

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Snell, Governor Earl W., Aircraft Crash Site

other names/site number Governor Earl W. Snell Aircraft Crash Site (preferred)

multiple property document N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

street & number Township 40 South, Range 16 East, Section 25, Fremont-Winema National Forest not for publication

city or town Lakeview vicinity

state Oregon code OR county Lake code 037 zip code 97630

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national statewide local

Applicable National Register Criteria: A B C D

[Signature], Heritage Program Lead 8/29/2018
Signature of certifying official/Title: Date

USDA Forest Service Pacific Northwest Region
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.
[Signature] 8/22/2018
Signature of commenting official Date

Associate Deputy State Historic Preservation Officer Oregon State Historic Preservation Office
Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:
 entered in the National Register determined eligible for the National Register
 determined not eligible for the National Register removed from the National Register
 other (explain:)

[Signature] 10/18/2018
Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

Category of Property
 (Check only **one** box.)

Number of Resources within Property
 (Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
		buildings
1		site
		structure
		object
1	0	Total

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

LANDSCAPE: Forest

Current Functions
 (Enter categories from instructions.)

TRANSPORTATION: Air-related

7. Description

Architectural Classification
 (Enter categories from instructions.)

OTHER: No Style

Materials
 (Enter categories from instructions.)

foundation: N/A

walls: N/A

roof: N/A

other: METAL: Aluminum Frame and Skin

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

Summary Paragraph

The Governor Earl W. Snell Aircraft Crash Site is nominated to the National Register of Historic Places under Criterion A at the statewide level of significance. It is the site of the 1947 airplane crash that killed Oregon Governor Earl W. Snell and his party, including the Secretary of State, Robert Farrell, and the President of the Oregon Senate, Marshall Cornett, as well as the pilot, Cliff Hogue. The crash debris is from a 1947-built Beechcraft Bonanza airplane, a plane that featured an all-aluminum airframe and body, a horizontal-opposed engine, and retractable landing gear. The site is located at an elevation of approximately 5,900 feet above sea level on the Fremont-Winema National Forest, in a remote ridge-top area approximately two miles west-southwest of Dog Lake and a short distance from Forest Service Road 4017-022. The crash debris that remains on-site is distributed within the 1947 impact area at a roughly 40-foot-by 20-foot oval area. The site retains a high level of integrity as remaining identifiable elements of the plane include much of the (now-flattened) fuselage, as well as the wings, engine cowling, and tail. The plane's remaining components retain their original metallic-silver exterior, with some sections still connected by stout riveting. Additionally, substantial areas of the original red-paint striping and blue lettering are still present on the exterior of the fuselage and on the engine cowling.

Narrative Description

The Governor Snell crash site is situated west-southwest of Dog Lake, about 150 yards south and upslope of Forest Service Road 4017-022, within a second-growth stand of relatively small-diameter ponderosa pine, with some juniper, incense cedar, and young Douglas-fir/white fir also present. A dense carpet of pine and fir needles cover the ground and scattered antelope bitterbrush bushes account for the only understory shrubs within the site area.

The crash debris is from a 1947-built Beechcraft Bonanza airplane that was co-owned by then-President of the Oregon Senate Marshall Cornett, senator from Klamath Falls and one of the victims of the crash, and Oscar Kittredge, prominent Lake County rancher. Kittredge was the intended host of the three politicians, who were flying to Kittredge's MC Ranch, located near Adel, a tiny community lying east of Lakeview and the Warner Mountains. The debris is scattered within a roughly 40-foot-by 20-foot oval area (see Figures 3 and 4).

The Beechcraft Bonanza, the type of aircraft from which the scattered wreckage is derived, is a light aircraft designed in 1945 and first manufactured and sold commercially in 1947. At the time of the Snell crash, the Beechcraft Bonanza had been in production for less than a year (as of 2010, since production began in 1947, over 17,000 Bonanzas have been built; their safety record is considered to be very good). The distinctive V-shaped tail of the first models was a signature design element. In the immediate Postwar period, many light planes for private aviation – such as the Piper and the Cessna aircraft – were still built with fabric and such pre-War elements as radial engines and fixed landing gear. The Beechcraft Bonanza, however, was innovative, having new features such as all-aluminum airframe and body, a horizontal-opposed engine, and retractable landing gear.¹

The wreckage on site is believed to reflect the same general orientation and position of components as it did when the crashed aircraft was found, based on an October 30, 1947, photograph of the wreck. It is

¹ *Centennial of Flight website*, [http://www.centennialofflight.gov/essay/GENERAL AVIATION/bonanza/GA10.htm](http://www.centennialofflight.gov/essay/GENERAL%20AVIATION/bonanza/GA10.htm).

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assumed that the craft's flight path just prior to the crash was towards the east or east-northeast (i.e., in the direction from the crash site of the town of Lakeview, with its lights and lengthy landing field). The western slope that forms part of this north-south-oriented ridge, which the Bonanza would have successfully negotiated just before the accident, is extremely steep and sheer-faced, while just to the east of the crash site, on the plane's likely intended eastward path, the ridge's topography begins to drop away rapidly towards Dog Lake and then Lakeview, in the Goose Lake basin. Thus, if the pilot had been flying the craft only a 20-30 feet higher in elevation, the Bonanza apparently might have very nearly cleared the 5,900-foot "flat-topped" crest of the ridge into which it crashed.

Identifiable elements currently present on-site include much of the (now-flattened) fuselage, as well as the wings, engine cowling, and tail; a number of smaller pieces are not readily identifiable, but most of these fragments appear to be pieces of the cowling, fuselage, wings (one of them detached) and detached tail. The aircraft's engine has been removed (possibly relatively shortly after the crash for investigation into the cause of the crash or, more likely, due to subsequent looting). The landing gear and associated pieces are also missing from the site, evidently from looting. In addition, a door was removed from the crash site by unknown visitors; this item was later (ca. 1990) found in a campground by Forest Service personnel and taken to the Forest Supervisor's office in Lakeview, where it remains in secure storage; it had been used for target practice and contains a number of bullet holes. The plane's remaining components retain their original metallic-silver exterior, with some sections still connected by stout riveting. Substantial areas of the original red-paint striping and blue lettering are still present on the exterior of the fuselage and on the engine cowling. Within the badly crumpled cockpit's instrument-panel section, the circular, now-empty openings in the panel for the craft's gauges are readily recognizable, but the actual altimeter, fuel level, and other gauges themselves are gone (again, probably taken later as souvenirs; news-article photographs taken in 1997 indicate that a number of small pieces present on site at that time have since been removed).

The October 30, 1947, photograph (not included in this nomination, but held in the Fremont-Winema National Forest heritage files) shows that the Bonanza's fuselage retained much of its original shape after impact; the currently crushed/crumpled condition of the fuselage likely happened gradually over the years since the crash, due to the weight of nearly seventy winters of snow pack as well as to a tree or two having fallen across the fuselage. The site area includes the remnant base of a less-than forty-year old, 30"d.b.h. pine (since removed) as well as the remnant root wad of a now-removed tree; both of these trees could well have fallen onto the fuselage). The 1947 photograph was taken on the day of the search party's discovery of the crash, with the camera view pointing towards the plane's right side.

The 1947 image, taken from about 15 feet away with the view towards the south-southwest, also shows an ejected body (identified by members of the Forest Service search party who were at the scene as that of Robert Farrell) lying immediately outside of the plane's cabin and adjacent to the engine cowling's right side (*Lake County Examiner*, Oct. 30, 1947, p.1). Behind Farrell's body, and extending out from the right-rear portion of the passenger compartment is the lower part of a second body: lower legs and booted feet; the rest of the second body is concealed within the crumpled cabin. The other two bodies would have been out-of-view, apparently on the opposite side of the wreckage; however, news accounts state that, from the jumbled condition of the wreck, it was impossible to determine just who had been seated where when the plane went down. The ejected body's head and shoulders are oriented towards the rear of the plane and its feet towards the nose, indicating the person's probable in-flight position in the plane's right front seat, or possibly the rear right seat. The figure is wearing slacks and what appears to be an overcoat, the bottom portion of which is hooked over a piece of the cowling. The Oregon State Police officer on the scene concluded that death likely occurred immediately upon impact.

From the configuration of the plane's debris and the position of the two bodies, it appears that the plane caught its left wing on a tree immediately before impact, and that the momentum from the sudden change in direction dislodged the right-side door and threw the two bodies to the right, with one of them

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being ejected all the way out of the plane. The account given by local ranch hand George Hill, who heard the doomed craft flying overhead shortly before its crash, described the sound of the plane's engine as alternating between loud "revving" and short periods of silence, indicating that the engine may have been stalling or that icing of the wings was compromising the plane's ability to climb. The partial burial of the engine in the soil led the *Oregonian*, the state's major newspaper, to speculate that the plane had lost power and fell to earth in a steep angle. While badly broken, the wooden propeller blades were not shredded into splinters, pointing to the likelihood that the propeller was not spinning at the moment of impact.

The Civil Aviation Board's investigator J. T. Feeney, testifying before a board of inquiry in mid-November 1947, surmised that icing or engine failure could have occurred, but that it was not possible for him "to determine a probable cause of the accident." His examination showed that the plane's ignition switch was on at the time of the crash, the throttle was pulled out full, wing flaps were up, landing gear were up, and, although the left wing's fuel tank had been demolished, the right wing tank still contained gasoline. Other witnesses described rain in the vicinity as "coming down hard" around the time of the accident (Klamath Falls *Herald and News*, Nov. 13, 1947, p.1).

The Governor Snell crash site, located in dense timber, is not visible from the nearby road, but the location is known to the local community. In 1995 the Forest Service installed a commemorative metal plaque at the site. This plaque features, in addition to the brief explanatory narrative, an image of a V-tailed Beechcraft Bonanza in flight; the plaque is mounted on a mortared-rock (native andesite cobbles) pedestal. It reads:

*GOVERNOR'S RIDGE CRASH SITE
Before you lies the wreckage of a Beechcraft Bonanza Airplane
that crashed here on October 28, 1947.*

*The crash claimed the lives of the State of Oregon's top officials:
Governor of Oregon, Earl Snell; Secretary of State, Robert Farrell;
President of the Senate, Marshall Cornett, and the pilot, Cliff Hogue.*

The remains of the wreckage include the fuselage, the wings, and the cockpit of the plane.

The fiftieth anniversary of the tragedy, on October 28, 1997, was marked by a well-publicized visit to the site by two, now elderly members of the 1947 search party that discovered the wreck.

Wreckage of the aircraft remains on site with some losses from crash-investigation removal and/or souvenir collecting and other vandalism.

Despite the flattening of the fuselage over the years, the site preserves excellent integrity of location, setting, materials, and feeling in a second-growth Ponderosa pine forest that has retained much the same appearance as the forest canopy that was present on the night of the crash.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Politics/Government

Period of Significance

1947

Significant Dates

October 28, 1947

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation (if applicable)

N/A

Architect/Builder

Beechcraft Aircraft Company

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Period of Significance (justification)

The Period of Significance of 1947 marks the year of the airplane crash that took the lives of Governor Earl Snell and two other prominent Oregon Republican politicians.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

The Governor Earl W. Snell Aircraft Crash Site is nominated to the National Register of Historic Places under Criterion A, for politics/government, at the statewide level of significance. The period of significance is 1947, the year of the airplane crash that took the lives of Governor Earl W. Snell and two other prominent Oregon Republican politicians. The site is associated with the immediate post-World War II years in Oregon, a time of dramatic changes that began during World War II but that accelerated after the end of the War. Earl Wilcox Snell was a popular and ambitious politician, elected Oregon's Governor in 1942 and subsequently re-elected in 1946. His untimely death the following year – along with those of his companions and colleagues, Secretary of State Robert Farrell and President of the Senate Marshall Cornett – left Oregon without key leadership positions in the capital. As a direct result, state laws were enacted after the crash to restrict the number of officials travelling in the same airplane. Of more significance is the fact that the deaths of Snell and Farrell created a sudden leadership vacuum in Oregon's Republican party, one that profoundly affected the state's resulting politics during the subsequent ten-to-twelve years, and almost certainly contributed in substantial measure to the return of long-absent Democratic leadership (such as the election of Richard Neuberger to the U.S. Senate in 1954 and Robert Holmes as governor in 1956), as well as to younger Republican politicians, such as Mark O. Hatfield, advancing more rapidly to the forefront of the party organization. As a consequence of the crash, the site, which has a commemorative plaque mounted on a concrete-and-stone monument, is known to many people in Oregon; the locally used geographic name "Governor's Ridge" increases the breadth of that knowledge.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Governor Earl W. Snell aircraft crash site is significant as the location of an event that had state-wide significance. The Snell site reminds us of Governor Snell and his administration and their role during two critical periods in Oregon history: World War Two and the Postwar return to a peace-time economy. During the War, defense plants in Portland urbanized the largely rural state, concentrating people in northwestern Oregon and bringing increased population and new ethnicities into the state. Large cantonments (Army training bases) west of the Cascade Range brought an economic boom to smaller cities such as Albany, Corvallis, and Medford. In contrast, many of Oregon's rural areas and their associated economic activities suffered from the sudden lack of manpower that the War brought. Pertinent to Snell's Postwar-period tenure, at the time of the crash itself, Oregon's traditional lifeways included farming, ranching, logging, and lumber manufacturing; these needed reinvigoration, including beneficial government policies for Oregon to compete successfully in the nation's Postwar economy. Snell and his associates in the legislature were working to improve the rural economy and to promote federal and state policies that would benefit them.

Re-elected in 1946 by a margin of two-to-one, Governor Snell was a popular and moderately conservative, mainstream Republican figure remembered for his advocacy of rural Oregon. Many expected him to enter and probably win the 1950 race for Oregon's U.S. Senate seat against Senator Wayne Morse, with the incumbent secretary of state likely to follow Snell's footsteps into the Governor's office. The death of Snell and Farrell deprived Oregon's executive board of control of two of its three members (State Treasurer Leslie Scott being

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the third; the board of control is the body of the three top state executive officials who can exercise full executive authority in the absence of the others). The 1947 tragedy also upended the status quo of the Oregon Republican party's leadership situation, opening avenues of advancement to other, often younger members of the party. After his demise, Snell's efforts continued to contribute to the growth of tourism and the lumber industry in the 1950s.

Background

On the night of Tuesday, October 28, 1947, the Governor of Oregon, Earl W. Snell, Secretary of State Robert S. Farrell, and President of the Senate Marshall E. Cornett were killed in the crash of a Beechcraft Bonanza while flying from Klamath Falls, Oregon, eastward towards the tiny Lake County ranching community of Adel; the pilot, Cliff Hogue, also perished in the crash.

After the Governor and his party were confirmed as missing in the early morning hours of October 29, the U.S. Forest Service, Oregon State Police, and other agencies organized a search. The plane was located by aerial reconnaissance later on October 29. The wreckage was observed in a remote (and, at that time, roadless) area of the Fremont National Forest west of Dog Lake in southwestern Lake County. The bodies of the of the three governmental leaders-- the highest ranking officials of the state -- and the pilot were found by the ground-search party on the morning of October 30 and removed to a Klamath falls mortuary later that afternoon.

On Tuesday, October 28, looking forward to a day of goose hunting in the Warner Valley, the Governor's party had left Salem's airport, at 4:30 PM for cattleman Oscar Kittredge's huge MC Ranch near Adel, in the high-desert country of southeastern Lake County. Their original intention was to stop at Klamath Falls -- where Cornett would obtain guns, ammunition, and other hunting equipment from his home -- and then continue to the ranch late that afternoon or early evening so that they could hunt early on Wednesday morning. The group would then fly back to Salem, via Klamath Falls, by late afternoon or early evening on Wednesday, permitting them to return to their official duties on Thursday morning. However, bad weather caused the party to stay some hours in Klamath Falls in hopes of improved conditions. Following dinner at Cornett's home, they decided -- despite Kittredge's telephoned advice not to make the trip that night -- to continue the flight because weather conditions appeared to be improving; the cloud ceiling at Klamath Falls was at 6,500 feet.

The plane, co-owned by Senator Cornett and Kittredge, took off from Klamath Falls' Kingsley Field at about 10:00 PM and was expected to arrive at an unlighted landing field at Coleman Lake, a dry lake bed near Adel; with the scattered cloud cover, moonlight and headlight beams from Kittredge's vehicle were thought to be sufficient for a safe landing. Earlier in the day, Hogue, an experienced pilot and operator of a Klamath Falls flying service, had reportedly assured the party that, in case of an emergency, the plane could put down safely at any of a number of large, level meadows located along the way; however, flying after nightfall removed that possibility. News accounts conflict as to whether or not Hogue expressed reluctance to fly that night. He certainly knew the terrain and its dangers well enough; with his payment dependent on flight time, Hogue's confidence may have trumped his caution. Federal records released after the crash indicated that Hogue had previously been sanctioned by the Civil Aeronautics Board for several incidents of hazardous flying, including disregard of basic safety rules and a crash landing at Lakeview that killed one of his five passengers. Snell, prior to leaving Salem for Lakeview, had answered a news reporter's query about whether the governor had safety concerns about a winter flight with the reply that his "mark was not yet up."

The plane did not arrive at the Kittredge Ranch's landing field, and their expectant host called Klamath Falls early on the Wednesday morning of October 29 to inquire about the situation. Kittredge then reported them as missing ("Governor Snell, Two State Aides Feared Dead in Plane Wreckage," *Portland Oregonian*, Oct. 30, 1947: 1).

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As soon as the Governor's party was confirmed as missing, the Forest Service, Oregon State Police, Lake County Sheriff, Oregon National Guard, and Air Rescue Service took up the search for the plane; over 100 men were involved. Forest Supervisor Merle Lowden began the search by sending observers to occupy the three Forest Service fire lookouts that were located "in line" between Klamath Falls and the Warner Valley. The Forest Service also established mapping and radio services to support the search. An attendant at the Gerber Reservoir, east of Klamath Falls, stated that he had heard a small plane flying over his location the night of October 28, the date that the Governor's party had left Salem and then Klamath Falls. The afternoon of the 29th George Hill, a ranch hand staying at Dog Lake, came forward (after his previous, unsuccessful attempts to reach Lakeview by telephone) to report that he had also heard a low-flying airplane the previous night. Telephone lines between Dog Lake and Lakeview were down, so search parties in the field had to communicate by primitive Forest Service portable short-wave radio. According to the Forest service report, bad weather made an official air search impractical and dangerous (Lowden 1947: 1).

Using Forest Service fire-camp supplies, Drews Valley District Ranger Jack Smith established a 50-man base camp at the former Dog Lake Civilian Conservation Corps camp on the 29th, with a kitchen, cook, and shelters for members of the search parties. The search concentrated during that afternoon in the forested terrain southeast of Dog Lake. Toward evening, Robert Adams and Wilbur Arnold, two volunteers flying separate airplanes, spotted the wrecked Beechcraft. Ground crews continued to search the vicinity until about 10:00 PM without finding the plane. Early on the morning of October 30th a ground-search party that included Ranger Smith found the wreckage in the thick timber. The Oct. 30 hand-written notes of Fremont National Forest Supervisor Merle Lowden, who was overseeing the search effort from headquarters in Lakeview, recorded a message he received from Ranger Smith at 8:58 a.m.: "They have found plane No survivors" (Fremont National Forest file). The bodies were removed to Lakeview (Lowden 1947: 4; Pacific Northwest Forest Service Association 2016: 12). New accounts mentioned the "somewhat mutilated" condition of the bodies and the fact that the walnut stocks of the hunting guns had been smashed by the impact; death was assumed to have been instantaneous.

Monday, November 3, 1947, was declared a day of mourning; a state funeral service, for all three men, was held in the Capitol's Hall of Representatives.

Since the 1947 crash, the general location of the wreck has become locally known as "Governor's Ridge." Forest Service Heritage tours and members of the general public regularly visit the site. The site is situated about 150 yards from the road, but it is not marked on the road. The wreckage is concealed by dense second-growth Ponderosa pine and incense cedar. In 1995 the Forest Service erected a mortared-rock monument, with an explanatory metal plaque, at the actual site.

The simultaneous loss of the three highest-ranking members of Oregon's state government -- all three of them Republicans -- created an awkward situation until John H. Hall, Speaker of the Oregon House of Representatives, could be appointed to fill Snell's position until the constitutionally mandated special election for Snell's successor could be held in 1948.

Governor Earl Snell

Earl Wilcox Snell was born in 1895 in Olex, a tiny ranching community in northeastern Oregon's Gilliam County. Growing up in the nearby small city of Arlington, located on the Columbia River, he briefly attended Oregon Institute of Technology in Portland. Returning to Arlington to run a newspaper, Snell subsequently became a partner and then full owner of an automobile-sales operation there. After Snell's service in the U.S. Army during World War I, his auto business prospered during the 1920s. He soon won a seat on the Arlington City Council and, in 1926, Snell was elected to the Oregon House of Representatives. As a Republican from a sparsely populated district east of the Cascade Range, Snell was re-elected state representative two more times. In 1932, he successfully gained state-wide office, winning the race for secretary of state.

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Snell, banned by law from seeking a third term, served as secretary of state through 1942, when he challenged Oregon's sitting Republican governor, Charles Sprague, in the G.O.P. primary. The comparatively quiet, serious Sprague, a former teacher and long-time Salem newspaper editor, was an unabashedly progressive Republican in the mold of Oregon's U.S. Senator Charles McNary (who had run as Wendell Wilkie's running mate in the 1940 presidential election). Snell was an affable man. Political observers considered Snell something of a small-town, glad-handing backslapper, one "with the genial personality of a country stove in the back of the hall," while Sprague, in contrast, had "the platform personality which radiates illumination but no warmth" (McKay 1998: 138).

Snell, while secretary of state, had acquired substantial name familiarity and developed a state-wide organization of support; some came to consider it the "Snell organization" or the "Snell machine." Although described soon after his death as a "middle-of-the-roader" (*Klamath Falls Record and Herald*, Oct. 30, 1947, p.5), Snell represented the more conservative and rural base of the party, but was also far more trusted by the business elite of Portland than was Sprague. Snell also benefitted from the fact that Oregon's Democratic party had been weakened by poor morale and factional infighting since the 1920s; aside from a brief and limited resurgence early in the New Deal, Oregon's Democrats had been "out in the cold" (a notable exception had been the single 1935-1939 term of Governor Charles Martin, who was in fact an anti-New Deal arch-reactionary that earned the deep enmity of some fellow Democrats). Snell's primary campaign, reminding voters that Sprague had never worn the uniform, called for "a war veteran for Oregon's wartime governor." Defeating Sprague convincingly, and opposing a little-known Democrat, Snell went on to win the general election handily. One of his first-term duties was to appoint a senatorial successor to the late Charles McNary, who died suddenly in March 1944. Snell chose conservative Roseburg Republican Guy Cordon. Although many Oregonians assumed Cordon to be a "place-holder" for Snell to then run for senator in the November 1944 special election, Snell chose not to leave the governorship and Cordon was elected to serve the remainder of the Senate term.

Earl Snell's election as Governor in 1942, at the start of America's entry into World War II and while many of Franklin Roosevelt's New Deal policies still remained widely popular, would actually prove him to be moderate, even progressive, on a number of policy issues. A large portion of the immense 1933 Tillamook Burn had burned over again in 1939; Snell, expanding on Governor Sprague's plans, instituted a Special Forestry Committee to study management options for the coastal Tillamook Burn, as well as state-wide applications of cooperative fire prevention and reforestation. As a direct result, Oregon's forestry practices act became among the most progressive in the nation, and much of the Tillamook Burn is now a highly productive state-managed forest. Snell cooperated collegially throughout the War years with the federal government and military officials in many endeavors. War-time Portland -- a comparatively small, conservative Western city that was experiencing a sudden, large influx of newcomers seeking jobs in the defense shipyards -- underwent a period of vice-dominated crime and municipal-government corruption that startled Oregonians. Behind the scenes, Snell's state police assisted city reformers, such as Portland city commissioner and fellow Republican Dorothy McCullough Lee (who was elected the city's mayor shortly after Snell's death) in combating the crime wave, but the Rose City's corrupt politics lasted into the mid-1950s.

It must be noted that Snell was hardly a civil libertarian. In 1944, when the federal government ended its prohibition of Japanese-American internees from returning to their West Coast homes, many white Oregonians (including prominent political figures such as Republican U.S. Senator Rufus Holman and Democratic former governor Walter Pierce) vehemently protested their looming return in crudely racist terms. Snell's predecessor Charles Sprague spoke out strongly in 1944-1945 against the various state measures that proposed to restrict the rights of returnees, urging Governor Snell to join in recognizing the citizenship rights of Japanese-Americans; however, Snell sponsored and signed one of the harshest anti-Japanese laws in the West (later found to be unconstitutional).

With the end of World War II, Snell focused attention on further forestry development, such as increased acquisition of private cut-over lands for state-owned forests and other conservation efforts (e.g., encouraging the U.S. Army Corps of Engineers' "Willamette Valley Project," a series of dams meant for flood-control and

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irrigation). Working with Senators Cordon and Wayne Morse (then still a Republican), Snell lobbied for vastly expanded logging-road construction into the still-remote national forests and other federal timber lands in Oregon. A nation-wide Postwar residential-construction boom was about to begin, and Snell foresaw the prosperity that increased lumber demand could bring to rural Oregon, including the resulting jobs for returning military veterans out in the woods and in new sawmills. Snell further envisioned Oregon as an outdoor-tourism mecca -- for its scenery, its hunting and fishing, and especially for its virtually untapped potential as a magnet for skiers. After 1945, with gas rationing a thing of the past, he avidly promoted the building of new campgrounds and resorts.

Snell supported the federal GI Bill's measures to enhance both home-purchase and educational opportunities for returning veterans; he also worked to improve Oregon's funding for public education and encouraged expanded construction on the state system of higher education's campuses. With lay-offs inevitably looming in the state's defense industries, Snell also supported loosened unemployment-compensation rules, as well as increased old-age assistance to be funded by state liquor sales. He pointed out to legislators that Oregon's tax rate was well below that of neighbors Washington and California, and he urged them to face the need to explore new tax policies so as to fund the state government's looming growth.

Earl Snell entered the 1946 gubernatorial race widely expected to win reelection; he won overwhelmingly against his Democratic opponent. Among the organizations that supported Snell in 1946 was the Oregon branch of the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO).

In 1947 Snell was probably at the zenith of his already high popularity. Although originally elected as a relatively conservative "Main Street" Republican (and one who would remain steadfast in his disdain for deficit spending at the state or national levels), canny Governor Snell could forecast political winds and he thus faced the profound challenges of governing both Home-Front Oregon and Postwar Oregon with considerable flexibility and practicality. In addition, he had developed a well-organized, loyal political organization across the state. By late 1947, many expected him to enter and probably win the 1950 race for Oregon's U.S. Senate seat against sitting maverick Republican Senator Wayne Morse, with the incumbent secretary of state, Robert Farrell, likely to follow Snell's footsteps into the Governor's office.

Secretary of State Robert Farrell

In 1942, 36-year-old Robert Sylvester Farrell, Jr. had followed Snell's footsteps into the secretary of state's office. Born in 1906 in Portland, the son of prominent businessman and long-serving Republican legislator Robert Farrell, Sr., the younger Farrell attended Hill Military Academy, the University of Washington, and graduated from Northwestern College of Law in 1930. Like his father (who had been an Oregon delegate to three Republican national conventions), Farrell joined a number of Portland's private elite and civic organizations, among them the University Club, Multnomah Athletic Club, Eagles, and Masons.

A groomed member of Portland's Republican-dominated business establishment, Farrell established a successful law practice in 1930 and was elected to the state house of representatives in 1935. He served as speaker of the house during the 1941 session before winning the 1942 race for secretary of state. In 1946, Farrell was elected by his peers as president of the National Association of Secretaries of State; that same year he served as acting governor when Snell was out of state.

A Snell loyalist, Farrell's political career mirrored closely the trajectory of his mentor's previous rise to state-wide prominence. Most observers fully expected that Farrell would succeed to the governorship in 1952, at the end of Snell's second term, if not before (i.e., if Snell ran for the Senate in 1950).

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President of the Senate Marshall Cornett

Marshall E. Cornett was a relative newcomer to Oregon, having been born in 1895 in Kentucky. After briefly attending that state's Berea College, he enlisted in the Army after the U.S. entry into World War I, serving in the infantry state-side until his discharge in 1920. During that year he travelled west, arriving in the Columbia River port of Astoria. He served on that city's police force for a short period and then worked for its Port Commission; after becoming interested in the potential financial returns from commercial fishing, Cornett went to Alaska in 1923 as the manager of a salmon cannery.

After returning to Astoria, Cornett sold real estate and insurance policies there for a few years. In 1926, apparently wanting to join the economic boom in Klamath Falls (stimulated by the Southern Pacific Railroad's new Natron-Cutoff direct link with the Willamette Valley and Portland), Cornett moved to that city.² Initially employed by the railroad, he soon established his own Signal Oil distributorship as well as an automobile-sales business. During the 1930s Cornett also co-owned three radio stations and soon purchased his first airplane. An enthusiastic outdoorsman; he served as president of the state's Izaak Walton League and its Trapshooters Association.

Cornett rose to political prominence in Klamath County with stints on the Klamath Round-Up [rodeo] Association, county fair board, county budget committee, and as director of the county's chamber of commerce. An American Legionnaire, Mason, Elk, Eagle, and president of the state's Rotary Clubs, Cornett exemplified the Main Street merchants and "joiners" who formed the bedrock of Oregon's Republican party. Cornett won election to the Oregon Senate in 1940 and again in 1944. He was a thoroughly reliable small-town conservative, one in the mold of soon-to-be-Senator Guy Cordon -- whose 1944 election Cornett avidly supported with speeches against the G.O.P. primary candidacy of former Republican governor Charles Sprague.³ Voted president of the Oregon Senate in 1947, Cornett, whether he intended it or not, appeared to be *en route* to state-wide office, or at least a long tenure as leader of the Senate.

Significance of the 1947 Crash to Oregon Politics

The Governor Snell Airplane Crash Site is significant under criterion A in part because the shock of the dramatic loss of Oregon's top political leaders -- a loss stemming from the personal desire and decision of the three individuals to enjoy a day of goose hunting -- led to prohibition of such figures from traveling in the same airplane in the future. Of more substance, the site is significant as a tangible reminder of the loss of these three political leaders at a critical time in Oregon history. In 1947, as Governor Snell began his second term in office, Postwar Oregon faced a number of major issues. Among these were renewed emphasis on state funding and participation in natural resource conservation and management; influencing the federal government to open up millions of acres of formerly inaccessible timber on national forest and other federal lands by means of road construction; the need to meet the return of military veterans to Oregon with enhanced opportunities for employment (especially in a reinvigorated wood-products industry and in agriculture), home purchase, and higher education; as well as promotion of Oregon as a major, year-round tourism destination for automobile-owning Americans. All of these were issues that were important to Governor Snell as ways to bring prosperity to Postwar Oregon and avoid another Great Depression. The 1947 crash marked the end of Snell's career, but Snell's successors, Republicans Douglas McKay and Paul Patterson, continued to push and implement the late governor's policies. McKay was a close friend of Snell's and he challenged the 1947-

² The Natron Cut-off, built by the Southern Pacific Railroad in the mid-1920s, was completed in 1926. This new route linked Klamath Falls and Eugene by means of the comparatively easy grade over the Cascade Range at Willamette Pass. The Natron Cut-off thereby avoided the railroad's original, slow, and expensive main north/south route, which went over steep Siskiyou Pass and through the mountainous terrain between the Rogue River valley and Eugene.

³ Cornett's deep conservatism can perhaps be further inferred from his widow's subsequent open support of Wisconsin Senator Joseph McCarthy's "anti-Red" crusade, at a time when many Republicans had begun to turn against McCarthy's rhetorical excesses; Olive Cornett was a Republican national committeewoman.

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default governor, John Hall, in the G.O.P. primary for the 1948 special election. Hall was not part of the Snell political organization; McKay won solid victories in both the primary and the general elections. McKay continued Snell's policies.

Douglas McKay, a close Snell ally and considered a similarly congenial, "folksy" politician, was elected in 1948 to serve the remainder of Snell's term. With McKay then re-elected in 1950 to the governorship, what had essentially begun as Snell's Postwar agenda continued to guide the state. McKay promoted the old-growth harvest of federal, state, and private timberlands. He worked in tandem with fellow Snell loyalist Senator Guy Cordon to ensure that the federal government built expensive logging roads into rugged, formerly remote forest stands. During the 1940s-1960s, the result of that policy -- thousands of truck-loads of logs -- meant steady employment at Oregon's proliferating sawmills and financial stability for timber-dependent communities. McKay sustained Snell's modest old-age assistance program and he helped promote tourism, especially along the Oregon Coast, with improved highways to be funded by small increases in the gas tax. He also continued to oppose liberal Democrats' proposed Columbia Valley Authority, a federally owned entity, loosely modeled on the New Deal's Tennessee Valley Authority, that would have controlled the distribution of power generated by new hydroelectric dams on the Columbia and lower Snake rivers. The continuation of Snell's work by McKay and others into the early 1950s was seen by Oregon's Republican leadership as a fitting legacy to the life of the late governor, and thus the crash ironically further cemented Snell's overall accomplishments even after his death.

However, the most significant aspect of the 1947 deaths of Snell and of Farrell (and to a lesser extent of Cornett) may have been how the sudden disappearance of Oregon's top Republican leaders contributed to an unexpected shake-up in Oregon politics. This situation led, in turn, to unanticipated changes in the balance-of-power between the state's Republican party, which had enjoyed uncontested dominance for several decades, and Oregon's long ineffective but soon-to-be resurgent Democratic party. Three days after the fatal crash, the opinion page of the *Portland Oregonian* (Oct. 31, 1947), in a column titled "Politics Remade Over Night," pointed out that none of the three men "was near retirement age, and each had strong voters support," and that "their loss means the way will be opened for new [Republican] candidates. Further, the editorial suggested that, "Democratic candidates, for several years outclassed at the polls in this state, will be inspired to new efforts, as well."

The 1947 crash ended the very high probability that in 1950, the popular governor Earl Snell would have challenged Oregon's sitting U.S. senator, Wayne Morse, in the Republican primary and (as he had when challenging fellow Republican Governor Charles Sprague in 1942) would have won. Snell was the head of a potent and loyal political network of conservatives within the Republican party, one that he had, through charm and force of personality, created and cultivated during his years as secretary of state and as governor. Morse, in contrast, was considered something of a lone wolf as well as a very progressive Republican, one in the mold of his Madison, Wisconsin, neighbor and early political idol, Senator Robert "Fighting Bob" LaFollette, Sr. Morse had come to Oregon only in 1930, and his pro-New Deal/pro-labor philosophy meant that many in Oregon G.O.P. held deep misgivings about Morse's victory over the thoroughly reactionary one-term G.O.P. Senator Rufus Holman in the 1944 primary. (Holman, an anti-Semite and extreme isolationist, had become a major embarrassment to Oregon Republicans by 1942; Snell and the party's establishment essentially abandoned Holman to his fate during the 1944 primary.)

Thus, if he had chosen to run, Earl Snell, with his popularity, name recognition, and powerful state organization, very likely would have defeated Morse (by that time considered by many G.O.P. voters to be something of a 'Democrat in Republican's clothing') in the primary. As for the general election, in 1950 Oregon's nearly moribund Democratic party -- Oregonians had not sent a Democrat to the U.S. Senate in over four decades -- was still feuding with itself. During the immediate Postwar years, the still-small contingent of pro-New Deal liberals had not yet been able to mount a serious challenge to the Democratic party's old-line conservatives for control of the party. In addition, the Democrats had long suffered from a thin, weak field of candidates for major office; the situation was no different in 1950. If he had been elected to the Senate, Snell, freed from the exigencies and compromises of the national war-time consensus, almost certainly then would

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have become part of the increasingly conservative, pro-business forces in the Senate. Instead, Morse won re-election in 1950; he soon jumped from the Republican party to become an Independent (one who caucused with the Democrats) and, by 1954, had joined the Democratic party. Unlike the congenial, predictable Snell, the cantankerous Morse was always a maverick while in the Senate.

A second scenario involves Oregon's other U.S. Senate seat, the one filled since 1944 by Snell's appointee, Guy Cordon. Cordon, a tax accountant and timber lobbyist from Douglas County, was a solidly conservative, anti-labor, somewhat isolationist Republican. He was also a notably quiet, even shy, man -- one who was known as an ineffective campaigner 'on the stump.' If Snell had chosen to run for Cordon's seat in 1954, Cordon might well have deferred to Snell's candidacy without protest and returned to his former role in the private sector. Instead, Cordon's opponent, very liberal Democrat Richard Neuberger, eked out an extremely narrow victory over Cordon, becoming the first Oregon Democrat elected to the Senate since 1912.

Neuberger might have had a much harder time winning the 1954 race against a familiar figure like Snell, someone with an outgoing personality and excellent campaigning skills. Earl Snell's hypothetical presence in the Senate and Robert Farrell's in the Governor's Office during the 1950s conceivably could have tamped down or even snuffed out young Mark Hatfield's rise, including his eventual election to the Senate in 1966.

As to the Oregon governorship, if Earl Snell had run for the Senate, either in 1950 or in 1954, Robert Farrell, Jr. very probably would have run for governor in the same year, and -- like Snell -- would have won. With his relative youth, affluent-Portland pedigree, and the support of the Snell organization, Farrell could have become a quite successful, two-term governor, one who not only carried on his predecessor's policies but who further cemented the Portland business elite's hold on Oregon politics. Instead, State Senator Douglas McKay of Salem, a long-time Snell backer, was tapped by the party to run in the 1948 special election to fill out Snell's term; McKay won office that year and again in 1950. Like both Snell and Cornett, McKay had made his fortune as owner of an automobile dealership. Some commentators likened him to Snell because of his friendly, gregarious ways. However, with the election of Dwight Eisenhower as president in 1952, McKay left Oregon to become Secretary of the Interior. McKay was succeeded as governor by Republican Paul Patterson. Patterson died in office in 1956; the election for filling Patterson's final two years in office was won by Democrat Robert Holmes, the first Democrat to be elected governor in two decades. The 1958 election then brought young, moderate-progressive Republican Mark O. Hatfield -- the so-called "Boy Governor" -- to that office for two terms (and subsequently to a long career in the U.S. Senate). Hatfield's rise to the forefront of the Oregon G.O.P. was doubtless propelled to some extent by the eclipse of the Snell organization during the 1950s: although the state's now-faltering Republican establishment opposed him in the 1958 primary, Hatfield emerged victorious and went on to soundly defeat Democrat Holmes in the general election.

Suppositions about Senate President Marshall Cornett's possible post-1947 career and influence had he not died in the crash are less grounded in probabilities than are those for Snell and Farrell. As a senator from a rural area, he might well have gone on to become a long-serving president of the senate, thereby affecting legislation from that position for a number of years. However, Cornett's Klamath Falls political base may have been too limited to encourage the party's upstate leaders to tap him for following in Farrell's footsteps as secretary of state -- an electoral plum and the springboard to gubernatorial office.

Following the 1947 crash, steadily increasing Democratic-party voter registration meant that Oregon's Democrats were soon no longer wandering in the political wilderness. By the mid-1950s they were quite competitive. This change in fortune was caused in part by a war-time influx of Democratic voters coming from elsewhere in the country to the Kaiser shipyards, as well as to the increased unionization of Oregon's loggers and millworkers, a trend that had begun during the late 1930s. In response, Oregon's Republican party and its successful candidates for major office -- from Governors Hatfield and McCall to Senators Hatfield and Packwood, took far-less conservative and more non-partisan (even "maverick") stands than did their G.O.P. predecessors. The disappearance of Earl Snell from the scene contributed in some real measure to the early development of this trend. (The trend lasted until the 1980s when, during the "Reagan Revolution," the American conservative movement succeeded in achieving solid control of the G.O.P.'s national apparatus. Ironically, the Oregon Republican party's present-day stands on a wide variety of issues would today probably make Governor Earl Snell appear, at least to current party loyalists, to be far too liberal.)

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Although the foregoing discussion is speculative by its very nature, the demise of both Earl Snell and Robert Farrell undoubtedly influenced Oregon's Postwar politics in profound ways (even if those ways are ultimately unknowable in terms of specifics). Their deaths left a leadership vacuum, one that would contribute to a break in hold of Oregon's old-line, Main Street conservative G.O.P. state government. The 1947 airplane crash also influenced changes in the political composition and orientation of the Beaver State's Congressional delegations, with concomitant changes in policies, laws, and outcomes.

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9. Major Bibliographical References

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository(ies): Fremont-Winema National Forest

Historic Resources Survey Number (if assigned): N/A

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10. Geographical Data

Acreege of Property Less than one

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Latitude/Longitude Coordinates

Datum if other than WGS84: N/A

(enter coordinates to 6 decimal places)

1	<u>42.070722°</u>	<u>-120.778833°</u>	3	<u></u>	<u></u>
	Latitude	Longitude		Latitude	Longitude
2	<u></u>	<u></u>	4	<u></u>	<u></u>
	Latitude	Longitude		Latitude	Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

A piece of land located within the NW1/4SW1/4 section 25 township 40 south, range 16 east, W.M., Lake County, Oregon.

Boundary Justification (Explain why the boundaries were selected.)

The boundary created encompasses the wreckage debris field. Beginning at the permanent memorial marker location, the boundary is an approximate rectangle that is linked to the public land survey system.

11. Form Prepared By

name/title	<u>Jeff LaLande (and Ward Tonsfeldt , 2012)</u>	date	<u>August 23, 2016</u>
organization	<u>LaLande Archaeology and History Services</u>	541-778-3257	
	<u>(East Slope Cultural Service, Inc.)</u>	telephone	<u>(541-408-1564)</u>
street & number	<u>495 Chestnut St. #8</u>	jmaxlalande@gmail.com	
	<u>(P.O. Box 1285)</u>	email	<u>(wt@wardtonsfeldt.com)</u>
city or town	<u>Ashland</u>	OR	<u>97520</u>
	<u>(Bend)</u>	state	<u>OR</u> zip code <u>(97709)</u>

Additional Documentation

Submit the following items with the completed form:

- **Regional Location Map**
- **Local Location Map**
- **Tax Lot Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).

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Photographs:

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Snell, Governor Earl W., Aircraft Crash Site
City or Vicinity: Lakeview vicinity
County: Lake **State:** Oregon
Photographer: John Kaiser, Stevie Ruda, Ward Tonsfeldt
Date Photographed: July 2012; May 2016; July 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 10: OR_LakeCounty_GovernorEarlWSnellAircraftCrashSite_0001
View of site, looking south.

Photo 2 of 10: OR_LakeCounty_GovernorEarlWSnellAircraftCrashSite_0002
View of site, looking west.

Photo 3 of 10: OR_LakeCounty_GovernorEarlWSnellAircraftCrashSite_0003
View of site, looking north.

Photo 4 of 10: OR_LakeCounty_GovernorEarlWSnellAircraftCrashSite_0004
View of site, looking east.

Photo 5 of 10: OR_LakeCounty_GovernorEarlWSnellAircraftCrashSite_0005
Detached cowling, looking south.

Photo 6 of 10: OR_LakeCounty_GovernorEarlWSnellAircraftCrashSite_0006
Detached right wing, looking north.

Photo 7 of 10: OR_LakeCounty_GovernorEarlWSnellAircraftCrashSite_0007
Detached tail section, looking north.

Photo 8 of 10: OR_LakeCounty_GovernorEarlWSnellAircraftCrashSite_0008
Fuselage and right wing, looking west.

Photo 9 of 10: OR_LakeCounty_GovernorEarlWSnellAircraftCrashSite_0009
Fuselage with fuel port, looking west.

Photo 10 of 10: OR_LakeCounty_GovernorEarlWSnellAircraftCrashSite_0010
Commemorative plaque, looking south.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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List of Figures

(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all document should be inserted with the top toward the top of the page.)

Figure 1 - Regional Location Map

Figure 2 - Local Location Map

Figure 3 – Site Map

Figure 4 – Site Map

Figure 5 – Medford Mail Tribune Newspaper Article October 29, 1947

Figure 6 – Herald and News Newspaper Article October 29, 1947

Figure 7 – Oregonian Newspaper Article October 30, 1947

Figure 8 – Oregonian Newspaper Article October 31, 1947

Figure 9 – Oregonian Newspaper Article October 31, 1947

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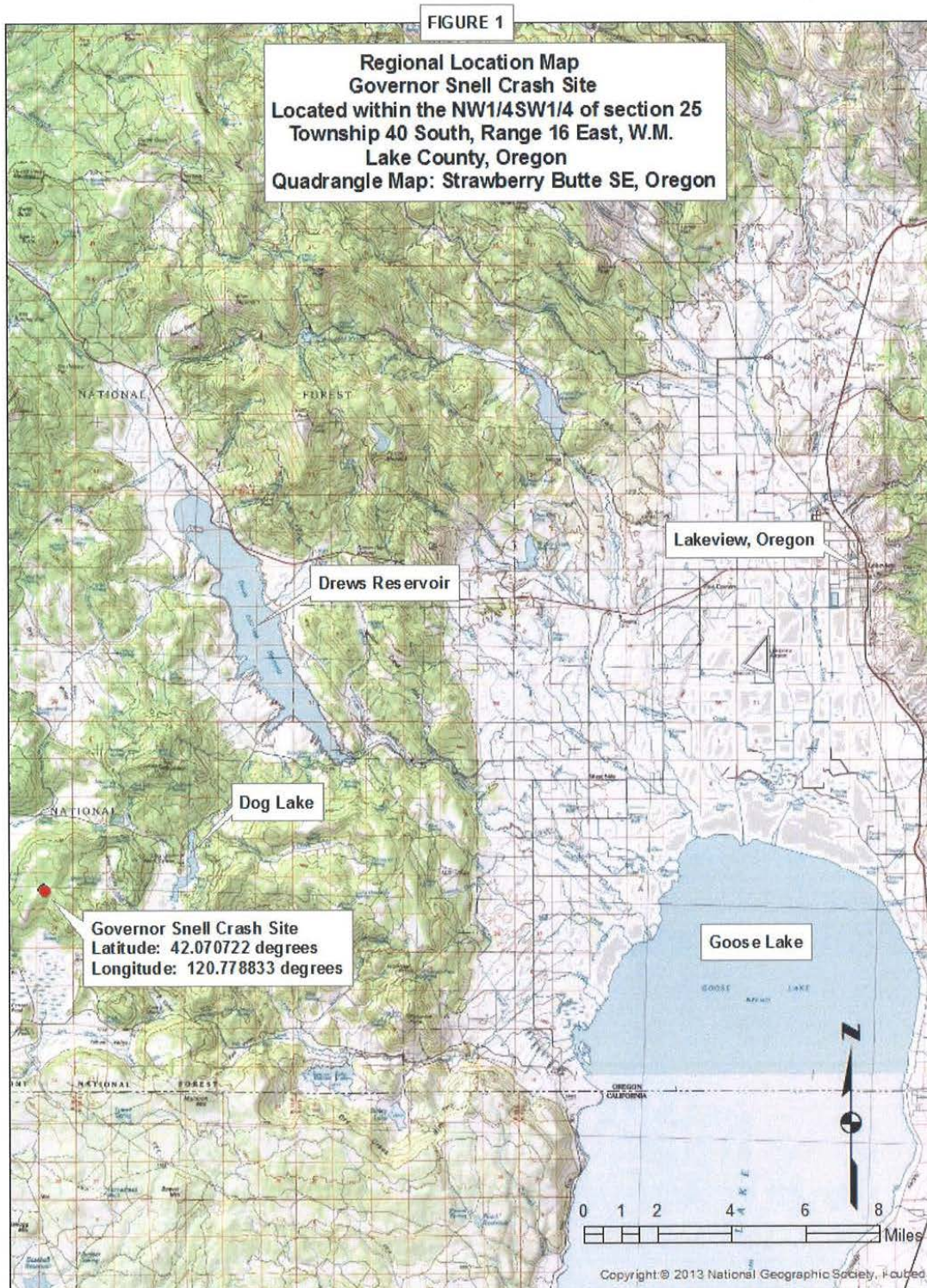
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Figure 1 - Regional Location Map



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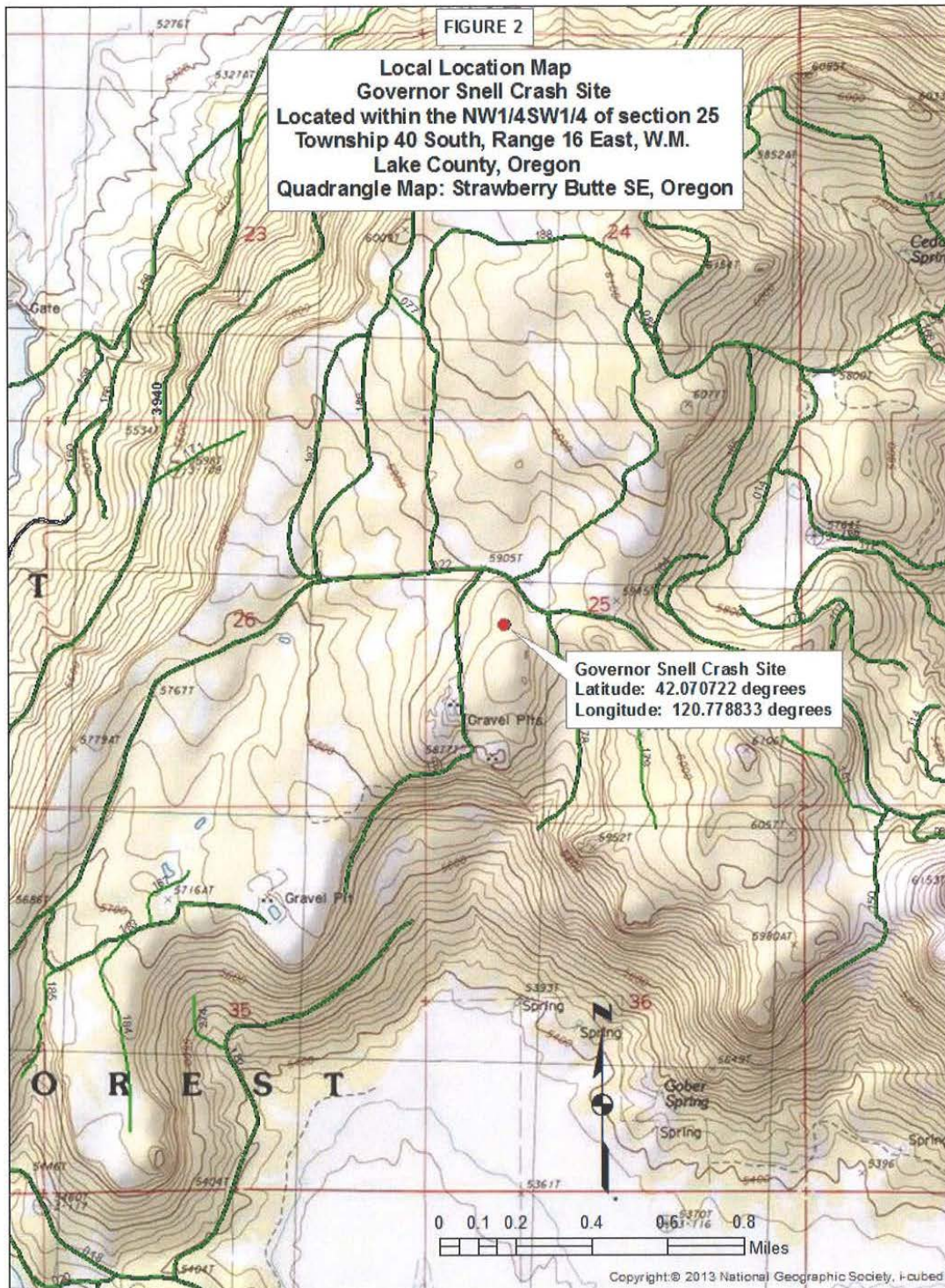
County and State
N/A

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Figure 2 - Local Location Map



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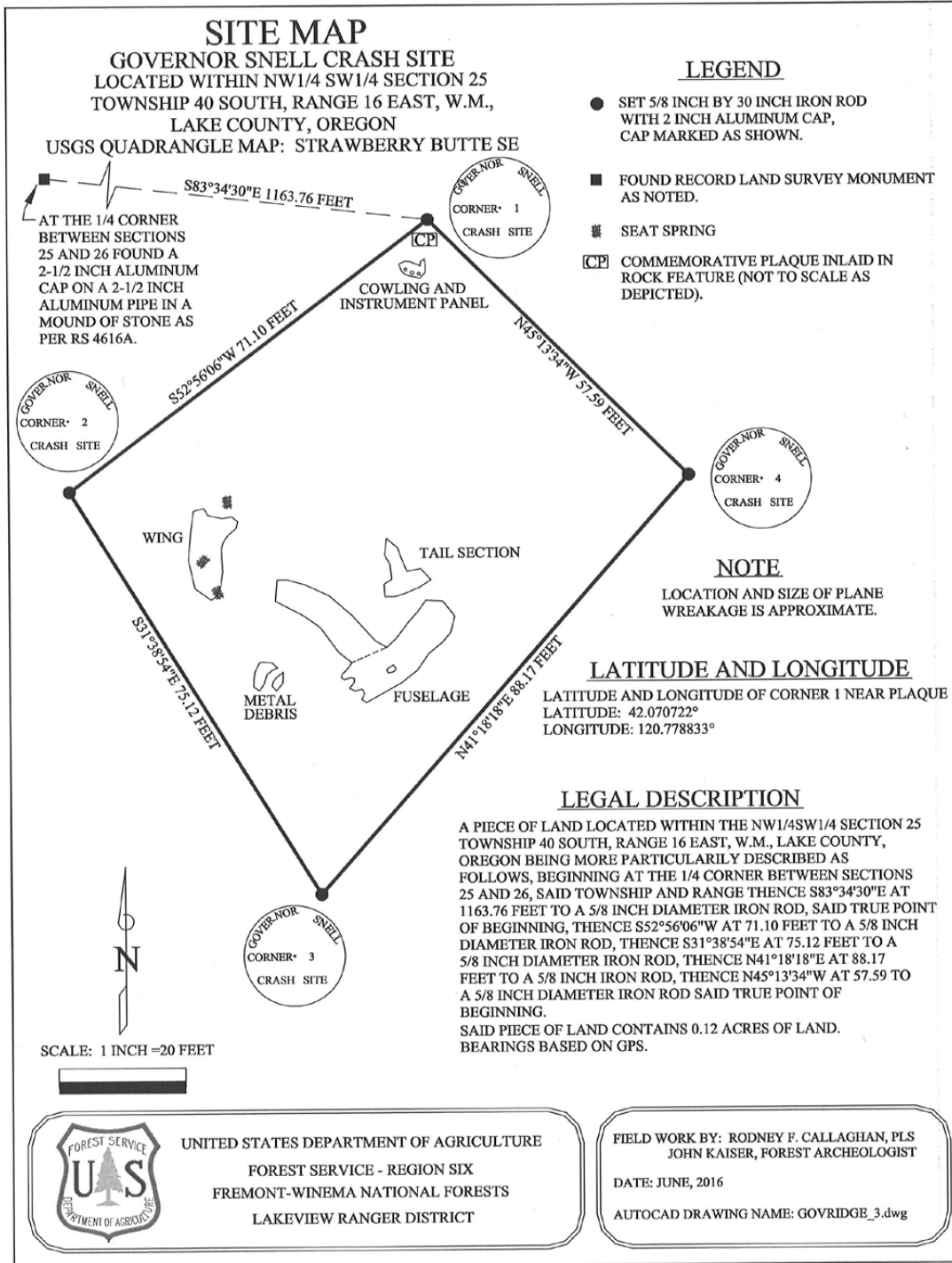
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Figure 3 – Site Map 1

FIGURE 3



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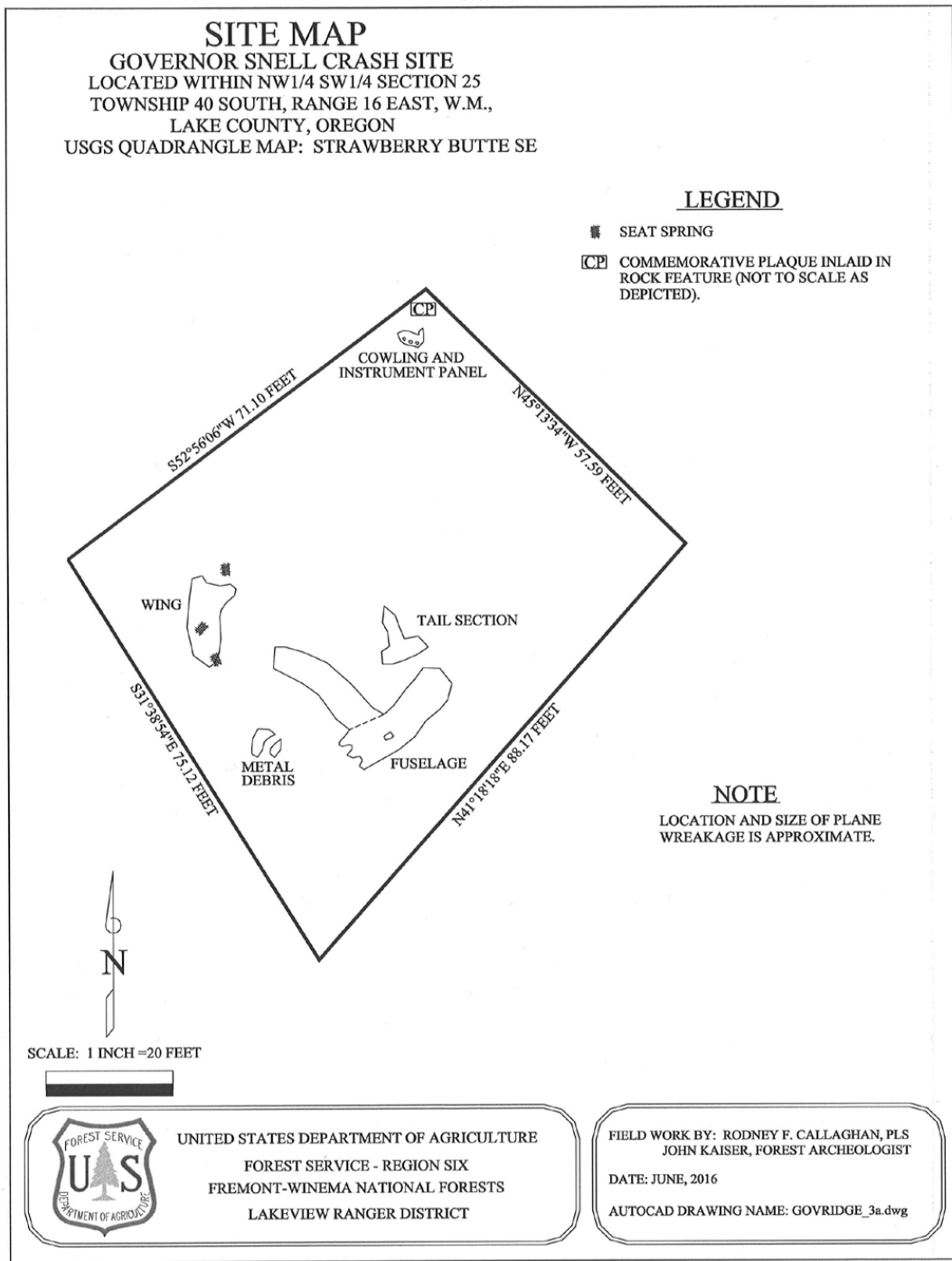
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Figure 4 – Site Map 2

FIGURE 4



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Figure 5 — Medford Mail Tribune Newspaper Article October 29, 1947



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Figure 6 – Herald and News Newspaper Article October 29, 1947



Snell, Cornett, Farrell Aboard; Hogue Is Pilot

A private plane carrying a party of top state officials headed by Governor Earl Snell was missing today on a night flight from here to Adel and bad weather conditions hampered a gigantic search that quickly took shape this morning.

State Senate President Marshall Cornett, Secretary of State Robert Farrell and Pilot Cliff Hogue were members of the party, who, along with the governor, took off at 10 o'clock last night for Adel, where the group planned to hunt birds today on the MC (Kittredge) ranch.

Failure of the party to arrive at Coleman lake landing area near the MC headquarters started the search, and today, state, federal and local agencies were cooperating in what was rapidly developing into one of the biggest organized plane hunts in regional history.

While nine Klamath Falls planes were held at Lakeview by bad weather, army, state and private planes were converging on Klamath Falls to join in the search. Plans were also shaping for an organized ground search, with national guard, state police, and others participating.

The Klamath Air Search and Rescue unit got its planes into operation early today, dispatching aircraft to Lakeview between 9 and 10 o'clock. Hugh Talley put out a call for all members of the group to participate.

The plane took off from here for Adel last night after a stop for dinner at the Cornett home. The aircraft, a Beechcraft Bonanza owned jointly by Cornett and Oscar Kittredge of the MC ranch, is numbered N2497V. Kittredge, who had been notified at Adel that the party was coming, waited at the Coleman lake landing area, about eight miles south of his ranch, until midnight.

Mrs. Marshall Cornett, who remained at her home here today awaiting news of the search, was confident that the party got down in some remote spot and will be heard from when weather clears.

Mrs. Cornett said this morning that the party flew down from Salem last evening. When the plane left Salem, the officials intended

BULLETIN

Three reports of plane heard last night in the rugged country east and southeast of here were received this afternoon, first indication of the possible location of the Snell-Cornett flight.

Frank Schmidt, Beatty, said that a plane was low over Beatty between 10 and 10:15 p. m. Something seemed to be wrong with the motor. The plane was evidently trying to land on a strip there, but the pilot evidently gave up and went on east.

At Lovell, south of Beatty, Mrs. Leland Harris reported hearing a plane at about 10 o'clock. It was low and she heard the motor noise above her radio.

At Garber dam, between Beatty and Lovell, a reclamation employee reported hearing a plane around 10 or 10:30 p. m.

flaring directly to Adel but because of reported weather conditions in that area decided to put in here.

All members of the party went to the Cornett home here last night about 1:30 o'clock for dinner.

Called Weather Bureau

While at the Cornett residence, Pilot Hogue called the weather bureau at the airport and learned that weather conditions had cleared in the Lakeview-Adel area.

Members of the party then decided to proceed with their plan to go to Adel last night, and left for the airport.

Senator Cornett meanwhile called Kittredge at Adel and asked him to meet them at the Coleman lake landing area, which is about eight miles south of the Kittredge ranch in Warner valley where the party planned to hunt ducks and geese.

Before leaving, Cornett told his wife he would call her from Adel last night but expressed the opinion that an operator might not be on duty at the remote Lake county point.

For that reason, Mrs. Cornett was not concerned when she failed to hear from them last night.

At 7 o'clock this morning, she received a call from Kittredge at Adel telling her that the plane had not arrived and asking if there had been any change in plans.

Mrs. Cornett called the Klamath airport and the search was then organized.

Mrs. Cornett said she felt certain that a forced landing had been made in some remote spot and the party had been unable to take off this morning because of weather conditions or for some other reason.

She said that Hogue mentioned last night that there were numerous planes between here and Adel where a landing could be made if necessary.

TOP STATE OFFICIALS MISSING IN KLAMATH-ADEL PLANE FLIGHT

Herald and News

KLAMATH FALLS, OREGON, WEDNESDAY, OCTOBER 29, 1947 (Telephone 8111) * * No. 1172

Two Youths Shoot Down Elderly Man

ALBUQUERQUE, Calif., Oct. 28—Two Eugene boys, Lauren Johnson, 18, and Franklin Klingensmith, 14, are held in the Madras county jail today in connection with the shooting and beating of an aged Cedarville cemetery caretaker yesterday afternoon.

The caretaker, Claude Mulkey, 72, is in a critical condition at an Alhambra hospital. He was shot in the mouth and hit, then clubbed with a rifle butt and pounded with rocks after he administered the youths to cease shooting at both in the cemetery.

District Attorney Charles Leiberer said that the youths had admitted the attack on Mulkey and had also admitted a five-day spree of crime in Oregon and California since they left their homes in Eugene last Saturday.

Earlier yesterday the boys had broken into a home at Cedarville belonging to Jess Salner and stole a .22 caliber rifle and a .38 revolver. At the cemetery Mulkey saw them firing the rifle at birds and asked them to stop. Thereafter Clyde Johnson quoted the boys as saying, "We were afraid of him. We shot some birds. He threatened to turn us in."

Mulkey said he upbraided the boys for hunting in the cemetery and one of them shot him in the hip. As he fell, another shot ripped his chest. Then, he said, one of the lads clubbed him with the rifle stock until it was broken and the others threw stones at him.

A passing truck scared the boys away for a few minutes, then they came back and attacked Mulkey with rocks. A car scared them off again.

When Mulkey was found a few minutes later, three passes were furnished to search for his young assailants. They were recaptured by a posse led by Leiberer about four miles from Cedarville at dark yesterday.

In the Alhambra jail Johnson and Klingensmith said they left Eugene Saturday, burglarized a house there, one in Goshute, two in Wood, Calif. and one in Fall River Mills before coming to Cedarville.

"They said they took guns and watches from the house they burglarized, selling some of them and ditching others. No formal charge has been placed against the youths today, pending outcome of Mulkey's condition."



Top State Officials Object Of Wide Search

Director Refuses To Tell Belief

WASHINGTON, Oct. 28 (AP)—Mevie Director Edward Dmytryk joined six other Hollywood figures today in declining to tell the house committee on un-American activities whether he is a communist.

The committee took no immediate action against the 39-year-old Canadian-born director.

It has cited for contempt of congress the others who refused to answer its questions.

Two were cited this morning and four earlier.

The committee asked against: Samuel Ornitz, a writer; Herbert Biberman, a producer and director.

Called as witnesses in the committee's red-in-Hollywood investigation, these figures refused to answer questions. They took the same stand four writers had taken earlier—that the committee had no right to inquire into their affiliations or political beliefs.

The eighth day of the committee's hearings was launched with a statement from Chairman H. Thomas (R-NJ) that it won't stop "until all the communists in Hollywood are exposed," but immediately ran into difficulties.

Before calling Ornitz as the first witness, Thomas read a prepared statement in which he referred to "powerful influences" which he said "have sought in every manner to divert this committee from its main course of inquiry."

Ornitz is one of 19 writers and workers represented by Robert W. Kenny, Los Angeles attorney.

Ornitz worked on "It Can Happen in You," "Two Queens" and "The Man Who Reclaimed His Head."

Kenny, called before the committee yesterday, declined to say whether he had advised his clients not to answer certain inquiries. He said it would be unethical for him

McGrath Heads Demo Group

WASHINGTON, Oct. 28 (AP)—Senator J. Howard McGrath of Rhode Island was unanimously elected today as the new chairman of the democratic national committee. He succeeds Postmaster General Robert F. Hannegan who resigned the post because of ill health.

Falling Car Hurts Worker

KEMER Chancellor, 46-year-old mechanic, is at Hillside hospital suffering from serious chest injuries received when a car fell on him about 9:30 this morning.

Chancellor, an employe of the Inman Motor company, was working underneath a car when the jack holding it up slipped, the car striking him across the chest.

The attending physician said this morning that Chancellor is suffering from several broken ribs and possible internal injuries. His condition is fair, hospital attendants said. Full extent of his hurts will not be known until X-rays are completed.

Chancellor is a resident of 1304 Warden. He was brought to Hillside by Professional Ambulance Service.

Korean Debate Flares Again

LAKE SUCCESS, Oct. 28 (AP)—The United Nations debate on Korea developed into a bitter struggle today on whether representatives of the Korean people should be heard there and how these representatives should be chosen.

The controversy was touched off by a Soviet proposal to invite "elected representatives" of the Koreans and was broadened when the United States proposed creation of a temporary UN commission to supervise elections of such representatives.

As the wrangle developed both Russia and the United States were accused of maneuvering to delay settlement of the problem which has been deadlocked for the past 18 months. Russia was accused by Belgium and the United States by the Soviet Ukraine.

Figure of the missing plane. This view shows State Senator Marshall Cornett standing in the doorway of the Beechcraft Bonanza which he piloting with Senator Cornett, Governor Snell, State Secretary Robert Farrell and Pilot Cliff Hogue aboard. The photograph was made last summer just after delivery of the plane, and seen in the view with Cornett is Dr. C. V. Rugh, Klamath Falls physician.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Additional Documentation Page 27

Snell, Governor Earl W., Aircraft Crash Site
Name of Property Lake Co., OR
County and State N/A
Name of multiple listing (if applicable)

Figure 7 – Oregonian Newspaper Article October 30, 1947

The Oregonian

ESTABLISHED BY HENRY L. PITTOCK
An Independent Republican Newspaper

Published Daily, except Sunday, by The Oregonian Publishing Company, Oregonian Bldg., 537 S. W. Sixth Ave.,
Portland 6, Oregon, which also publishes The Sunday Oregonian. Telephone AT 2121.
Sole ownership of The Oregonian resides in the H. L. Pittock Family and the Scott Company.
CAROLINE P. LEADBETTER, President. M. J. FRESY, General Manager.

THURSDAY, OCTOBER 30, 1947

Oregon Lifts a Prayer

All of Oregon was aghast Wednesday at word that Governor Snell, Secretary of State Farrall and President of the Senate Cornett, with their pilot, were missing on a night flight from Klamath Falls to Adel in the high country beyond Lakeview.

So, indeed, was the nation; for if it should develop that the party is lost then Oregon will have suffered the most sweeping disaster ever suffered by any state in the history of the country. No state, so far as our knowledge goes, has ever lost that many of its highest officials in one cruel misadventure.

Meanwhile, there is a universal prayer that it has not happened—that somewhere they are safe. Governor Snell, Secretary Farrell and Mr. Cornett have been more than merely officials. Oregon is still a sufficiently small state so that virtually every citizen has known them—one or all of them—personally. They have been friends and neighbors as well as officials, all of them being particularly friendly by nature. Consequently Oregon waits for the answer with a personal concern that could not be felt in the greater states.

This page joins with its readers in the prayer that the word when it comes will be favorable.

Help Bring Them to Trial!

There are beasts abroad in our city that are more dangerous than rabid wolves, and with no more of conscience or scruple. And the danger from these monsters is multiplied for the reason that they seem to be men. There should be every response from citizens to the appeal of Police Chief Jenkins for aid in the campaign against sex criminals, whose crimes of late—especially concerning minor girls and small children—have reached epidemic proportions.

It is essential that the license numbers of suspicious automobiles be supplied, as well as descriptions of suspects and any that have made actual attacks or advances. Effectively to deal with these foul creatures the police must have the vigilant co-operation of the public.

Chief Jenkins counsels parents to warn their children against the proffered friendship of

average consumption for that year—all of which have since 1940 risen in this country.

Summed up the Harvard study reveals that Soviet statistics present a "badly distorted" version of economic growth, that the USSR has a "distressingly low level of welfare," and that its apparent military power is not supported by its economic position.

The Russian statistical distortions probably have a double purpose: To frighten other countries with a fictitious might, against resistance to Russian imperialism, and to allay domestic discontent over inadequate housing, food and clothing with promise of better days to come.

She Walks in the Rain

Some of her friends think it odd that she likes to walk in the rain. Well, gracious! It simply isn't sensible! But she answers that she loves it, anyway, and, having dressed for it, she goes out again to walk in the rain. If it chances to be a slow, mild rain, as usually is the case, she does not enjoy it a bit more than when the storm is wild. For she lifts up her face to the rain. The soft rain is caressive and gentle; meditative, sisterly—but even the wildest of rains is without rudeness. She cannot explain to her friends, so she tells us, that when she seems to be walking alone in the rain, then she is accompanied. For the rain attends her.

Not that she isn't mindful of the comforts of shelter, the security of roof and walls, the book beside the fire—the feeling that in shelter from storm there is praise of providence. Nobody cares for his home more dearly than she. But when rain comes to the suburb, she must, if it can be arranged, walk into the country with the rain beside her, about her, stroking lips and eyelids. The wayside foliage is wetly burnished, the cock pheasant is more brightly lacquered than ever he was in fair weather, and in the hand of the wind floats a white gull, who agrees with her about storm. She holds her face up to the rain. "You'll catch," her friends tell her, "a bad cold." But when she comes home, her cheeks glowing, her hair wet with rain, it is they who are sneezing. The rain is better than books, better than movies, and, if you dress for it, she vows, it is better than medicine. The rain is friendly adventure.

When you walk in the rain—she tells us

Vigil

— The People's Own Corner —

MOLDY LOAF

To the Editor: Yes, I agree, lots of food can be saved. And after reading so many letters on the subject, I would like to add my 3 cents' worth. With just my husband and myself, my present thought is bread. I get one loaf at a time—very seldom use it at dinner, having starches provided in potatoes.

But it gets me down to pay 17 cents for a loaf, do my best to save, as asked by our government, take it out after three days and find it all moldy. That certainly is not my idea of saving.

Where does it go? Naturally into the garbage can. Haven't

bread crusts and buy packaged crumbs and nothing makes me madder.

MRS. TRAVIS SHULTZ,
Warrenton, Og.

WHY TOBACCO?

To the Editor: Col. E. J. Glavin's plea (under byline of Philip H. Parrish, on the editorial page) I note with wonder. In the face of the constant cry for food for starving Europeans why, why, why should he stipulate tobacco for adults as a desperate, crying need?

I am not opposed to smoking, though I have never acquired the habit, but I, for one, do not understand the hungry man's need for tobacco instead of food. Perhaps there is an explanation

CRIME PROGRAMS

To the Editor: Every home in Portland, nearly every home in our nation, has a radio. It seems that audience interest sells programs, thereby selling the sponsors' product. Well and good. It also seems that the adult population of our country has, for quite some time, found a challenge in mystery and detective stories and movies. Also, well and good. Each person to his own taste.

The high ratings are given these programs because, when calls are made, usually adults answer the phone and honestly give the information that they are listening to such and such a program and that they like it.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation Page 28

Snell, Governor Earl W., Aircraft

Crash Site

Name of Property

Lake Co., OR

County and State

N/A

Name of multiple listing (if applicable)

Figure 8 – Oregonian Newspaper Article October 31, 1947

Snell, Cornett and Farrell Scene of Airplane Wreck

Oregonian
ON, FRIDAY, OCTOBER 31, 1947 CITY EDITION 40 PAGES PRICE FIVE CENTS

Searchers Reach Crash After Nightlong Battle With Heavy Brush, Cold

BY AL MCCREADY
Staff Writer, The Oregonian

KLAMATH FALLS, Oct. 31 (Special)—Bodies of Governor Earl Snell, Senate President Marshall E. Cornett, Secretary of State Robert S. Farrell Jr. and Pilot Cliff Hogue, located in the wreckage of their Beech Bonanza plane on a high plateau in southwestern Lake county at 8:40 A. M., were removed to Klamath Falls at 3:30 P. M. Thursday.

Two civil aeronautics authority inspectors, returning from an examination of the mangled light plane in which the three top state officials met death Tuesday night, said a public hearing may be held in Klamath Falls in an effort to determine cause of the crash.

The wreckage, substantiating the fears of Oregon, was found on a level, 5500-foot plateau two miles due west of Green valley, four miles north of the Oregon-California border and six miles from the Klamath county line, after an all-night search by a 75-man rescue squad. Bodies of Governor Snell and Cornett were found in the rear seat of the four-place V-tailed plane. Farrell's body was in the front seat, and that of Hogue was found on the right wing near the fuselage, finders reported.

The plane, partly hidden in a clump of white fir and ponderosa pine, gave evidence of striking the ground at a steep angle, bouncing into the air, clipping off the tops of small jack pines and swerving to the left in lodge in the thicket.

Searchers found that 23-foot pines had escaped injury, although a few feet away scars on the butts of other trees and a depression

Why did Governor Earl Snell and his companions make the flight that ended in tragedy?

That question, pondered by Oregon and the nation Thursday, is considered at length by Mervin G. Shoemaker of The Oregonian staff in an article based upon the reports of persons among the last to see Snell and his party alive. The article appears on page 14.

A full page of pictures on the plane crash tragedy appears on page 12 of section 2. Further details of the tragedy on pages 12, 13, 14, 15 and 17.

containing broken bits of propeller indicated the plane may have stalled or dived into the ground.

The silver plane, trimmed in red and blue, was located shortly before twilight Wednesday by Robert Adams, Lakeview lumberman, flying with Gregory Tainter, Lakeview airport mechanic, as his observer.

The first ground party into the area left at 4:40 P. M. Wednesday but failed to locate the wreck. At 5 P. M. Merle Lowden, Fremont national forest supervisor, who directed the search, established a base camp at an abandoned CCC camp on Dog lake and provided forest service cooks.

State police, led by Oak Boggs, general road superintendent for the Fremont forest, established an advance camp in Green valley at 8 P. M., providing a base of operations for the search, which continued through the night despite 23-degree temperatures, rain and light snow.

Clouds Slow Hunt for Smashed Craft

At dawn Thursday low clouds hung over the plateau, preventing circling planes from pinpointing the location for ground crews. The search was reorganized and a new crew brought out from Lakeview to assist the tired searchers, many of whom had been 15 hours without food or sleep.

Tainter, accompanied by Chester Ellis, Lakeview, joined the ground party and made the actual discovery, signaling that the wreckage had been found and all aboard were dead, by firing three shots. The discovery was made within a few hundred yards of the spot where most of the searchers spent the night and 1 1/2 miles due west of the Green valley camp.

Within minutes Clarence Williams, Klamath Falls, state forest department employe, and 50 of the 75 searchers, represent-

Yields Bodies of Oregon's Top Officials

The speed with which the plane that bore Governor Snell to his death plunged into the ground is shown by the buckled cabin and fuselage. The engine is partly buried in the ground at extreme right. The photograph was made shortly after search parties had removed bodies of the state officials and their pilot from the wreckage. (Photograph by Carl Vermilya)

State Funeral At Capitol Set Monday

All Oregon will join Monday in a final tribute at a state funeral in Salem for the late Governor Earl Snell, Secretary of State Robert S. Farrell Jr. and State Senator Marshall Cornett.

Plans for the state-wide day of mourning were announced Thursday night by Eileen Phillips, assistant secretary in the office of Governor Snell. She said families of the three officials, killed with their pilot, Cliff Hogue, in a plane crash, had agreed to the public memorial rites.

Bodies to Lie in State

Present arrangements call for the ceremony to be conducted at 1:30 P. M. in the house of representatives in the capitol, where the bodies will lie in state.

Families of each of the crash victims plan individual services, arrangements for which

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Additional Documentation Page 29

Snell, Governor Earl W., Aircraft Crash Site
Name of Property Lake Co., OR
County and State N/A
Name of multiple listing (if applicable)

Figure 9 – Oregonian Newspaper Article October 31, 1947

The Oregonian

ESTABLISHED BY HENRY L. PITTOCK
An Independent Republican Newspaper

Published Daily, except Sunday, by The Oregonian Publishing Company, Oregonian Bldg., 521 S. Sixth Ave.,
Portland 6, Oregon, which also publishes The Sunday Oregonian, Telephone AT 2121.
Sole ownership of The Oregonian resides in the H. L. Pittock Family and the Scott Company.
CAROLINE P. LEADBETTER, President. M. J. FREY, General Manager.

FRIDAY, OCTOBER 31, 1947

The Grief of Oregon

Ours is a state that bows its head in grief, though yet the semianesthesia of shock retards perhaps the fullest realization of Oregon's great loss. Our beloved governor, Earl Snell, is gone. And with him Robert S. Farrell Jr., the brilliant young secretary of state. The able president of the senate, Marshall E. Cornett, died beside them. And with these public officers died Cliff Hogue, the pilot of that ill-starred plane which crashed in night flight over the wild terrain east of Klamath Falls. No sister state, we think, ever was visited at a single stroke, in its official family, by such great loss as this. For these were men who had been held in more than usual affection. The airman, not less than the three state officials, had the gift of making friends, we are told. And so it can be said that each was well companioned when his hour struck.

Earl Snell, essentially friendly and boyish, found it easy to make friends. Able executive though he was, his gift of the common touch never forsook him. He smiled his way into the hearts of the people of Oregon. Yet his work was so near to him that when he traveled he carried his problems along—to meditate upon at odd moments. There was none that surpassed him in a thorough knowledge of the state, for Oregon was his constant textbook—and the text was never forgotten. Those who knew him intimately will recall how swift the facial transition from laughter to gravity when something challenged his thought.

The almost unprecedented political successes of Robert S. Farrell Jr., who became secretary of state when 36 years old, sprang from somewhat comparable sources of character. With ability and ambition the younger man had that priceless something we call "personality," and the people of Oregon promptly adopted him at the polls. Many a time the political prophets predicted a great future for young Bob Farrell in the public service. "Man proposeth," it is said in adage, "God disposeth." How very sad it is to reflect upon what might have been. We see the towers in distance—but the vision fades and vanishes.

The loss to Klamath Falls, where Marshall Cornett lived, is a great loss as well to the state. For here also was one who pleasingly and convincingly had demonstrated that public service was his natural talent, and who brought to the advantage of Oregon those attributes of understanding and application which had prospered him in his private enterprises. And

All the People of Oregon



— The People's Own Corn

NARROW MARGINS

To the Editor: Buyers' strikes have an old fallacy. A grocer, as a matter of fact, is working under a narrower margin than during price control, according to two of them I talked with en route to Portland last week. The grocer has to buy his products from some place. Now, let's run around and blame the farmer. He sells to the grocer—or does he? No, he sells to a middleman. Let's blame him, then. But middlemen of these days are caught between, and the independents, at least, are having the same fine time as the rest of us.

We are paying high food prices because we have not yet solved the problem of feeding Europe — nor have we tried very hard to get it to feed itself. Each year we have had to ship large quantities of wheat to Europe, thereby producing a real shortage in available wheat supplies. This, as a basic crop, has made it necessary to turn to substitutes for wheat, thereby dragging up the prices for those substitutes. But wheat and grains mean consumer foods — butter, milk, poultry, eggs,

glances up quickly to see if his life is in danger.

For my thanks, I receive a cold stare that is half defiance and half surprise.

Only once have I felt ashamed of my singular campaign. And that was the evening I loudly honked my horn at an elderly man who was jaywalking at an intersection. He literally jumped out of his shoes and ran for the nearest curb.

Such tactics can be dangerous if not pursued with caution, but I like to believe that there are a few who have gained from my campaign of specific examples on specific cases.

FLOYD HINTON,
6027 N. E. 33d avenue

CAR PARKING

To the Editor: In The Oregonian, October 24, I read a report from Commissioner Lee on the question of getting a better use of our streets.

I have been bucking traffic on Washington and Morrison streets for a number of years. Uniting mornings and evenings, and if you are one of us, you will agree that it is a headache and a slow-moving jam, with a streetcar in the lead and no way to get by.

Let us get parked cars off go, if those above named streets, thereby adding one more lane war

assembly of nations at Lake Success. The puzzle is how to plant and perpetuate, in those precincts, some sort of camp patch for ourselves. It is surely a problem.

Television and the Conventions

Television was the first concern of the Republicans when they selected Philadelphia as their 1948 convention city. And now the Democrats have chosen the same city for fear of a Republican advantage in this respect—much as they wanted to go to San Francisco with the idea of influencing crucial California.

It is a dramatic illustration of the importance television has achieved—little as most Pacific Northwest people realize it as yet. There already is an established Eastern network, operating from Schenectady, N. Y., down through New York city, Philadelphia and Baltimore, to Washington, D. C. One authority asserted the other day that the New York area has a possible television audience of 5,000,000 persons as of now. Many of these would have to gather in bars, hotels, halls and so forth. But it could be managed, and it will be managed during the conventions if tense situations develop.

The coaxial cable needed for television is being extended, including a line across the country. As matters stand, however, the films would have to be flown across the country for showing on the Eastern network, and there is no network here. Only Los Angeles has facilities so far.

The only consolation we can offer San Francisco for loss of the Democratic clambake is that if the New Yorkers sit in their bars long enough to see the convention through, they will be seeing it double—one in the East and one in the West.

Politics Remade Over Night

The deaths of three high Oregon officials leave this state with an unprecedented political situation. None of the three was near political retirement age, and each had strong voters' support. Their loss means the way will be opened for new candidates of their own, the Republican party. Democratic candidates, for several years outclassed at the polls in this state, will be inspired to new efforts, as well.

In the governor's chair, with authority to appoint the new secretary of state, is John H. Hall, Portland lawyer and speaker of the house of representatives in the 1947 session. Mr. Hall's long service in the legislature revealed him as a skillful parliamentarian, a student of Oregon laws and institutions and a leader of ability. He has been outstanding in the practice of law.

None who know him doubt that John Hall has the ability to distinguish himself in the governor's chair. That he is not well known throughout the state derives from his avoidance of party politics aside from his legislative candidacies in Multnomah county. It may be said that he is not burdened, there-



MEMORIAL TO THE
UNIDENTIFIED MAJOR
SERVING WITH THE
UNITED STATES AIR FORCE
WHO WAS KILLED IN
A CRASH LANDING
ON APRIL 14, 1954
AT THIS LOCATION
IN THE FOREST OF
MOUNTAIN VIEW
CALIFORNIA

















GOVERNOR'S RIDGE CRASH SITE

Before you lies the wreckage of a Beechcraft Bonanza Airplane
that crashed here on October 28, 1947,

This crash claimed the lives of the State of Oregon's top officials;
Governor of Oregon, Earl Snell; Secretary of State, Robert Farrell;
President of The Senate, Marshall Cornett and the Pilot, Cliff Hogue.

The remains of the wreckage include the fuselage, the wings and
the cockpit of the plane.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination
Property Name: Snell, Governor Earl W., Aircraft Crash Site
Multiple Name: _____
State & County: OREGON, Lake

Date Received: 9/4/2018 Date of Pending List: 10/1/2018 Date of 16th Day: 10/16/2018 Date of 45th Day: 10/19/2018 Date of Weekly List: _____

Reference number: SG100003032
Nominator: State

Reason For Review:

- | | | |
|---|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 10/18/2018 Date

Abstract/Summary Comments: The Governor Earl W. Snell Aircraft Crash Site is of statewide significance under National Register Criterion A (Politics/Government). The crash site is set atop a heavily forested ridge in an isolated area of national forest land and retains a high degree of integrity with considerable debris from the fatal 1947 plane crash still extant. The small-plane crash that killed Governor Snell, Oregon Secretary of State Robert Farrell, and President of the Oregon Senate Marshall Cornett (along with pilot Cliff Hogue) is significant not only for the tragic loss of life, but also as a catalyst for subsequent legislation restricting the number of state officials traveling in the same plane. The loss of key Republican party leadership in the state as a result of the crash significantly impacted long-term state politics.

Recommendation/ Criteria: Accept NR Criterion A

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229 Date 10/18/2018

DOCUMENTATION: see attached comments : No see attached SLR : No



File Code: 2360
Route To:

Date: August 29, 2018

Subject: National Register Nomination
To: Joy Beasley, Keeper



Dear Ms. Beasley:

I hereby nominate the following historic properties to the National Register of Historic Places:

SANTIAM PASS SKI LODGE
64405 HWY 20, WILLAMETTE NATIONAL FOREST
SISTERS VCTY. LINN COUNTY

SNELL, GOVERNOR EARL W. AIRCRAFT CRASH SITE
TOWNSHIP 40S, RANGE 16E, SECTION 25, FREMONT-WINEMA NATIONAL
FOREST
LAKEVIEW VCTY, LAKE COUNTY

The enclosed disk contains the true and correct copy of the nominations listed above to the National Register of Historic Places.

We appreciate your consideration of this nomination. If questions arise, please contact Alexandra K. Wenzl, Regional Heritage Program Lead/ Federal Preservation Office, Pacific Northwest Region of the Forest Service at 503-808-2126 or email awenzl@fs.fed.us.

Sincerely,

cc: jparmer@fs.fed.us

