

Things I Remember about the Woods/Pacific City Area

by Virgil P. Magarrell

This remembrance about Ocean Park and later called Pacific City was written by Virgil P. Magarrell who at the time of writing was in his early 80s and living in Tillamook. V.P. Magarrell's granddaughter, Roxie Putman of Albany, Oregon, provided this letter in 2005 and wrote a letter of her own containing information about her grandfather. I am finally typing V.P. Magarrell's remembrance and Roxie Putman's letter in 2021. Dean Bones

The first time I seen Woods was in the fall of 1893. It was a charming and lively small town with three grocery or rather general stores. There was T.J. Lucy's Grocery, Frank Wilhart's General store and the bigger store of Cowen & Co. General and Hardware. There was also the R.T. Weatherly Drug Store, and there was the Krebs Bros. Sawmill, a fairly large mill that cut logs up to about 6 (feet in diameter) or somewhat bigger logs. There also was a Cooper Shop, a Photograph Gallery and a boat shop. There was also a dairy farm, quite a few private homes and a post office.

Woods at that date was almost as big as Tillamook which was about 30 miles north as the roads went in them days. It was about two days drive with a team and wagon. Sheridan was the nearest railroad about 40 miles east over a bad and crooked dirt road. There was a ferry boat that connected the town of Woods to the country to the east.

Steamers came in the Nestucca River with supplies. Two of the boats I remember were the Harrison and the Rosa Olson. There were others, however. Other boats that came in were the Miami Petril and later the Della, Jerald C. There were other and larger vessels like the Miami Petril that came in with supplies for the salmon cannery on the bay and to take out the pack (*What is meant by the pack? db*) like the Anita Patsy and Oskosh.

About that time there was a new town being laid out just across the river from Woods. This was much to the annoyance of the population of Woods, and they did everything they could to discourage the new town which was named Ocean Park. Quite a few lots were sold, and it was looking up for a good start, but that winter bad luck overtook the new townsite for it snowed deep in the mountains and then a Chinook, great storm, came and flooded the townsite under many feet of muddy flood waters. People who had bought lots demanded their money back before even a single house had been built.

It was quite evident that the town had been laid out on a plot of land that would never do for a town, so my father and the Malaneys decided to move the town to higher ground that would put it above the high water and in a much more desirable location. That is how my father got in to it. By this time the Malaney brothers were getting low on money, so they came to see my father, a man of some means. My father furnished the money to purchase the land for the new town. This land was obtained from John R. Malaney, father to Albert and John Jr. It was this move that set off the saying that they moved the town in a wheelbarrow as all they had to move were the blueprints, deeds, etc. and the new town was named Malaney's addition to Ocean Park.

HOLDERS of lots in the older location were given new lots in the new location as soon as it had been plotted with streets laid out. The building of a new town began.

However, two new towns both named Ocean Park had been started with one in Washington and one in Oregon. This caused much confusion so the name was changed to Pacific City, the name it still bears today.

The men who were behind all of this were Johny and Albert Malaney and my father R.C. Magarrell. There were others, but I believe they were mostly silent partners. The first house built in Pacific City was the fine home by a blacksmith named Porter. This house burned to the ground 3 days after it was finished, and the site where it stood is vacant today, 75 years later.

The next house to be built was up on the hill near the north end of Crist Street. That was where we lived, Father, myself, brother Joel and mother Mary. That was in the late summer of 1894 or about that date.

About April 1895, Father and the Malaneys began building a hotel in about the middle of town. This was a two story building of square design with a large kitchen and a large dining room, a ladies parlor and an office. This was known as the Sea View House, and it served many years after Father sold it. It became the Edmunds Hotel. IT was torn down in about 1950.

The next building to go up was a boat house. This building still is in use but has been moved to another site. The next building to go up was a small 3 roomed cabin by a man by the name of B.B. Brier. It was located one blok south of the hotel. Father bought it later, moved it and attached it to the hotel for more rooms. The next building was also by Mr. Briar. It was a livery barn. Father also got t in the deal as Briar, an old Union soldier was in ill health and too old to carry on. His two girls had left home, and his wife also left.

The next building was the A.C. Southmade General Store. It stood for many years and was finally torn down.

The next building was a nice small home by Wm. Scott just across from the hotel. It still stands and is in use in 2968.

Scott also built a saloon, but it caused so much trouble that Father bought it. moved it and made a store out of it. It was later wrecked. In the meantime buildings came and went with little growth.

Pacific City from 1894 - 1910 was a very popular summer resort. People came from Salem, McMinnville, and Sheridan and stayed all summer. But after the automobile, about 1910, things begin to go down only to pickup in later years.

Now about the fishing on the river and at the cape. I used to fish 2 or 3 nets and have caught 2 tons of salmon in a single night. The price of salmon in those days was chinook - \$.35 each, any size, silversides 12 1/2 each, any size chums \$.05 each. There were about 300 fishermen on the Nestucca at that time. They came from all over during the season.

Now something about the boats . . . There is quite a lot of talk about these dories. The fact remains that they are just the same things that the fishermen used on the river and bay. The square-sterned type was used for setting nets on the rivers as a one-man boat while the double end was used on the bay as a drift net boat as a two man boat. These boats were 18 - 20 feet long and about 5 beam and about 20 inch deep. They were built of IX (?) 12 clear spruce with plenty of flare and well-ribbed with bottoms fore and aft planked and would easily carry a ton or more.

Fish boxes were much the same as they are now. Most had a short deck forward, and some had a tent over the forward end for shelter. Most nets were about 100 fathoms and about 18 meshes deep with 8 to 9 inches mash for chinook and about 7 inches for silvers and chum. Quite often some of these boats were drug across the sand spit and taken to the cape for ocean fishing. I myself used a horse and dolly.

I have as a young man built so many of these boats I have forgotten how many. Labor these days would cost about \$7.50 up to \$10.00 or maybe \$12.50. Or you could buy one for about \$20.00 to \$35.00 all painted and ready to go. So many of these boats were used for renting to campers, but in most cases there were some smaller boats about 16 feet long.