

# Perilous adventures on the road to Cannon Beach

For those of us who live in Cannon Beach and the surrounding area, the trek to “the city” can seem exhausting. Highway 26 is a bumpy, winding, traffic-filled nightmare at the best of times, and in winter down right dangerous. We take for granted that this trip takes only a few hours when just over 100 years ago, the journey was a long one, indeed.

In the early years of traveling to Cannon Beach the trek was a full-day journey that typically combined traveling by boat down the Columbia River from Portland, disembarking at Astoria and then taking another boat down the Skipanon River, horseback, or stage coach to Seaside – then onward to Cannon Beach. The first train to travel to Seaside arrived in May of 1898. This train was often referred to as the “Daddy Train.” This decreased travel time to Cannon Beach by several hours. Travelers would journey from Seaside by horse, stagecoach or by foot to Cannon Beach. Long-time resident and author of “Comin’ in Over the Rock,” Peter Lindsey com-

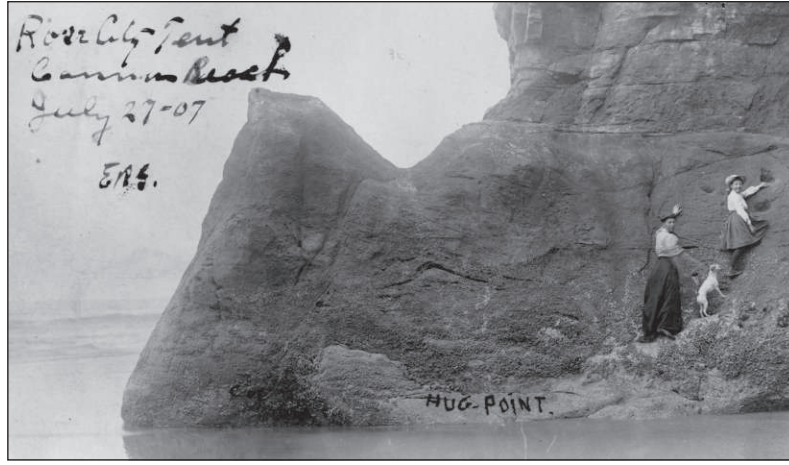
## REFLECTIONS

ELAINE TRUCKE



pare the journey from Seaside to Cannon Beach as “the Bataan Death March.” The road, barely more than a trail, was a muddy mess for most of the year. At one point the road to Cannon Beach was purported to have a stomach-churning 111 turns.

By 1920 a highway was constructed along the Columbia River and decreased the travel to Cannon Beach to just over five hours. The road still consisted of a dizzying number of curves and was mainly mud and gravel. Wolf Creek Highway from Manning to the Necanicum Junction was completed in 1941, this is now known as Highway 26. This decreased travel time to less than three hours. New links to Portland were completed in 1948 and the road was dedicated at the Sunset Highway. It wasn’t until 1950 that a new road was construct-



CANNON BEACH HISTORY CENTER AND MUSEUM

This photo was taken in 1907 of ladies “hugging” the hand-holds at Hug Point.

ed to Cannon Beach from Seaside that eliminated the 111 curves.

If you wondering about traveling south from Cannon Beach, it wasn’t the leisurely journey that we enjoy today. Highway 101 did not exist prior to 1932. The journey south from Cannon Beach was either along the beach or by a mountain trail. Mary Gerritse was the local

mail carrier from 1897 to 1902.

Both trails had their own dangers; the mountain trail was narrow and had steep drop offs, while the beach road was only accessible at extreme low tides. To cross the point between Arcadia and Hug Point beaches, as they are now known, one had to “hug” the rock. In 1893, hand and footholds were dug out

of the sandstone around the face of point, allowing a person to climb along the shallow ledge, hugging the rock. This was how Hug Point became known as Hug Point. Gerritse nearly drowned and lost her prized horse Prince attempting to cross this area at high tide. The way was treacherous and, at times, inaccessible.

In 1910 Hug Point was blasted with dynamite to make a road that would be accessible for longer stretches of time between high and low tide. Once the road was completed stagecoaches were able to use it to bypass the cliffs off of the coast by hugging the edge of the cliff and escaping the waves of the Pacific Ocean. This route was called the Oregon Coast Highway and is now considered part of the Oregon Coast Trail.

To learn more visit the Cannon Beach History Center and Museum and check out our new exhibit “The Long Road Home.” The museum is open from 11 a.m. until 4 p.m. Wednesday through Monday, closed on Tuesday.

# ‘Unveiling’ art book sale offers treasures for the coffee table

Readers may note my photograph differs from that of Carla O’Reilly. She has decided it’s time someone else produce a monthly column about library activities, personalities, events, services, volunteers, fundraising, etc.

I’m that someone, but I encourage other library members to share this task so “At the Library” contains more voices than mine. Consider volunteering as a columnist or library volunteer, become an active member of the Cannon Beach Library — a nonprofit organization central to Cannon Beach life. Carla deserves a big “thank you” for diligently providing Gazette readers with library news. Thank you, Carla.

A new columnist wasn’t the only change last week. Did others notice fewer days of rain, softer showers, flowering trees, dry pavement, more

## AT THE LIBRARY

JOSEPH BERNT



smiles, more tourists? Spring arrived, matched by an increase in library activity.

This weekend, May 6-8, the Cannon Beach arts community celebrates Spring Unveiling. Janet Bates, library board secretary and book pricing committee chairperson, mentions that committee members spent months accumulating donated art, gardening and coffee table books for the Spring Unveiling Art Book Sale, May 4-12. The book sale room remains open, freshly stocked with mysteries, fiction, history and biography.

Janet also notes preparation for

a Memorial Day Weekend Rare and Old Books Sale, May 26-28, from 10 a.m. to 5 p.m., and for the July Fourth Book Sale, July 4-7, from 10 a.m. to 5 p.m.

“If you are spring cleaning and encounter books you want to share with other book lovers, now is the time to consider donating them to the library,” she advises. “Our holiday sales will insure they find good homes.”

Don’t miss local novelist Deborah Reed’s Northwest Authors presentation, Saturday, May 12, at the library. Reed will discuss and read from “The Days When Birds Come Back,” her sixth novel published in seven years. She also will explain how the natural world informs and heals us, particularly those who live, like Reed, along the Pacific Northwest coast, the setting for her novel.

Reed’s narrative explores the rela-

tionship between two fragile characters. June, who returned from Ireland without her husband, hires Jameson, a carpenter whose marriage imploded earlier, to restore a bungalow where June spent childhood years with grandparents.

Reed has lived and presented writing workshops throughout the U.S. and Europe. Her family has ties to the South; but Reed grew up in Michigan and Florida, attended 11 elementary schools, and lived as an adult in Germany, Los Angeles, several places in Oregon including Portland and finally Manzanita.

She calls Manzanita, clearly recognizable in her latest novel, home. Other connections to Oregon include graduating from Oregon State University and completing her master of fine arts degree in creative writing at Pacific University.

Besides “The Days When Birds Come Back,” Reed has published three other literary novels: “Carry Yourself Back to Me,” “Things We Set on Fire,” and “Olivay.” Two thrillers, “A Small Fortune” and “Fortune’s Deadly Decent,” were published under a pseudonym, Audrey Braun.

Cannon Beach Bookstore will offer copies of “The Days When Birds Come Back” for purchase and signing at her talk, from 2 to 3 p.m., Saturday, May 12, at the library, 131 N. Hemlock St.

The Cannon Beach Reads group will discuss Lewis Carroll’s “Alice’s Adventures in Wonderland” and “Through the Looking Glass” and sample coffee and cookies at the library, Wednesday, May 16, from 7 to 8 p.m. Lynne Murray will lead this group discussion to which all are invited.

## LETTERS

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knows they deserve to be paid well for the incredible work they do. John also understands that past commitments need to be kept.

As a representative for all the citizens of the North Coast, John has boldly spoken out about the negative impacts of the unfunded mandate of PERS. Our local school districts, and county governments are struggling to meet their PERS requirements. As a PERS recipient I respect John’s stand that the current state budget deficit of \$1.6 billion should not be solved on the backs of school employees.

Orr’s solution to balancing the Oregon budget is to increase corporate taxes because their share of the tax burden has decreased significantly. In the 1970s corporations paid 18% of the income taxes in Oregon and today they pay only 6%. The burden for making up the difference has fallen on the working middle class.

As a lifetime member of OEA I am voting for John

Orr who is not afraid to take on the most difficult funding problems facing our state. Orr has the intelligence, the experience and the courage to makes changes in Salem.

**Cheryl Johnson**  
Astoria

### Cannon Beach Food Pantry thank you

The mission of the Cannon Beach Food Pantry is to provide food and essentials to the hungry in our community in a loving and compassionate manner. We volunteers are humbled and delighted that so many people turned out in the driving wind and rain to support us in our recent fundraiser “Soup for the Soul of Cannon Beach.”

A special thanks to the 22 people who brought in soup for our efforts, and to the many merchants and individuals who gave so generously. With grateful hearts and a plumper bank account, our food pantry will continue to support our most needy neighbors.

Thank you everyone.  
**Judy Wood**

**Nancy Littell**  
Co-chairs  
Cannon Beach Food Pantry

### Fix our infrastructure now

The North Coast is growing and with it, the need to maintain, repair and improve our bridges, roads, highways, and municipal water systems. These efforts require large amounts of capital. Our state is now rated near America’s bottom among the 50 states for infrastructure. This is bad for business. Due to tax cutting initiatives, the ability of state and local governments to meet demand for these capital investments has fallen behind. Our roads will need to accommodate greater numbers of travelers and keep commercial haulers moving efficiently in and out of our communities. The cost of delay will only increase. We must act before disaster or tragedy strikes. It’s time to invest in our future.

As a candidate for the Oregon House in this district, I have been listening to your concerns. Dale McDowell,

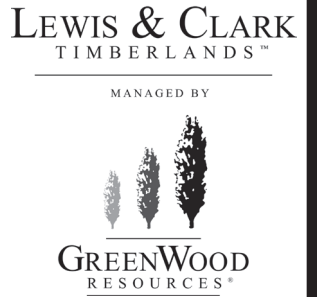
Seaside Public Works Director, recently told me of Seaside’s most pressing infrastructure concern: The Avenue U Bridge. Upgrade work is shovel ready but lacking \$6 million funding. The upgrade is necessary to avoid likely destruction in an earthquake. Even were the funding available, the Oregon Department of Transportation lacks the funding to hire necessary project managers. Another example: bicyclists, pedestrians and public safety would be well served by a pedestrian overpass in Gearhart across highway 101. Yet such a project lacks funding despite obvious need and benefit. The State must be more responsive to local infrastructure needs on the North Coast. If I am elected, I will do my best to see that it is.

**John F. Orr**  
Astoria

## LEWIS & CLARK TIMBERLANDS

### Recreational Access Permit Public Notice

All recreational activities on Lewis & Clark Timberlands Oregon will require a no fee recreational permit effective June 1, 2018



To acquire a permit (available 5/21/18): Go online to [greenwoodresources.com](http://greenwoodresources.com) and click on Recreation Access, or Scan the QR code using your smartphone at one of our access gate signs. Call 503.755.6655 for recorded information.

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**Saturday, May 12th at 2pm**  
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Flag Room  
450 10th Steet,  
Astoria

Sponsored by the Christian Science Churches:  
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