woelke of Salem and renamed the Cutler City Cottages. (NG 5-24-45)



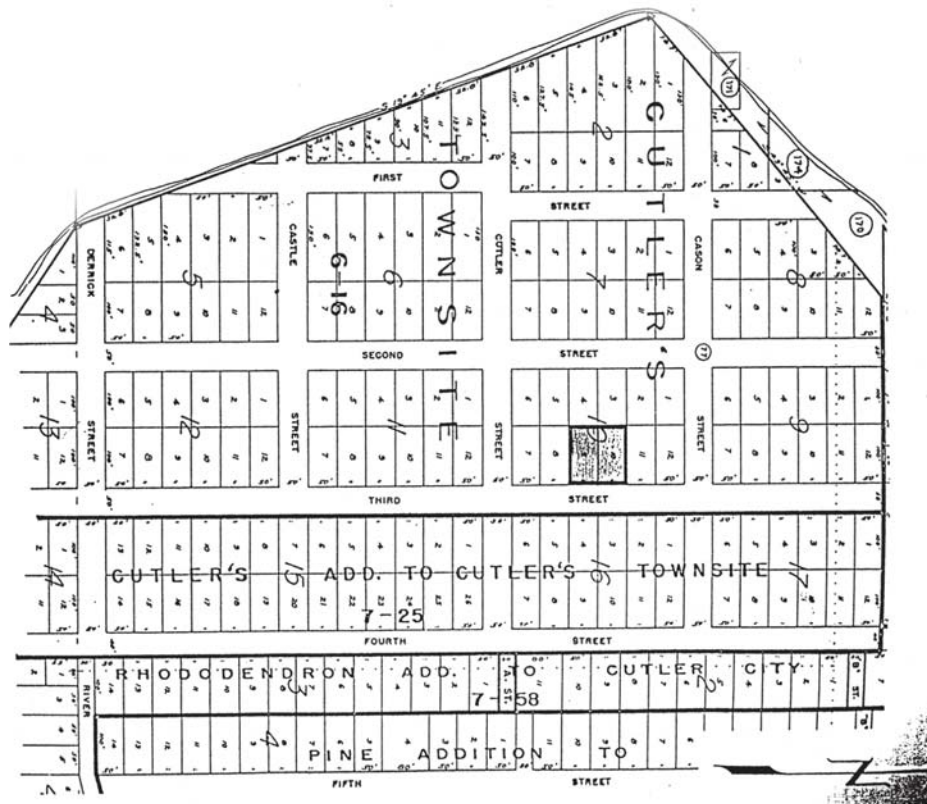
In August 1944, Mr. And Mrs. E.A. Reed purchased the Cutler City Crab Pot from Mr. and Mrs. Ariel Thomas. The Reeds had been life-long residents of Gleneden Beach. Vivian Reed was the daughter of early coastal pioneers, Mr. And Mrs. A. Wisniewski. The Reeds quickly endeared themselves to the community when they announced they would not be changing the Crab Pot. Why change something that continued to be one of the most successful businesses on the Oregon coast? (NG 8-31-44)

In February 1945 Mr. and Mrs. Harold Standley purchased the Cutler City Café and Motel from Mr. And Mrs. Charles Craft. At the time of the sale the property consisted of nine rental units, a café and an adjoining banquet room. The Standleys operated the rental units themselves, but leased the restaurant portion of the business to Mr. and Mrs. Dawson of Delake. (NG 2-8-45). By the end of the year, the Café opened under new management, again. Mr. And Mrs. Rich took over operations in October. This time the menu turned more upscale, featuring steak, seafood and homemade pastries. Chef M. C. Carson was hired, as well as Mrs. Myrtle Arter of the Waldorf-Astoria. (NG 10-4-45)



Cutler City Café interior

As the war came to an end, Cutler City residents looked for ways to improve hometown infrastructure, voting 47 to 1 to create \$6,000 in water bonds in July 1945. The bonds were for improvements to the Cutler City Water District including extension to the water lines. This action made it possible for the Cutler City Water District to purchase or sell any assets to a like corporation. It further stipulated that the District could assess water rates for individual usage. (NG 7-26-45)



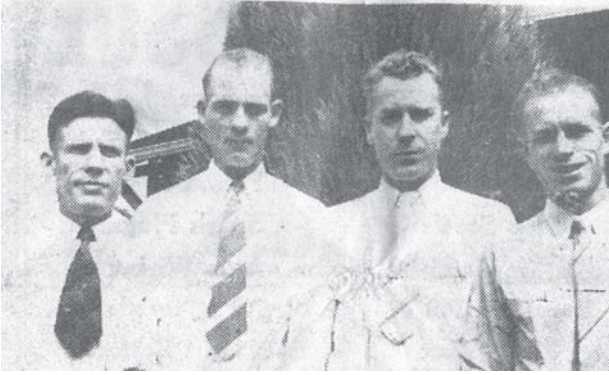
An end to the war meant a building boom for Cutler City and many other towns in Oregon. Cutler City's population doubled and businesses of all kinds were established. There were restaurants, gas stations, a tavern, a sawmill, a seafood market and a furniture store that serviced most of north Lincoln County. Although it was considered less affluent than some other towns, Cutler City took pride in being a workingman's community. The streets were filled with kids playing, people walking their dogs and neighbors visiting. People knew one another well and watched out for one another. In 1945, this friendly, active community was just beginning a growth spurt. (NG August 24, 1984, by Frank Ford)

Post war increases in population and houses made Cutler City residents recognize the

need for more city services, especially fire service. Many homes burned to the ground during the early years of development due to lack of fire protection. In January 1946 Cutler City residents signed a petition requesting annexation to the TND Fire District and were accepted.

In August 1946, the Pines Addition opened in Cutler City adding another 100 lots to the town's holdings. The new real estate tract was adjacent to the business district along the highway. Lots sold for \$350 to \$600 and were considered very desirable due to their sheltered location away from prevailing winds, unlike today when waterfront properties are considered the most desirable. (NG 8-8-46)

FOUR OWNERS OF THE NEW M & F STORE



L to R, D.W. Griffith, E. M. Forguard, R.H. Morgan, K. L. Morgan

In 1946, M&F Stores of Woodburn and Independence Oregon announced the opening of a new store in Cutler City. Mr. Kenneth Morgan, owner of Kenny's Food Market in Oceanlake, R. H Morgan, D. W. Griffin and Mr. E. M Forguard were the new owners. Norman Garrison was hired to manage the store. A very modern new building was constructed by John W. Wilson of Werner Timber. The building was large for this area, 56 feet by 159 feet, with an all glass front that allowed

cars going along Coast Highway a good view of merchandise displays.

The store opened on November 22, 1946 with a huge grand opening event that included free coffee and cake along with gift merchandise of all kinds. The store advertised a large quantity of scarce groceries as well as a full stock of ordinarily available items.

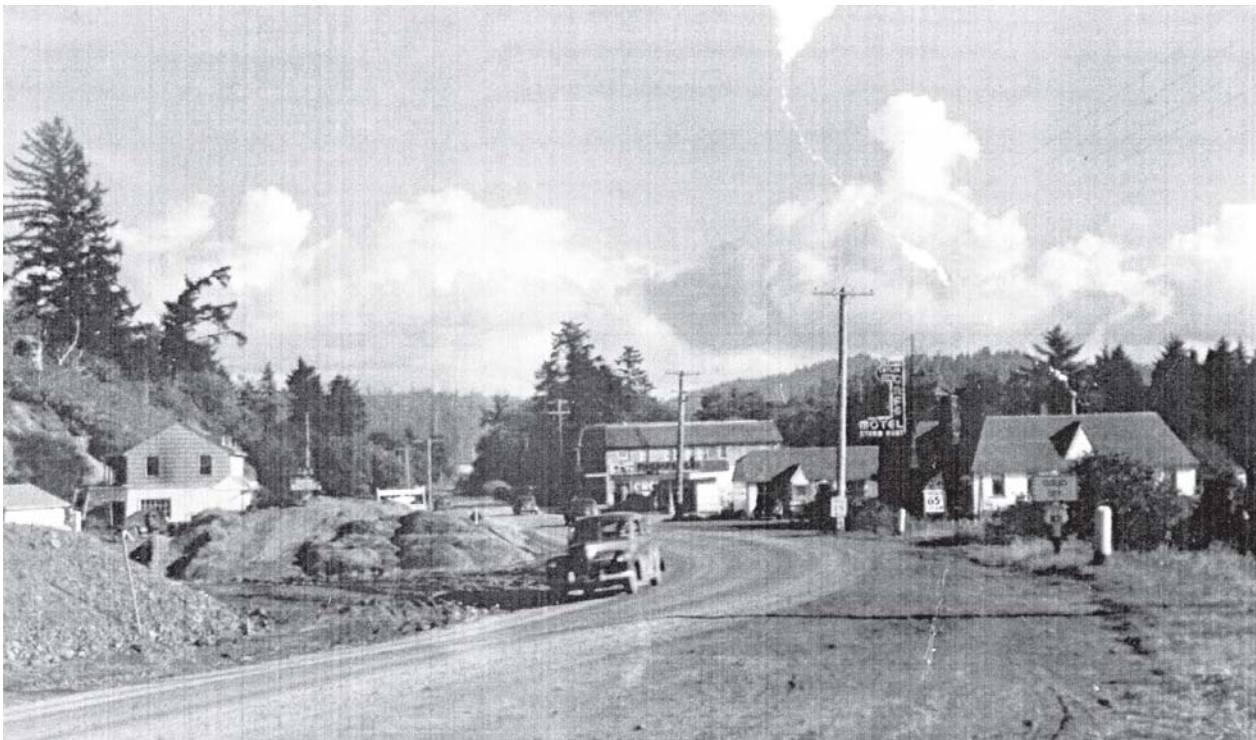
A one-stop shopping center, it included everything to fill a shopper's needs. The store had six complete departments: groceries and meat, dry goods including men's, women's and children's clothing, a complete hardware and sporting goods department, a sundries department including toiletries and "remedies", fresh baked goods from Jones Colonial Bakery in Oceanlake, a toy and gift department and finally, a lunch counter. Capacious shelving along the walls housed canned goods while other packaged



Beach Distributing Company trucks in front of M & F Store in Cutler City

foods occupied "island" type shelf units in the center of the grocery department. White enameled produce displays, with mirror panels above, backed the fountain and lunch counter. Red upholstered stools and red marbled linoleum completed the modern look of the interior. The store even arranged to have hourly bus service from Neotsu through town directly to the front door. (NG 11-14-46, NG 11-21-46)

M & F Stores
Cutler City, Oregon
Convenient hourly bus schedule from Neotsu to the doors of the M & F Store by the Beach Bus Service.
GRAND OPENING
FRIDAY, NOVEMBER 22, 1946, 8:30 A. M.
A One-Stop Shopping Center, Offering SIX Complete Departments From
PLENTY OF EASY PARKING



A growing Cutler City in the 1940s

In 1947, Cutler City was once again in need of improvements to their water system. A meeting of the Cutler City Water District was held to discuss a proposed budget for the improvement project. Although there was no opposition registered at the meeting, since most of the Water District residents were in favor of the improvements, state law mandated any tax increases of more than 6% over the previous year's payment of

principal and interest on bonds must be authorized by a vote of all the residents in the district. A total of \$1378 was desired by the district, which included an increase of \$1060 over the 6% permitted by law. In a special election held in June 1947, voters approved a \$1060 tax levy by a vote of 49 to 2, to complete the installation of a four-inch water main on Third Street, today known as Galley, and for other needed improvements to the water system. (NG 7-3-47)

At the beginning of August 1948 a fire broke out at the Cutler City Lumber Company mill. The manager, Mr. Bacon, had been feeding chickens at his home adjacent to the mill property when he noticed flames shooting out from the side of the building. Shortly afterward he heard an explosion from the main building that sounded like some kind of "spontaneous combustion." After attempting to start the water pumps at the mill and finding it impossible due to the intense heat, Bacon summoned the Taft Fire Department. By the time the firemen arrived, the fire, fed by a strong north wind, was too far along to stop. Even the additional help of the Oceanlake Fire Department when they arrived could not impede the fire's progress. By stringing suction hose from Drift Creek, firefighters were able to hose down adjacent buildings, thereby saving the mill office building and the old box factory. The firemen worked feverishly to move lumber using

logging trucks and other equipment. They were able to save almost 250,000 feet of lumber stored near the mill.

Bacon thanked the Fire Departments for their heroic efforts to save the building, along with the many volunteers that helped saying, "Within five minutes after the fire started there were at least thirty men helping and many more responded within the next hour." The cause of the fire was never definitely determined. Fortunately, even though losses totaling \$60,000 were incurred by the company, they were fully covered by insurance. Fifty-eight mill workers were left without work, however, and Cutler City had lost a major asset. Mill owner Leo Elwert, who had purchased the mill just one month earlier, promised to rebuild the mill. He kept his promise and the mill was rebuilt on the footprint of the original mill.
(NG 8-12-48)



A scant four years after this devastating fire, in July of 1952, the Bay Building Supply Company was formed to buy Cutler City Lumber. The owners Joe W. Shook, Sydney I. Atkinson and Howard E. Schmidt, happily combined the two operations to create a larger and more efficient company that employed many Cutler City residents. (NG 8-10-50)

In 1949 the Cutler City Texaco Service Station, owned by Joe DeJardin of Taft, was sold to Mr. and Mrs. Phil Ade of Portland. Mr. and Mrs. Ade had purchased the Rose Lodge Myrtle Wood Factory the year before and wanted residents to know that they were making Cutler City their permanent home. The couple won over local residents by promising, "We'll gladly give folks real old fashioned service with a smile, whether they purchase anything or not." (NLC News 2-14-49)

In August 1950 Frank Stepanek bought the Bay Lumber Company, which had closed for a brief time, from Jack and Bob Wilson who had owned the operation for the previous five years. Stepanek was not new to mill operations having operated a mill in Portland for twenty-two years. The operation was renamed Frank Stepanek & Company. The mill's new manager, Johnny Mason, having restocked the lumberyard and retail store while the business was closed, was ready to reopen just two weeks after the sale was finalized on August first. "New lines will be added," bragged Mason, "as well all former lines continued." (NG 8-10-50)

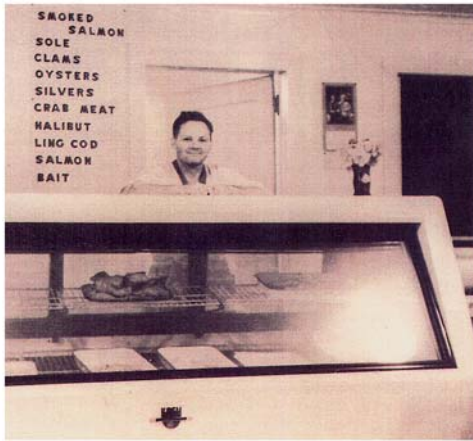


Compliments of OCEAN BAY FURNITURE. We give S & H Green Stamps. Cutler City, Oregon.

Advertisement for Ocean Bay Furniture Store

Ocean Bay Furniture, which had been an Oceanlake business for many years, moved to the M&F building in Cutler City on April 15, 1954.

That same year the Kangas Brothers Dairy suffered a loss to their dairy herd that could have been the end of their dairy business. Their cows developed something called "Bangs" disease, which infected the herd much like "Hoof and Mouth" disease does today. One by one all of the cows, about fifty, had to be destroyed. Family members continued to work at the dairy raising young calves to take the place of the cows that were lost. Times were pretty tough, but the family worked together and pulled the dairy through this crisis.



Crab Pot interior



Crab Pot interior showing new counters and mural

In April 1956, Mrs. Edith Snyder and her daughter Janet bought the long time Cutler City business, the Crab Pot, with a plan to sell all kinds of fresh seafood. Of course crab was sold, but they added salmon and other fish fillets and offered a money back guarantee if the fish was not fresh. Janet even painted the interior of the Crab Pot with undersea murals and added some new counters to attract customers. (NG 4-5-56)

In March 1960 Mr. and Mrs. L.L. Shively of Scio moved to Cutler City and purchased the Cutler City Sawmill. The sawmill's operation was assisted by Mr. and Mrs. Vernon Puckett. (NG 3-3-60)

Forrest Garrigus opened Garrigus Builders Supply Company in May 1960. Mr. Garrigus, who already had another successful building supply business in McMinnville, hired Walter Zellar, a local businessman with building supply experience to assist with operations. Bob Perry of Cutler City and George Brown of Kernville rounded out the crew. This business flourished in the 1960s and 1970s until it was sold to Willamette Industries some time around 1973. (NG 5-5-60)

GARRIGUS BUILDERS SUPPLY is always ready to fill your order.



Garrigus Building Supply advertisement

LINCOLN CITY INCORPORATION

Much rivalry existed between the towns that comprised north Lincoln County. Considered less attractive and less affluent than some of the other towns, Cutler City residents had always worked together to improve living conditions without asking for help from the other towns. While Oceanlake had the big business district, Taft had Siletz Bay, and Nelscott the artistic community, Cutler City had a spirit of independence and self sufficiency. Consequently, when these towns began to discuss the possibility of joining together as one city in the late 1950s, Cutler City residents were skeptical.

Despite this initial skepticism, the advantages of incorporating as one city became more and more evident. All of the towns required the same government services, such as fire and police protection, sewers, water, local ordinances and many other services. A larger, combined city could provide these services more easily and at less cost, still, many people were reluctant for the towns to join together as one because of town rivalry. Additionally, all of the towns in the area were developed to differing degrees. Some towns, like Taft and Oceanlake, already had many city services. These towns did not want to be taxed to pay for the same improvements in other towns. A protracted discussion ensued as to whether the towns should join together, and if so, what was the most judicious way to establish the new city.

In September of 1963 Frank Berry, president of the Cutler City Community Club, and Al Miller, vice president, called a special public meeting at the Club to determine

whether the people of Cutler City wanted to be included in consolidation plans. An earlier proposal to consolidate did not include Cutler City since it was thought by some that most Cutler City residents would be opposed to the idea. Others thought there were a large number of residents who favored consolidation. At this meeting it was argued that Cutler City, along with Taft, would benefit most from the development of Siletz Bay, which was thought of as "a sleeping giant," ripe with possibilities for business and recreation development. The argument for consolidation asserted that development of the Bay would have a much greater chance for success with a unified city of 5,000 behind it. Cutler City would also benefit from police protection, a larger fire district, sewers and an improved water system. After several such town meetings, a poll was taken to find out where people stood on consolidation. A survey was also conducted in Cutler City, Oceanlake and Taft to determine the best way to consolidate these towns. (NG 9-5-63)

By February 1964, more consolidation planning meetings were held in the towns from Roads End to Cutler City. In March 1964, it was decided that a vote for consolidation of the area from Oceanlake to Cutler City would be held on May 15th, 1964.

The vote for consolidation in May of 1964 was a disappointment to members of the consolidation committee. Defeated by a margin of just seven votes, city and town officials in favor of consolidation immediately set about to explore the possibility of compromises with those who objected to

IT'S LINCOLN CITY NOW !!!

December 10, 1964

It's LINCOLN CITY by a margin of three votes ! The Taft counting board went over returns in that city a second time following Tuesday's election before a member admitted "Well, you beat us."

The returns, complete by 10 p.m. are unofficial and a recount may still be sought by opponents in Taft.

While results also were close in Cutler City, the vote there will be combined with Nelscott for official tabulation making the unincorporated area vote 158 yes to 126 no, a safe majority.

	Election returns by precinct were:	
	YES	NO
Oceanlake #1	197	45
Oceanlake #2	146	71
Delake	198	98
Nelscott	85	57
Taft	115	112
Cutler City	73	69

Legal steps still to be taken before the new city functions include election of a council of seven, one from each of the five areas, one at large and a mayor at large.

This council, duly elected,

will, as an early order of business name citizens to assist in forming a budget which must then be approved by vote of the people to form a tax base. Financially, LINCOLN CITY probably will not exist until July 1, 1965, start of the new fiscal year for cities. Payments from state funds certainly will not be made until that time.

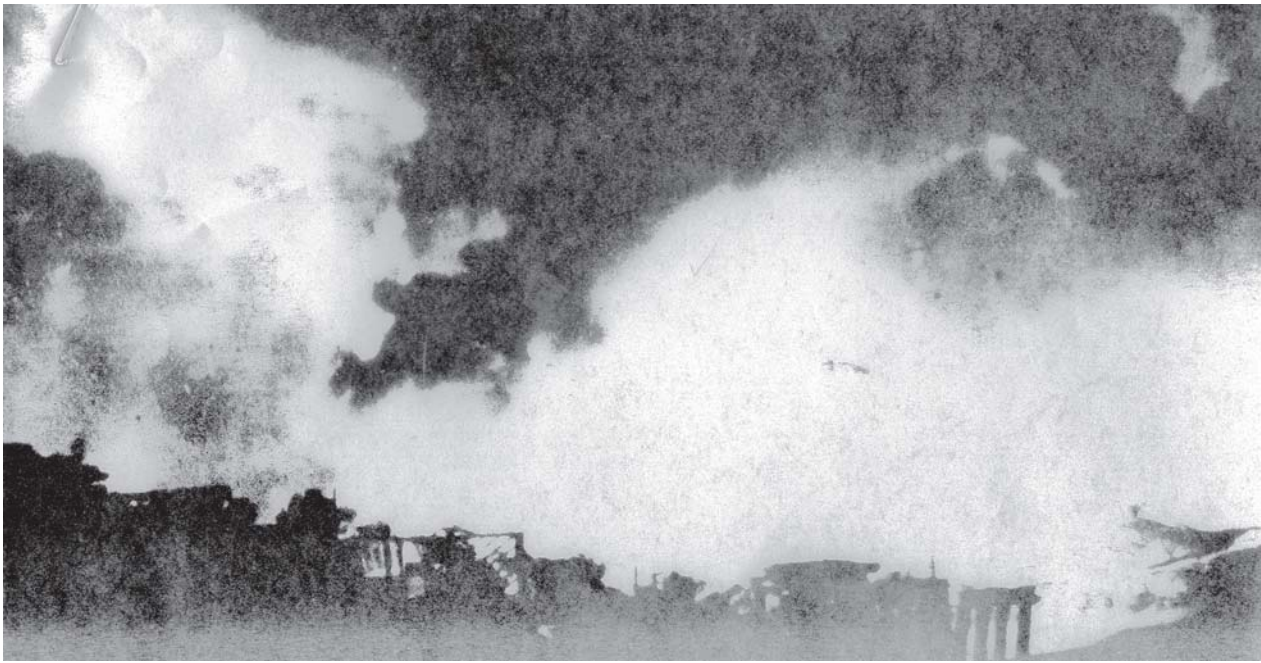
State officials, in fact, may call for a census of at least Nelscott and Cutler City before releasing gasoline tax and liquor tax refunds amounting to nearly \$10 per person.

consolidation. Taft had the largest number of opponents to consolidation. At issue was Taft's sewer levy, which would remain Taft's sole responsibility. Would Taft then have to assume a share in the taxes for other towns to have sewers? Taft's residents wanted these questions resolved before consolidation. Other opponents objected to portions of the new city's proposed charter. Motivated by the overwhelming favorable vote of most of the populace, the consolidation steering committee members continued to meet regularly and to push vigorously for compromises that would mean eventual success. (NG 5-21-64).

Finally, in December of 1964, Oceanlake, Delake, Nelscott, Taft and Cutler City voted to consolidate as one city. Results of the vote in Cutler City were close, 73 yea to 69 no. The new City of Lincoln City still had to elect a mayor and city council, as well as establish a city budget before it became official and ready to do business on March 3, 1965. (NG 12-10-64)

When it was clear that using any one of the five cities' names for the consolidated city would be too controversial, a contest was held to find a new name. Many voiced loud objections to any name proposed that was like the name of any existing town. Citizens didn't want a "honky-tonk name" for the consolidated city, nor did they want a name that was uninteresting. In the end a contest was held to name the city. "Lincoln City", submitted by school children, was chosen from among the entries. Even though many people thought the choice was "unoriginal," it was the least controversial.





Garrigus Building fire

April 29, 1964 brought disaster to one Cutler City business. Garrigus Builders Supply warehouse was completely destroyed by a fire from an unknown origin. Although the Devils Lake, Depoe Bay and Newport Fire Departments came to the aid of the Taft/ Nelscott/ Delake Fire Department with thirteen pieces of water hauling and other fire fighting equipment, lack of readily available water hindered their efforts. The single fire hydrant nearby failed and put another pumper out of commission by clogging it with mud. The fire consumed piles of lumber, plywood and a new truck outside of the building as well as the building itself. Estimated property loss was approximated at \$150,000. The fire was discovered by Ray Reimers, a neighbor who investigated what was happening when his dog barked a warning. Thanks to the dog, the Reimer home was saved, though it had been surrounded by flames on two sides. Many neighbors, including a group of teenagers, aided the Reimers in removing their possessions from their home. The real success of this fire fight was in containing

the fire to the Garrigus building. Ocean Bay Furniture store, which had also caught fire, only suffered damaged windows. The lack of available water did, however, highlight the need for better city services, and convinced more than one Cutler City resident that consolidation was not coming a moment too soon. (NG 4-30-64)

Work to rebuild Garrigus was started almost immediately. The day following the fire Forrest Garrigus started the rebuilding project by purchasing the Reimer house and turning it into business offices. (NG 5-7-64) By September the building structure was completed and a grand reopening celebration was announced for Garrigus Building Supply to take place from September 23rd to 26th. The grand reopening included free coffee and doughnuts, product demonstrations and door prizes.

Mr. and Mrs. Ed Tillman purchased the Villa Capri Motel and Restaurant, present day Bay House, in 1964. (NG 5-21-64) Less than a year later, in February 1965, a fire caused by

electric wiring problems did \$1,000 in damage to the restaurant. Fanned by extremely high winds; the fire destroyed a large part of the roof and attic, but did not reach the dining room or kitchen. (NG 2-11-65) In 1992 a windstorm blew down the building's original chimney, which was replaced later that fall. (NT 5-26-92)

During the 1960s Cutler City residents complained that their water had a large amount of silt content. To alleviate this problem, Cutler City Water District members approved a \$96,000 bond issue for improvement to its water system in August 1964. The improvements included a new pipeline from the source below the forest road on Gordy Creek to a source above the forest road. Also included in the improvements was a new reservoir, built on the Roger Thompson property in Cutler City. Since road fill was considered the reason for the problem, changing the source to a place above the road and adding a reservoir where the silt would filter down were measures thought likely to solve the problem. (NG 8-13-64)



Ocean and dunes view from Cutler City circa 1962

When Lincoln City began to function as an official entity, some of the expected difficulties with former agencies and governmental groups began to emerge. Cutler City Water Board members were told that they were now an "illegal" group that had no standing and no say about how public funds were to be spent. Oregon law decreed that any entity that was completely blanketed by a new incorporated city would be automatically "extinguished" and its assets and liabilities would become the responsibility of the new city. The Cutler City Water Board saw it differently, asserting that they had control of water district funds and that they would decide how they would be spent. At issue was Lincoln City's plan to integrate the Cutler City water system into the Taft-Nelscott-Delake system. Lincoln City had already replaced badly deteriorated wooden water mains and began running a water line from Taft. The city cited trouble from the Gordy Creek source as a reason for changing the Cutler City Water Board's plan. By January 1967, the embattled Cutler City Water Board defied Lincoln City government's takeover plans and the new city council filed a law suit to force the Cutler City Water Board to turn over all assets and records. (NG 1-5-67)

In retaliation Harvey Cross filed a lawsuit against the City of Lincoln City alleging that the consolidation itself was not legal. This suit, which questioned the existence of Lincoln City, had to be addressed by the courts before a ruling could be made about the legality of the Cutler City Water Board. Public meetings held at the Community Club made it clear that Mr. Cross and some others were in the minority among Cutler City residents. In 1967 even more residents than in 1964 wanted to be a part of Lincoln City. This majority was not pleased with the action taken by the "separatists" and wanted the Water Board to cooperate with the city. As a result of this dispute, three Community Club officers resigned including Mr. and Mrs. Cross, who were vice-president and secretary respectively. At a later meeting Mr. Cross said that he had not officially resigned, but his position had been filled by Joseph Kirk by that time.

On February 23, 1967, after a court decision declaring that Lincoln City was a legally incorporated city acting in accordance with the law, the Cutler City Water Board turned over all Cutler City Water District assets and records to Lincoln City. (NG 2-28-67)

The issue was not completely settled until July of 1967 when the suit filed against the city by Mr. Harvey Cross was settled. Still at issue was a \$1,047,000 sewer and storm drain federal grant to Lincoln City that would be delayed and possibly lost as long as this suit was pending. A compromise was reached in the eleventh hour. Cutler City residents undoubtedly brought pressure on Mr. Cross to settle the lawsuit, and city councilors who knew a lot was at stake for the city, were willing to compromise to insure the grant.

The terms of the settlement included payment of Mr. Cross's legal fees, immunity from further litigation for business owners and Water Board members and the promise to form a citizen's advisory group. (NG 7-6-67)



Flooding in Cutler City 1953

During the 1950s and 1960s flooding continued to be a problem. During the annual coastal storms water backed up all through town, flooding streets and bringing in ocean debris. Sewers were needed and had been approved, but still had not been constructed in Cutler City. Apparently at issue was who would do the actual construction. According to ex-mayor Sam Cribbs, Cutler City's advisors refused to have Lincoln City crews construct the sewers in Cutler City as they did in other parts of Lincoln City. They wanted an outside firm to do the construction and they got it. In March of 1971 the Lincoln City City Council accepted the Cutler City sewer proposal without discussion and with only one dissenting vote. The rumor that circulated at the time was that it passed so easily due to a long and heated debate at a closed executive session of the council a week earlier. (NG 3-4-71)



Street Car Village seen from Highway 101

In 1970 “Trader” Hap Hitchcock erected a string of stores he called “Trader Hap’s Streetcar Village.” His first building, painted red and almost completely covered in Victorian gingerbread, was an antique store that sold drug store Indians; roll top desks and oddities such as a wood stove shaped like a fire hydrant. Other stores in the string like *The Roamer’s Paradise*, sold collectibles

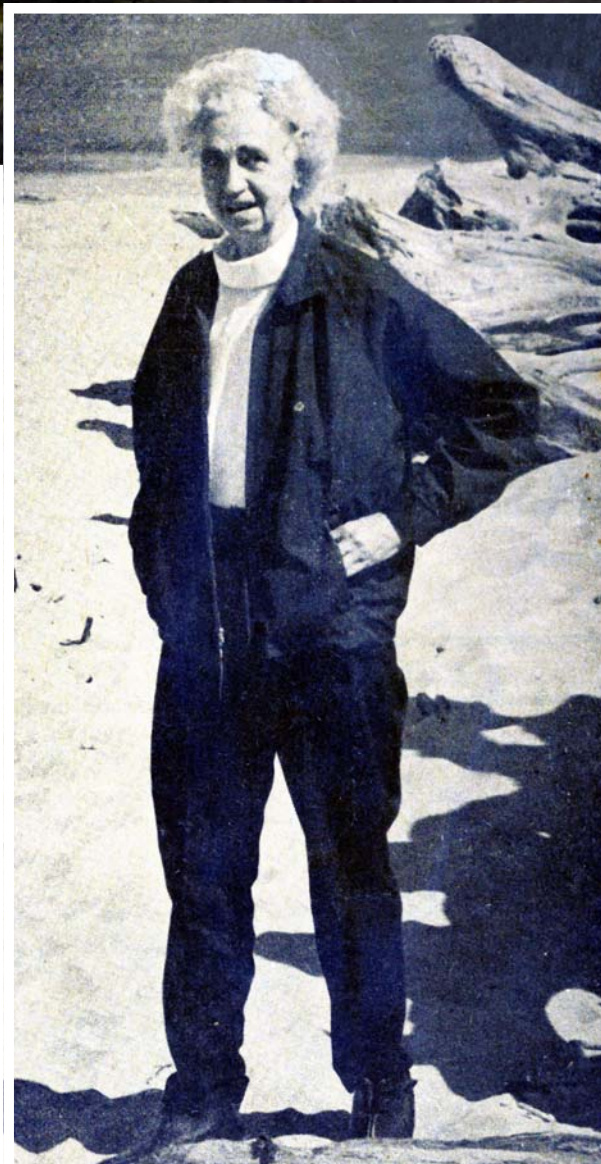
and primitive paintings. There was *Herley Shoemaker’s Gift and Rock Shop* that sold rock specimens and rock jewelry. Monroe Grahams’s *The Little People* sold miniature animated figures. Mr. Hitchcock’s third antique store, built from a Portland streetcar that ran on the Sellwood line, gave the village its name. Later, Hitchcock added two Burlington Northern cabooses that housed a stain glass artist. (NG 10-1980)



Josephine Young Memorial Park

Josephine Young, a dedicated city council member and former precinct committee woman for the Democratic Party, spearheaded a move in the early 1970s to provide a Cutler City park for picnicking and enjoying Siletz Bay. There had been a park in Cutler City at the end of 65th Street for some time. Photos from the 1930s show a beautiful picnic area with tables neatly placed among coastal pines. Mention of a Cutler City Park appeared in the newspapers about that time. Apparently, this “unofficial” park was used by early residents and visitors on and off over the years.

Community members maintained the park, especially members of the Cutler City Community Club. However, by the 1970s the park had begun to see some vandalism. Trash accumulated in the area, and the lack of



Josephine Young

public parking and restrooms made a park undesirable to many nearby neighbors. Some residents wanted to eliminate the park altogether. Councilwoman Young, among others, thought it would be a good idea to keep the park, but to make it a Lincoln City property, adding restrooms, garbage pickup and public parking. Young lobbied hard to make sure the idea was heard and understood by the city. On October 8, 1973, Lincoln City officially established the Josephine Young Memorial Park on 1.01 acres across from Siletz Bay at the end of 65th Street and Ebb Avenue. The park, which included restrooms, public parking and eight picnic tables, was a huge success with the community. It became a place where residents could go to enjoy the

Bay on a beautiful day, walk their dogs and sit and chat with neighbors over a mug of coffee. Visitors have access to the area without causing damage or annoying neighbors, making them feel welcome and comfortable in Cutler City.

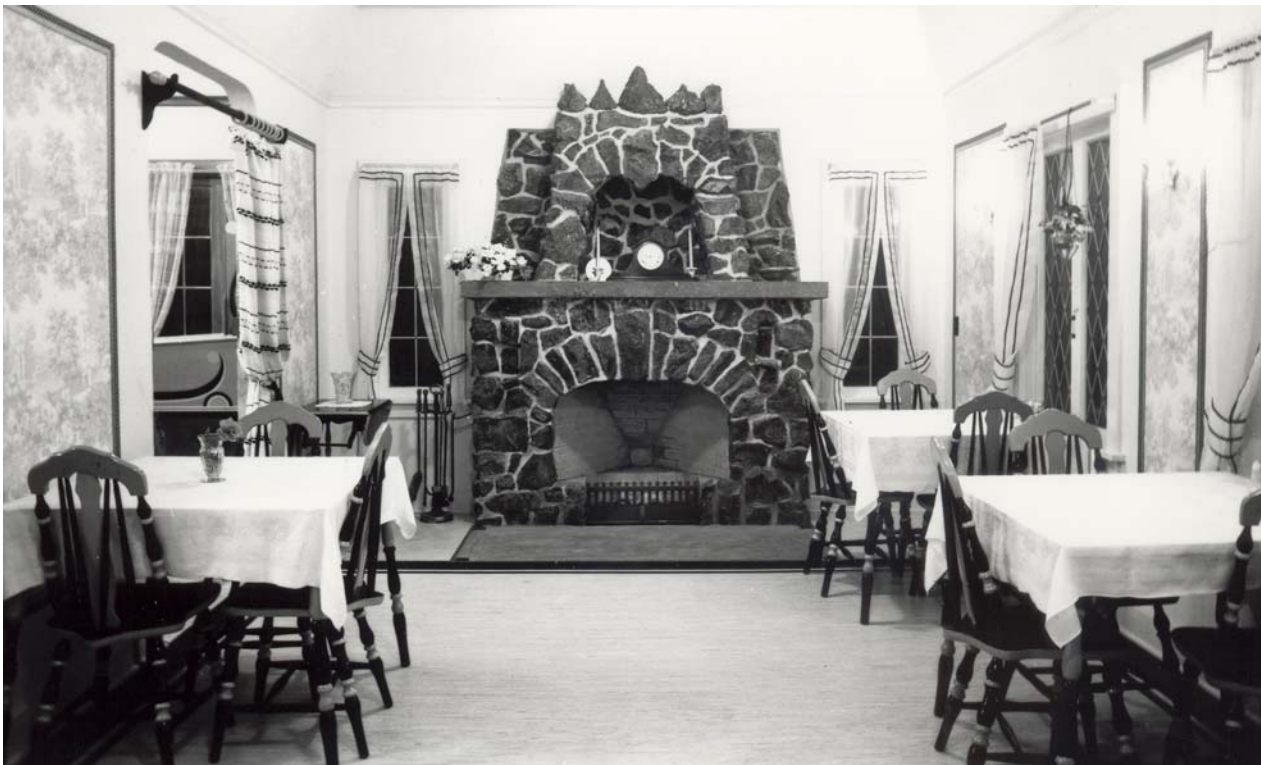
Josephine Young died on July 21, 1974. Mrs. Young, elected to a four year term as city council member in 1972, succumbed to stomach cancer before she could complete her term in office. Mrs. Young was remembered for her many contributions to the community but most especially for making this park, which bears her name, a permanent addition to Cutler City. (NG 8-11-74)



Josephine Young Memorial Park



The Bay House Restaurant



Cutler City Tavern dining room

In April 1984, David Hearing opened the Bay House restaurant in an historic building that had been a Cutler City landmark for over five decades. Situated at the far north end of town, it is the first building seen as one enters Cutler City. Although several restaurants have come and gone in that building since the 1930s, including the Cutler City Tavern, the Bay House, with its reputation for fine dining and spectacular view, has remained since 1984.

Cutler City languished somewhat during the 1970s and 1980s. Some residents said that consolidation destroyed the sense of community that it had once had. Others said it lost many of its charming gardens and cottages and appeared run down. Drug use and related crime were on the increase. Many residents lost the pride they took living in Cutler City.

One Cutler City resident at that time tried to turn back the clock, at least in his own yard. Dean Olson moved to Cutler City in 1973 and took up residence at 1136 SW 69th Street. When he purchased the property it was pretty much a blank canvas. According to Olson, you could see from one end of the property to the other without plants blocking your view. Over the years Mr. Olson created a garden showplace on his property. He added a pond and filled the entire yard with plants and trees of all kinds. He graveled a walk through the garden and dragged driftwood from the beach to create gazebos and other garden structures. He planted

roses, bushes and trees in such a way as to create separate rooms of greenery. Walking through his garden, a person continually had a new scene to delight the eye. Visitors said his home looked like a scene in a painting, almost too beautiful to be true. Without knowing it, Mr. Olson had brought back the Cutler City of old, a garden cottage surrounded by natural beauty. (NG 5-28-86)



Dean Olson and his dog in their garden in Cutler City



Dean Olson's garden on 1136 SW 69th Street

"DOLLY THE TROLLEY" LINCOLN CITY, OREGON



During the 1970s and 1980s "Dolly the Trolley" began making stops in Cutler City at the Bay House and the Cutler City Community Club. Dolly made it possible for people who didn't drive to shop and visit in other parts of Lincoln City. Along with providing a practical transportation solution, Dolly also brought some long forgotten charm back to the area.

In July of 1987 Weimers Furniture and Carpet Center at 6255 SW Highway 101, closed its doors due to family health concerns. Weimers had been a Cutler City business for more than eighteen years. October 1987 Pat and Chuck Snawder bought and reopened the business, renaming it Harbor Bay Home Furnishings. The name and ownership changed in 2001 to Roby's Harbor Bay Furniture and finally to Roby's Furniture and Appliance Store in 2006. (NG 7-16-87)



Roby's Furniture Store, formerly Weimers Furniture

The Cutler City Community Club continued to be a community resource throughout the 1950's, 60s, 70s and 80s. Membership dues were \$2.00 a year. During those years the Club put on bi-annual arts and crafts festivals, held monthly pancake breakfasts and developed a neighborhood watch program. Margaret Langford served as Club President for eighteen years, from 1964 to 1983. During her tenure the Club acted as both a civic organization and a social center, sometimes combining the two. Often, plays, dances and other entertainment were put on by the Club to benefit charities and nonprofit organizations throughout Lincoln City. In 1983, Ed Johann took the reins from Mrs. Langford and continued the work. Over the years the Cutler City Community Club came to mean a great deal to its members. To those who didn't drive it meant a place to go where they would feel at home yet be out in the world, hearing news and

sharing fun with neighbors. Weddings were held there, as well as birthday and anniversary celebrations. It was truly the heart of the community. (Cutler City Community Club scrapbook)



Margaret Langford, Cutler City Community Club President donating money for city ambulance stretchers



Community Club play in 1940



Pacific Baptist Church 2007

Throughout its history the Community Club welcomed other civic groups to share the facility including the Lincoln County Foodshare. When in 1990 the Club could no longer support the facility, they decided to deed it to another nonprofit organization. On July 18, 1991, Community Club officers officially deeded the property to the Pacific Baptist Church. (NG 7-1991)



Ed Johann and Bob Barden construct access ramp for Cutler City Community Club

In 1999 a plan by Lincoln City to create a wetlands park in Cutler City sparked heated debate. The proposed wetlands were mostly in the Pines Addition to Cutler City, just behind the business district on the west side of the Highway. The land belonged to Lincoln County but Lincoln City had been given a recreational easement on the property. While

most Cutler City residents and local ecologists liked the idea of creating a park for preservation and education of native coastal wetlands, they were not in agreement with the design of the park. The inclusion of a parking lot, board walks and restrooms at the park were thought to be detrimental to the purpose of preserving the wetlands.



Wetland Trail built by Friends of the Wildwoods on SW 63rd Street

Frank Nettleship, who lived next door to the proposed park parcel, commented, "It's the cutting edge of environmental ecology. Leave it as it is." After this outcry from nearby residents and environmentalists, a modified design was developed that limited boardwalks and moved parking and restrooms across Southwest 63rd Avenue. (NT 5-12-99)

In June of 1999 a group called Friends of the Wildwoods and Trails stepped in to offer a third alternative, distinctly different from the Parks and Recreation plan. They proposed eliminating restrooms and parking lots altogether, creating a simple, man-made hiking path through the wetlands. (NG 6-2-99) Their concern was that the natural setting remain undisturbed. The Friends used machetes, axes and brush cutters to clear a half mile trail. The trail winds back and forth from 63rd Street to 69th Street, through a marshy wooded area. While it does not attract many visitors, local residents and

naturalists think the trail does what it was intended to do, preserve the environment. (NG 6-28-00)

In May of 2001 the Salmon River Drift Creek Watershed Council sponsored a "Wild Rhododendron Appreciation Hike." The group wanted to commemorate the city's history as the Rhododendron Capitol of the area. The group followed the Friends of the Wildwoods and Trails hiking trail through Cutler City wetlands. Participants were happy to see a collection of wild "rhoddies" preserved there, along with many species of birds and early blooming flowers. (NG 5-9-01)

In 2001, Lincoln City's Urban Renewal Agency constructed a sidewalk along much of 62nd Street. Cutler City residents had long hoped for sidewalks that would protect pedestrians as they walked along this busy street. Curb improvements along the length of the sidewalk rounded out the project. (NG 1-3-01)

CONTESTED SPACE

The history of Cutler City is a story of the interplay between humans, a rugged landscape and uncontrollable natural elements. The city's location at sea level and lack of a natural sea barrier have made it one of the most contested places on the Oregon coast. Residents have always had to contest with wave, wind and water for their homes. As settlers pushed further and further west to be closer to the ocean, the ocean pushed back. Perhaps this contest with the natural elements accounts for the independent and indefatigable spirit of so many of Cutler City's residents. From the earliest days of settlement they had to work hard, and work together, to create a striving, self-sustaining community. In many ways, Cutler City's struggle with the environment and isolating topography parallel the entire Oregon Coast, but the intensity of the struggle and the way in which residents have handled it make Cutler City's story unique. High winds, storms and tsunamis still impact today's residents, who say that these events are what draw them together and bring out the helpful nature of the community.

Another charter trait of the town, somewhat forgotten today, is its natural beauty. Fields of clover, wild rhododendron gardens, and planted cottage gardens, defined the town and made it a desirable place to live. Once dense with shrubs and trees, the town now has a "squeezed in" appearance, with large modern homes replacing small on very small lots. Some cottage gardens remain, but they are often found on streets with houses that

are run down and unkempt and that diminish the effect of their beauty.

Open space, once so abundant, now seems to be found only at the edges of town where the water meets the land. Vacant lots behind the businesses on Highway 101 are left to gather debris rather than being put to use for the community or landscaped to provide visual appeal. Parks provided by the city provide residents with a place to meet and enjoy the outdoors, but the city streets are uninviting. The lack of sidewalks in most of the town means that children play and walk in the street.

The view shed is still spectacular and may be as accessible as it has ever been due to the layout of the town. The view of Siletz Bay, the Pacific Ocean and Taft seen from Josephine Young Park is among the most inspiring on the Oregon Coast. The view to the south of the wetlands includes an almost panoramic view of the Siletz River estuary and surrounding mountains to the east.

While community spirit and involvement remain, there is much less a feeling of "common good" than in the past. People today are much more likely to look to city government to solve their problems than to organize and think of ways that they can make needed changes in their community. Still, residents love their community, and need only a reason or some direction to get them to work together effectively once again.

CONCLUSION

Always considered a “bedroom community”, Cutler City’s business district along the Highway 101 corridor has never attracted much new commerce or experienced much growth. New businesses appear to replace similar businesses at the same location. The only completely unique and historic business is the Crab Pot. Unfortunately, the old wooden Crab Pot building was never built to last long, and while it could be restored, it is in such a state of disrepair that it would take a concerted effort on the part of the owner and Lincoln City to make it a historic resource recognized by the National Register of Historic Places.

The residential section of Cutler City has grown significantly over time. Much of the open space scattered throughout Cutler City is now gone. With growth has come a sense of shrinking possibilities, of new affluence along-side decay and neglect. While there is a need to preserve some of the lovely old cottages in Cutler City, it is glaringly obvious that upkeep is a more important priority at this point in time. Some of these older cottages are falling down in disrepair, while others have tacked on inappropriate room additions or been replaced with manufactured homes. Simple maintenance, including removal of curbside clutter, would vastly improve the appearance of the houses.

Some cottages have been painted in ways that emphasize their charm or have added decorative details to their exteriors. That kind of inexpensive restoration should be encouraged. The addition of gardens and landscaping to well kept and colorfully painted cottages would bring back some of the historic characteristics of the cottages and would could greatly enhance their value and appeal. By making the most of the small, cozy nature of these original structures, it is far less likely that they will be replaced by new, larger modern structures.

In order to bring back a sense of community pride, civic mindedness and revitalization, residents of Cutler City and the City of Lincoln City could endeavor to recreate the garden community of the past. A glimpse of Siletz Bay or the art gardens in front of the Freed Gallery are not enough to draw the eye as one drives along Highway 101. If flower gardens and trees lined the street in front of the buildings, visitors would be far more likely to stop and shop. Vacant land behind the businesses on the west side of Highway 101 would be ideal for community or city gardens. Perhaps starting a garden club for the purpose of planning and encouraging community gardens might be a way of bringing people together again with a common goal.

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CUTLER CITY TIMELINE

- March 11, 1899: The Johnson Post Office was established on Drift Creek about ½ mile east of what is now Cutler City.
- 1905: The first sawmill was built in the area by Mr. Parmele, on Drift Creek east of the present site of Cutler City.
- June 4, 1913: Cutler City town site approved by the County Court. George Cutler was the owner.
- March 1930: Cutler City was awarded Post Office with J.H. Bloomer named as Postmaster.
- May 1930: All-Years Beach Association holds meetings in Cutler City.
- 1930: Dikes and sea walls were built at Cutler City. December 1930.
- 1931: H.B. Stowe takes over Cutler City Fish Market.
- Cutler City businesses ads in 1930 newspapers:
Siletz Bay Auto Court BRN 4-11-30
Cutler City Grocery NLCG 4-21-32
Cutler City Fish Market NLCG 4-21-32
Charles Johnson, Boat Rentals BRN 7-3-31
- January 30, 1931: Cutler City Store moved to new quarters.
- June 12, 1931: A new fishing dock at Cutler City was built by Charles Johnson.
- July 31, 1931: H.B. Staub took over Cutler City Fish Market
- November 6, 1931: Cutler City Grocery Store enlarged store.
- March 1932: Gravel from Drift Creek is used to gravel Cutler City streets.
- Cutler City businesses ads in 1934 newspapers:
Cutler City Grocery
L.L. Shults Contractor
Moore's General Store
Fred Garton Gravel
Cutler City Fish Market
Charles Johnson Boat Rental
The Crab Pot

January 1935: Mrs. Betty Campbell opens Beauty Shop in Cutler City.

May 1935: Kangas Brothers Dairy expands milk route to include Delake and Oceanlake.

May 1935: V.L. LaVigne purchases Moore's Grocery Store.

August 15, 1935: Kangas Brothers install an electric milking machine at their dairy.

May 1936: Construction begins on Cutler City Community Club.

June 23, 1936: Cutler City Community Club opens.

March 1937: Pedestrian pathway built from Oceanlake to Cutler City.

June 1937: Earl Tuttle leases Auto Park and cottages in Cutler City.

June 4, 1937: Cottage owned by J.H. Boomer destroyed by fire.

May 1937: Dr. Will Curtis, chiropractor, opens office in Cutler City.

October 1937: Cutler City residents vote unanimously (43 votes) for Water Bonds to purchase Water System.

January 1938: Streets in Cutler City surfaced with gravel.

December 1938: Jack Wenger builds Grocery and Meat Market south of the Cutler City Tavern.

Cutler City businesses ads in 1938 newspapers:

Dr. Will Curtis

Richfield Service Station

R.F. Martin Dairy

June 24, 1938: Kangas Brothers Dairy sold milk route to C.E. Terry.

January 1939: J.M. King elected President of Cutler City Community Center.

June 1939: Mr. and Mrs. W.A. Boyd purchase Cutler City Tavern.

February 1940: Werner Timber Co. erects company building in Cutler City.

- May 1940: W.H. Pattison buys Moore's Grocery Store in Cutler City.
- October 1940: R.L. Tracy purchases the Hamburger Inn in Cutler City.
- January 1941: Ed Alexander replaces Frank Anderson as butcher at Moore's Grocery.
- June 1941: Residents raise money from property owners to oil main streets in Cutler City.
- July 1941: County Civil Defense appointments- Major L.A. Bowman of Cutler City named Coordinator of Lincoln County Civil Defense activities.
- October 1941: Floa Copeland buys out interest of Alma Schaeffer's in Hamburger Inn.
- October 1941: Glen Wilbur buys Cutler City Café and Cottages from Mr. And Mrs. Al Boyd.
- January 1943: Joe Kirk elected President of Cutler City Community Club.
- April 1943: Matt Kangas dies April 8th.
- May 1943: Floyd Martin, Cutler City, has given up his retail milk route.
- May 1943: Siletz Bay Auto Camp sold to R.E. Oliver by Gia Keller.
- Business ads in 1944 newspapers:
 Pattison Grocery
 A. C. Thompson's Cutler City Store
 Siletz Bay Cottages
 B&B Machine Shop
 The Crab Pot
 BRE and RP Oliver Painters
- August 1944: Mr. And Mrs. E.A. Reed purchase Cutler City Crab Pot from Mr. And Mrs. A. Thomas.
- August 1944: Mr. And Mrs. Wayne Guild purchase Hamburger Inn.
- September 1944: Mrs. Hazel V. Graham appointed Acting Postmaster at Cutler City.
- July 1944: A.C. Thompson buys out Mrs. Hattie Pattison's share of Cutler City Grocery.
- September 1944: Mrs. Hazel V. Graham appointed Acting Postmaster at Cutler City.

- January 1945: Louis Brown elected President of Cutler City Community Club.
- February 1945: Mr. and Mrs. Harold Standley purchase Cutler City Café and Motel.
- May 1945: Mr. and Mrs. Harry Pyne lease Cutler City Café.
- July 1945: Cutler City residents vote 47-1 for \$6,000 water bonds for improvements.
- October 1945: Herb and Edna Rich take over Cutler City Café.
- November 1945: S.W. Stewart purchases Cutler City store.
- January 1946: Cutler City resident's sign petition requesting annexation to the TND Fire District.
- August 1946: Pines addition opens with about 100 lots in Cutler City.
- November 1946: M and F Store opens in Cutler City.
- July 1947: Voters approve \$1, 600 tax levy.
- August 1948: Cutler City Lumber Mill burns to ground.
- December 1948: E.E. Finley elected commissioner of Cutler City Water District.
- August 1950: Frank Stepanek buys Bay Lumber Co. in Cutler City from Jack and Bob Wilson.
- July 1952: Bay Building Supply Company formed to buy Cutler City Lumber. Owners are Joe W. Shook, Sydney I. Atkinson and Howard E. Schmidt.
- April 1954: Ocean Bay Furniture moves to M&F building in Cutler City.
- December 1954: Louis P. Miller elected to Cutler City Water District board.
- December 1955: Phillip Adams and J.F. Tighe elected to Cutler City Water District board.
- April 1956: Mrs. Edith Snyder and daughter Janet open the Cutler City Crab Pot.
- December 1956: George W. Compton elected to Cutler City water board.
- December 1959: Cutler City Water District elects Fred Tighe.

- March 1960: Mr. and Mrs. L.L. Shively purchase Cutler City sawmill.
- May 1960: Garrigus Builders Supply in Cutler City has open house.
- December 1960: Phil Adams elected to Cutler City water district.
- January 1961: Dr. William H. Pollard, MD, of Cutler City dies January 14th.
- August 1961: Mr. and Mrs. Clarence Howell are new owners of the Green Gables Cottages in Cutler City.
- December 1961: H.W. Woods elected to Cutler City water district.
- August 1963: Mr. and Mrs. Donald R. Kidd purchase the Cutler City Store.
- October 1963: Duane Griffith appointed to Cutler City Water board.
- February 1964: Meeting held to start plans to consolidate area from Roads End to Cutler City.
- May 1964: Vote for consolidation of area Oceanlake to Cutler City defeated on May 15th.
- May 1964: Garrigus Builders Supply warehouse in Cutler City destroyed by fire.
- June 1964: Taft, Cutler City and Nelscott citizens ask for new try on consolidation.
- August 1964: Cutler City water district voters approve \$96,000 bond issue for improvement to water system.
- September 1964: Garrigus Builders Supply of Cutler City hold grand opening after re-building.
- December 1964: Harold Olson and Albert Miller elected to Cutler City Water District board.
- February 1965: Fire damages Villa Café (present Bay House) in Cutler City.
- May 1965: John Schneidecker buys Cutler City Store.
- January 1966: Gale force wind damages chimney at Villa Café (present Bay House)
- January 1967: Embattled Cutler Water board defies city takeover plans.

February 1967: Cutler City water board turns over assets to Lincoln City after court decision.

July 1967: Compromise reached on Cutler City water squabble.

July 1968: Lord Thomas Inn restaurant opens in Cutler City (present day Bay House)

March 1971: City accepts Cutler City sewer proposal

July 1972: City planners okay Mobile Park in Cutler City

October 8, 1973: Lincoln City officially established the Josephine Young Park on 1.01 acres across from Siletz Bay at the end of 65th Street and Ebb Avenue.

July 1974: Josephine Young, City Council member, dies July 31, 1974

April 1984: David Hearing opens Bay House restaurant

October 1987: Pat and Chuck Snawder open Harbor Bay Home Furnishings at 6255 SW HWY 101 (formerly Weimers)

July 18, 1991: Cutler City Community Club officers officially deeded the property to Pacific Baptist Church

June 1999: Friends of the Wildwoods and Trails construct walking trail through Cutler City wetlands.

2001: Lincoln City's Urban Renewal Agency constructed a sidewalk along much of 62nd Street

CULTURAL RESOURCE INVENTORY



AERIAL VIEW OF CUTLER CITY 2007

PRIVATELY OWNED HISTORIC RESOURCES

Privately owned historic resources in this survey are of two types: residential and commercial. Each type has been evaluated for its historic significance and architectural integrity. Significance was determined by assessing each resource in terms of historic association, contribution to the community, and/or representation of cultural, economic, political or social pattern within the community.

ARCHITECTURE

Cutler City building structures have little architectural significance. Most structures are a combination of Arts and Crafts and a basic bungalow style. Many have been significantly modified over time. None are in the National Historic Register. They do, however, provide the context for the history that has played out under their roofs and are reference points for individual and community events. The buildings and structures built by Cutler City inhabitants are evidence of how they lived, their industries and occupations, their creative impulses, and the natural resources of the land.

Commercial buildings are few in number. The most significant are the Roby's building and the Lumbermens building. Both buildings employ a minimal modern, utilitarian design. Their significance is largely associative, having been long-term businesses, locally owned and operated they represent the building and lumber industries that once flourished in the area.

Streetcar Village and the Crab Pot are in unusual structures for commercial use. The Crab Pot is in a wood framed building more in keeping with a residence than a market. Its age, history, distinctive store front and signage make it a significant structure in Cutler City. The business represents both the

fishing and the tourist industries; however its present condition means that it is in danger of being lost to the community.

The string of stores, old street car and warehouse in Street Car Village give it an unusual, distinctive appearance. Although it not historically significant due to its relatively recent construction, it is significant because it is distinctively recognizable as a Cutler City business that has future value to the community.

The Kangas Dairy barn, built for commercial dairy farming, is perhaps the best example of an historical Cutler City building. The building represents a once thriving dairy industry, now completely gone from the area. It has been moderately modified for other commercial uses but remains a significant example of an early twentieth century dairy barn built in this area.

Older residential structures are mostly wood-frame, single-story cottages with very simple, boxlike designs. Built as vacation cottages, some homes are exceptionally small and simply and inexpensively constructed. Architectural styles and features, such as those listed here, were sometimes included in the design.

ARCHITECTURAL STYLES AND TERMINOLOGY

Arts & Crafts style:

An architectural style found in Oregon between about 1900 and 1920 that derives from an interest in hand-crafted construction and decoration, or what appears to be hand-crafted. Some of the stylistic elements include gable roofs with a very steep pitch, large exterior fireplace chimneys, an asymmetrical design (the sections of the building and the door and window arrangements are irregular rather than balanced), windows that have many small panes, and often a combination of exterior materials that suggest a vernacular style, such as stucco or a simulation of half-timbering.

Bungalow style:

A very popular architectural style used primarily for houses built in Oregon between about 1905 and 1925 that is characterized by a low profile, a low-pitched roof, rectangular composition, and overhanging eaves. Bungalows usually have large porches, and often include a sleeping porch or veranda. While most Oregon bungalows are built of wood, porch supports and fireplaces are often built of cobbles, and brick, especially clinker brick, is also often used.

Craftsman style:

An architectural style that in Oregon is essentially synonymous with the Bungalow style.

Gable:

The triangular portion of an exterior wall that is formed by the slanted pitch of a ridged roof. A gable roof has a ridge line from which the two sides of the roof extend; the gables are at each end.

Pillar:

A support similar to a column, but of variable shape, such as rectangular or elephantine (a four-sided pillar that widens toward its base).

Shingle:

A small, thin sawn wooden board, thicker at one end, that is installed with overlapping edges as exterior siding or roofing. It differs from a shake, which has a similar function but is split rather than sawn; a shake is thicker and rougher than a shingle.

PRIVATELY OWNED HISTORIC RESOURCES: COMMERCIAL

The Cutler City Crab Pot 6901 SW Highway 101

The original cottage that became the Crab Pot was built about 1922 as a residence. A semi-enclosed porch was added on to the front of the cottage to sell fish and seafood. The original cottage burned down in the late 1920s and was replaced in 1930 by the current building built by Ariel Thomas. A Mr. Gerlick and Mr. H. B. Stowe had the business from July 1931 until August 1944 when it was purchased by Mr. and Mrs. Elmer Reed. Edith Snyder and daughter Janet bought the business in 1956 from the Reeds. The current owner, Allen Black, bought the business from Frank Snyder in 1974.



The Crab Pot circa 1928



The Crab Pot 1995

Lumbermens Building 6305 SW Highway 101

McCready Lumber was the first business on the footprint of the Lumbermens building. McCready sold lumber from a trailer, stacking and storing wood in the adjoining yard. Garrigus Builders Supply Company opened for business in May 1960 in a new building with a drive-through warehouse and much smaller retail store than today. The original warehouse, built by Garrigus burned down in April 1964 and was replaced later that same year with a larger warehouse. Additional offices and a larger store were added to the complex at that time. The new building has been expanded and remodeled over the

ensuing years, but retains much of its original exterior configuration. Willamette Industries bought the business and building around 1973. It was sold to Lumbermens around 1983, and has remained in the hands of Lumbermens since that time. (Approximate dates obtained through phone books)



Lumbermens 2007



Lumbermens warehouse 2007

Tups Tavern 6042 SE Highway 101

The small, wood framed structure that housed the Hamburger Inn was built circa 1934. The tavern and restaurant quickly became a favorite watering hole and eatery in Cutler City, and have continued to be ever since. It became Tups Tavern some time in the early to mid 1940s when a man with the last name of "Tupper" purchased the business. The current owners, Roger and Diane Gettis, remodeled and updated the building in 2006. The new building, more than three times the original structure, has been completely modified. It sits on the footprint of the original building.



Tups Tavern 1960s



Tups Tavern 2007

Roby's Furniture

6255 SW Highway 101

Originally one of the M&F Stores, this building was constructed in 1946 by John W. Wilson of Werner Timber. It was owned and operated by Mr. Kenneth Morgan, owner of Kenny's Food Market in Oceanlake, R. H. Morgan, D. W. Griffin and Mr. E. M. Forguard. The building was considered very modern for the 1940s because of its size, 56' by 159', and windows facing the highway that allowed cars going along Coast Highway a good view of merchandise displays. The building has been occupied by furniture stores ever since it was sold to Ocean Bay Furniture in 1954. It was occupied by Ocean Bay Furniture from 1954 to 1969, by Weimer's Furniture from 1970 to 1986, and by Harbor Bay Furniture from 1986 to 2001. The name and ownership changed in 2001 to Roby's Harbor Bay Furniture and finally to Roby's Furniture and Appliance Store in 2006.



Compliments of OCEAN BAY FURNITURE. We give S & H Green Stamps. Cutler City, Oregon.



Roby's 2007



Kangas Dairy Barn



The Kangas Dairy Barn 6429 SW Highway 101

The Kangas Dairy barn, built in 1931, is very much a Cutler City landmark today. At the time it was built it accommodated 40 to 50 cows. The Kangas Brothers Dairy operated out of that barn until the 1950s. The interior, especially, has had many reconstructive repairs and modifications for other uses including as a photographer's studio. The exterior was modified, following a major wind storm, to include a wrap around second story porch and staircase.



Kangas Dairy Barn circa 1960

Kangas House

6429 SW Highway 101

This classic Craftsman home was built in 1929 by a Finnish carpenter. It was very large for the times, probably because Matt Kangas, the original owner, had seven children to accommodate. The house includes a large kitchen and dining room as well as five bedrooms. The small house the Kangas family lived in previously was put on rollers and moved a few yards to the west to make room for this larger house. The small house burned down in the 1950s.



Kangas House

The Bay House Restaurant

The building that now houses the Bay House restaurant has been a Cutler City landmark since the mid 1930s. It began as the Cutler City Tavern in a small wood framed building with two large stone fireplaces. Later businesses emphasized fine dining and the name was changed to the Cutler City Café and Motel when some rental cottages were added to the business. David Hearing purchased the building and business in 1979. After a few years with business booming it became apparent that the 25 seat dining room was too small. He decided to enlarge the building beginning with the kitchen. The addition was 500 square feet to the back of the building, completed in June 1983. The dining room was also redesigned. Rounded windows were added with a cove above to “soften” their appearance. Track lighting was carefully laid out and 80 percent of the seats in the room became view seats. The interior was decorated in a “light deco” style with hand painted antique chairs. A small dining



area on the south side of the building was converted into a warm, comfortable reception area. Just off the dining area, a private, Oriental style garden was created, utilizing sculptures by northwest artist Marge Hammond.

In December 2005, Mr. Stephen Wilson purchased the building and remodeled it once again, adding a wine bar and cocktail lounge to the north side of the building. The new addition is approximately 1300 square feet, and includes a new fireplace and a beautiful 21.5 foot black walnut bar.



Cutler City Tavern circa 1940



Cutler City Tavern (Bay House) Interior

Cutler City Community Club Building 6531 SW Galley Avenue



Cutler City Community Club 2007

Built by Cutler City residents in May 1936, the Cutler City Community Club has been remodeled several times. The Club was built on land sold to the community by Arthur Cutler. Residents donated all the labor and most of the materials to build the Club. The ramp providing wheelchair access to the building was added in 1989. The significance of this building is in its historic association, since it was the location for community gatherings, celebrations and events for more than sixty years. The building was given to the Pacific Baptist Church in 1991.



Cutler City Community Club circa 1940

PRIVATELY OWNED RESOURCES: RESIDENTIAL

"Old Gold" cabin in Cutler City

This Craftsman cabin, owned by Flo and Dean Rogers in the 1930s is likely the one still at 6409 Harbor, although that is not certain. The style of the cottage is highly representative of Cutler City residential architecture pre World War II.



"Old Gold" circa 1933



"Old Gold" 2007



Flo Rogers in front of "Old Gold"



Olson home and garden 1976

Dean Olson's house and gardens in Cutler City 1136 SW 69th Street

The history of this home is unknown up until the time Dean Olson purchased it in 1973. Its historic significance stems from the gardens created by Mr. Olson that were well known in Cutler City throughout the 1970s and 1980s. Today the house appears structurally unchanged since the 1970s. However, the house is somewhat run-down and in need of repair. The surrounding gardens are but a reminder of their former glory.

GOVERNMENT OWNED RESOURCES

Kids Park and Seniors Too 6634 SW Fleet

When two abandoned houses were condemned and demolished in 1990, the city of Lincoln City acquired two building lots in Cutler City. A park was proposed for this property and a citizens committee formed to help design the park. The park was intended for use primarily by neighborhood children. When park construction was completed in the spring of 1992, the naming of the park also became a community endeavor. A contest to name the park ensued with the winning entry chosen by neighborhood children who had decided it should be a park for kids, but for seniors too.



Kids Park and Seniors Too

Josephine Young Memorial Park

On October 8, 1973, Lincoln City officially established the Josephine Young Park on 1.01 acres along the Siletz Bay at the end of 65th and Ebb Avenue. Tax lot No. 197, Lincoln County Section 34, TWP 7S. The park covers approximately 14,112 square feet, about one third of an acre. The park includes restroom facilities, picnic benches and parking. Once a problem for Cutler City residents due to lack of maintenance, the park is currently maintained by Lincoln City and is much used and appreciated by residents and visitors alike. The park is located on a historically significant site, the site of the Frank Gibbs residence, the first home built in Cutler City.



Josephine Young Memorial Park 2007



Cutler City Wetlands and Open Space Walking Trail

In 1999 a group called Friends of the Wildwoods and Trails began work on a marshy wooded area in what was the Pines Addition to Cutler City. The trail is located on wetlands owned by Lincoln County but given to Lincoln City as an easement for recreational purposes. The Friends used a chain saw and motor driven brush cutter to clear a half mile trail that wound from 63rd Street to 69th Street.

MODERN CULTURAL RESOURCES

Streetcar Village

The string of stores known as “Trader Hap’s Streetcar Village,” was initially constructed in 1970 by “Trader” Hap Hitchcock. He painted his first building red and covered it almost completely with white Victorian gingerbread trim. The Portland streetcar that ran on the Sellwood line was added in 1971 and gave the business its name. In later years Hitchcock added two Burlington Northern cabooses that housed a stain glass artist and

a warehouse. Stores in the “village” are mainly antiques stores and stores with unusual collectible merchandise. Mr. Hitchcock’s third antique store, built from a Portland streetcar that ran on the Sellwood line, gave the village its name. Later, Hitchcock added two Burlington Northern cabooses that housed a stained glass artist. Weekly antique auctions are now conducted in the warehouse.



Streetcar Village 2007



The Freed Gallery 6119 SE Highway 101

The 4,000 square foot Freed Gallery was designed by Lee Freed and built by Jim Drayton in 1994. The beauty of the structure is partly due to its all glass front that reveals the art inside. It is also due to gardens of art that surround the building. The land the building sits upon was never built on prior to the Freed Gallery. At one time this land was higher than the surrounding ground, but when the highway was constructed they leveled off the street. The Freed Gallery is currently a cultural center for Lincoln City.

Every year the gallery puts on a gala event to benefit "Let There Be Arts" a community nonprofit to encourage art education in local schools. During the winter months the gallery sponsors concerts for this purpose, as well as fundraisers for other nonprofit organizations. The significance of this building is not historical, due to its recent construction. However, it is significant because of its cultural impact and use for cultural and community events. It is very likely to remain a cultural asset in this community for some time to come.

COTTAGES FROM AN HISTORIC ERA



6045 SW Jetty

Although no definite history is known about this small folk cottage, it stands in a location described as being the site of George Cutler's home built in 1913. This is one of the few cottages built during this period that is situated such that it has a bay view.



6040 SW Jetty

This small bungalow has a lovely view of the bay and a brick fireplace. No known history.



1240-1248 SW 62nd Street

Although no definite history is known about these bungalow cottages, now rental units, it is probable they were among the early vacation cottages built in the 1930s and 1940s. They may have been Siletz Bay Auto Park cottages.





1219 SW 62nd Street

No known history. This tiny bungalow cottage was likely built in the early 1930s. It may have been an original rental cottage in the Siletz Bay Auto Park, just across the street from a group of cottages. Note the decorative whale at the top of the porch gable.



1151 SW 62nd Street

This early cottage with some Craftsman features has a lovely fenced-in garden. The house faces the street with no bay view. No known history.



1027 SW 62nd Street

This shingled bungalow appears to have a front, sleeping porch. Unlike many early cottages, it is situated such that it has a wonderful bay view. No known history.



1040 SW 62nd Street

This delightful Craftsman type cottage has some unusual trim at the top of the porch columns. No known history.



6436 SW Fleet Street

This picturesque Craftsman cottage with brick fireplace is greatly enhanced by its freshly painted appearance and white picket fence. No known history.



6526 SW Ebb Street

No known history. This Craftsman cottage with small, gabled front porch appears to have had some modifications. The sides seem to be later additions to the small Craftsman cottage. The exterior detail on the porch gable and porch railing give this cottage its unique look. No known history.



6623 SW Ebb Street

This charming Craftsman style cottage has a raised front porch under an overhanging eave. The turned columns and porch railings give this cottage its appeal. No known history.



1045 SW 69th Street

This corner bungalow is greatly enhanced by several colors of exterior paint. It appears to have been raised from the ground at some point, no doubt due to flooding as it is very close to the beach. No known history.



6106 SW Fleet Street

This Craftsman cottage appears to be slightly modified since it was built some time circa 1930. Modern vinyl windows have replaced original windows and the garage now appears to be a part of the living quarters. No known history.



6301 SW Harbor

One of the most delightful cottages in the area, this lovely, shingled home with some Craftsman features has some wonderful old growth trees on the property. Its fresh paint and well kept appearance adds to its appeal. No known history.



6444 SW Inlet Street

This home is currently owned by Mr. Ed Johann, former president of the Cutler City Community Club. The home's gardens and unusual exterior decorations are in keeping with historic Cutler City.



6448 SW Galley Street

Although the house at this location may be historic, it has several awkward, modern additions. This home is included in this inventory due to the unusual fence made of driftwood, very much in keeping with historic Cutler City.

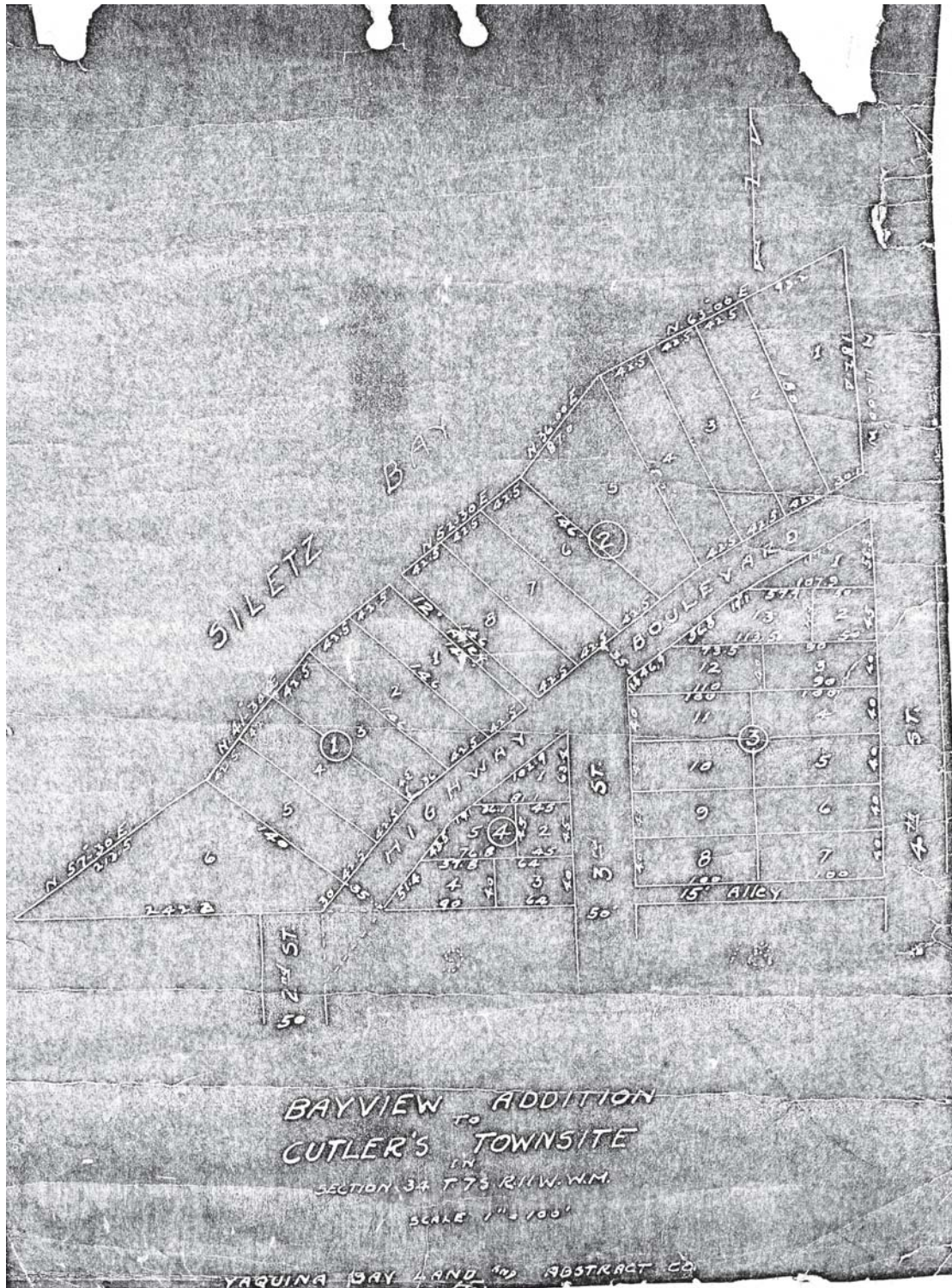
APPENDIX A

STREET NAMES

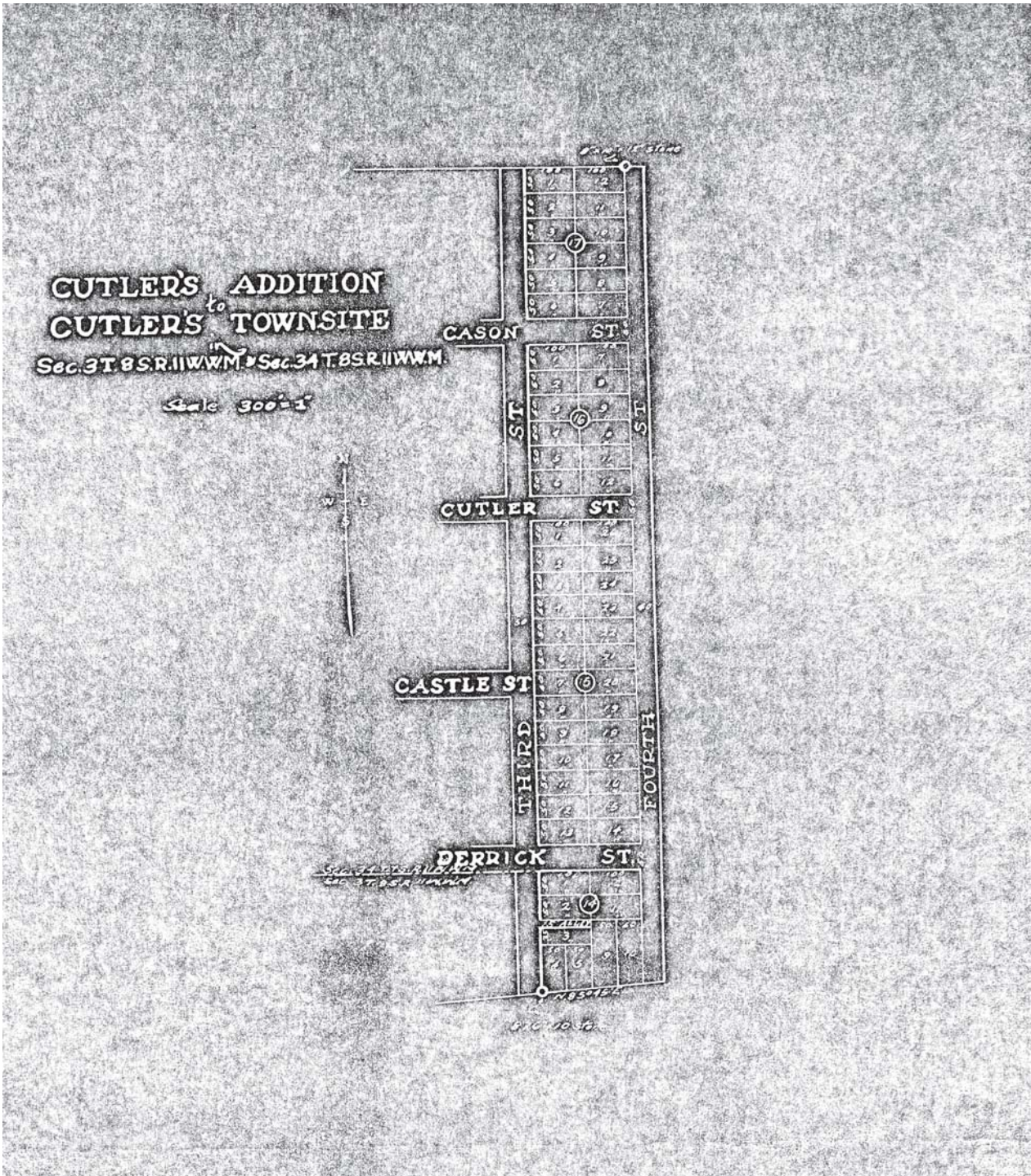
When Cutler City incorporated as a part of Lincoln City, the names of the streets changed as follows:

Grandview Road (East of highway)	S 54th Dr.
Cutler City Road (Running N and S)	S Jetty Ave.
Cutler City Road (Running NW and SE)	S Keel
Highway Blvd.	S 62nd St.
Arden Avenue	S 63rd St.
B Street	S 64th St.
Cason Street	S 65th St.
Brunswick Avenue	S 65th St.
Cutler Sreet	S 66th St.
Castle Street	S 68th St.
Canal Street	S 67th St.
Derrick Street	S 69th St.
First Street	S Ebb St.
Second Street	S Fleet St.
Third Street	S Galley Ave.
Fourth Street	S Harbor Ave.
Fifteh Street	S Inlet Ave.

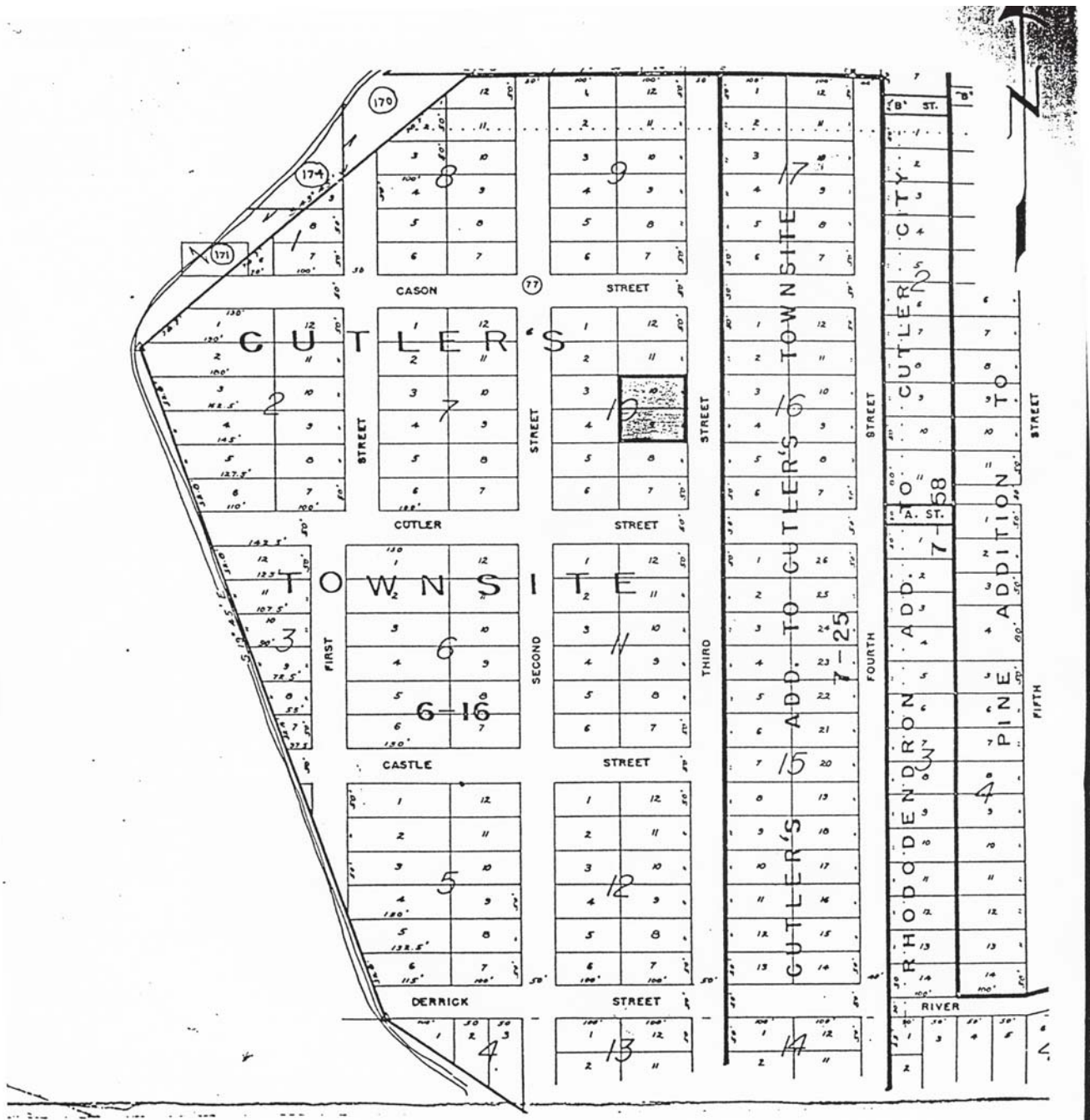
APPENDIX B MAPS



BAYVIEW ADDITION TO CUTLER CITY



CUTLER ADDITION TO CUTLER CITY

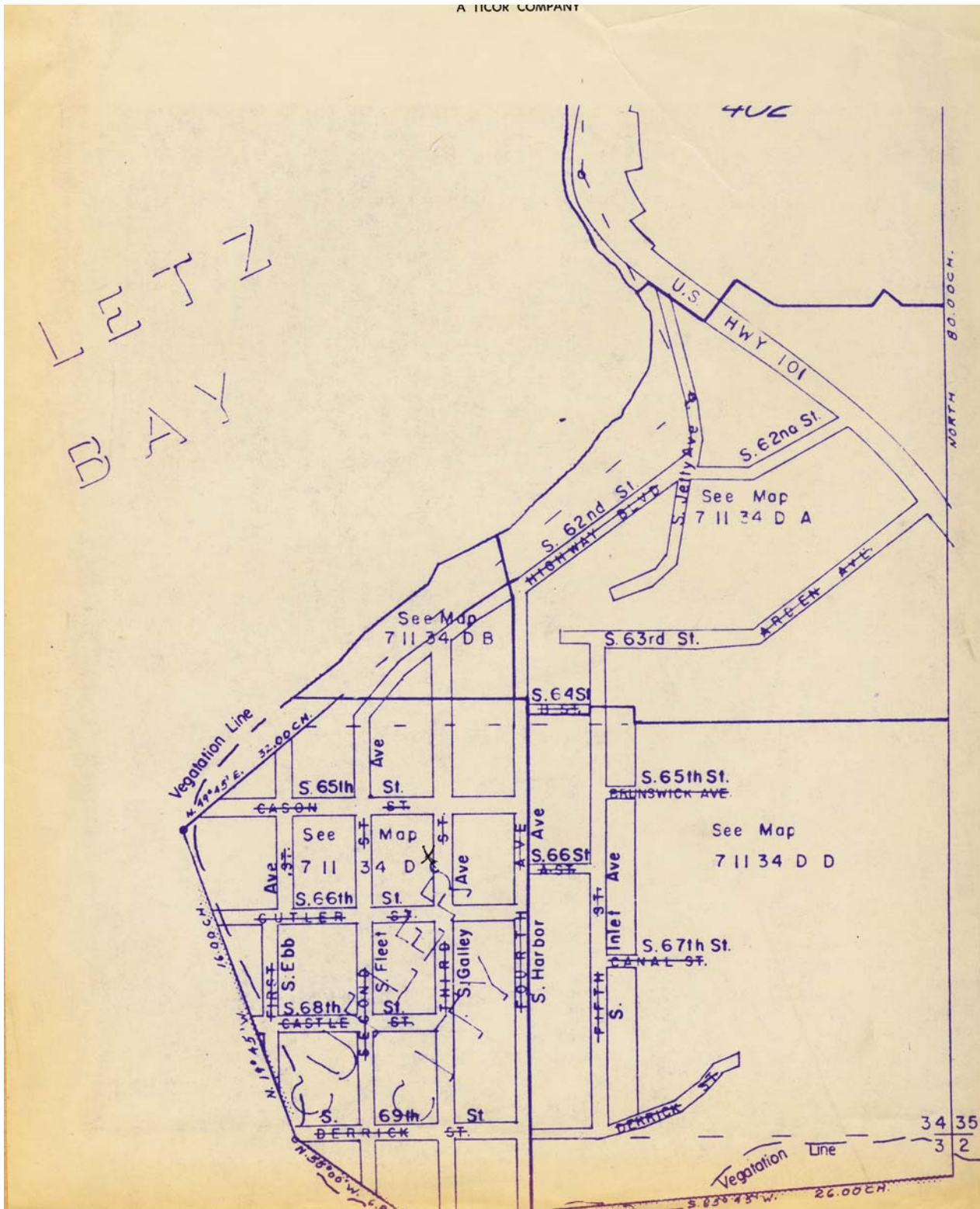


21-50-164

SCALE: 1 INCH EQUALS 200 FEET

RHODODENDRON & PINES ADDITION TO CUTLER CITY

LETTZ
BANK



1980 PLAT MAP OF CUTLER CITY

MERRY CHRISTMAS



MR. and MRS.
R. F. MARTIN

CUTLER CITY DAIRY
Cutler City, Oregon

HAMBURGER INN

Elsie Ann Muzzy - R.W. (Blackie) Bartnik
WELL BE SEEIN' U

Dinners - Sea Foods Cutler City, Oregon

Moore's Cutler City Oregon

Hot Shots for Saturday Only, January 11

P-NUT BUTTER, 8c pound

LARD or VEGETABLE SHORTENING, by the tub, 7c lb.

Small White Navy Beans, 6 pounds 19c

Men's Wool Socks Rain Clothes

Ladies' Rayon and Wool Hose

BOOTS - For Ladies, Children and Men

Remember Our Regular Prices

Cigarettes, 2 packages for 25c.

Canned Milk, 5c per can

Fleischman's Yeast Cakes, 3 for 10c. All Gum, 3 pkgs, 10c

Cutler City Grocery

"We Make the Pace"

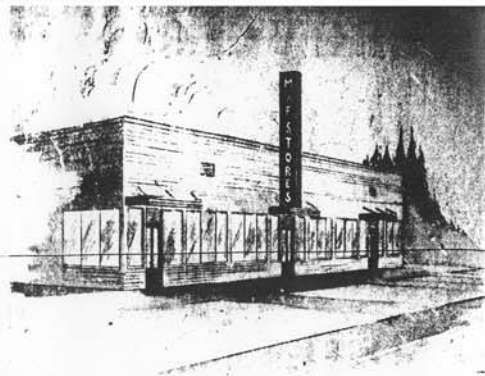
Only Local Distributors for
Albers' Dairy Feed & Flour

THE CRAB POT
Cutler City, Ore.
Fresh Sea Foods
A. Thomas, Prop

DR. WILL F. CURTIS
CHIROPRACTOR
Cutler City
Consultations Free
Phone 9006

M & F Stores

Cutler City,
Oregon



Convenient hourly bus schedule from Neotsu to the doors of the M & F Store by the Beach Bus Service.

GRAND OPENING

PLENTY
OF EASY
PARKING

FRIDAY, NOVEMBER 22, 1946, 8:30 A. M.

A One-Stop Shopping Center, Offering SIX
Complete Departments From

GARRIGUS BUILDERS SUPPLY is always ready to fill your order.



About the Author

Anne Hall, a California native, moved to Lincoln City in 1993 after a short visit left her longing for the beauty of the Pacific Northwest coast. After six years working in Circulation and Reference at the Driftwood Public Library, and one year as Librarian for Tillamook Bay Community College, she was asked to design and outfit a new research library for the North Lincoln County Historical Museum. In 2001 she was hired as the museum's Curator and worked with the Board of Directors to secure grant funding for a museum expansion project. While the museum was under construction, Hall worked as Curator for the Lincoln County Historical Society in Newport. Her work as Director started in 2004 with the design and construction of new exhibits for the newly expanded and remodeled museum building.

Ms. Hall has a BA in Management and Organizational Leadership from George Fox University. She earned her MA from Emporia State Kansas in Library and Information Sciences. Her administration experience includes working as the Central Coast Coordinator for the Special Olympics and Circulation Supervisor for Golden West Community College.

Hall's work as Museum Curator gave her the necessary background to research and write this Context Statement. Her other writings include poetry, fiction and historical articles for the *NewsGuard*. Today she happily resides in Neotsu.