

Contemporaneous with the making of the contract with the government to take over the mill at Toledo the company encouraged the organization of the Toledo Investment & Development Co.; and although this company does not appear as a subsidiary of the Pacific Spruce Corporation, the interest of the corporation in that company is large—we understand something like 50 percent, the leading citizens of Toledo carrying the other half of the investment. The plan of the Toledo Investment & Development Co. has been to purchase well located building lots throughout this little city and to erect there, through various high-class builders and Ward Mayer,

a prominent architect of Portland, and his associates, many types of houses which those people with families may rent or purchase.

F. W. Stevens, general manager of the Pacific Spruce Corporation, has a dwelling of the western bungalow type, costing about \$7,500.

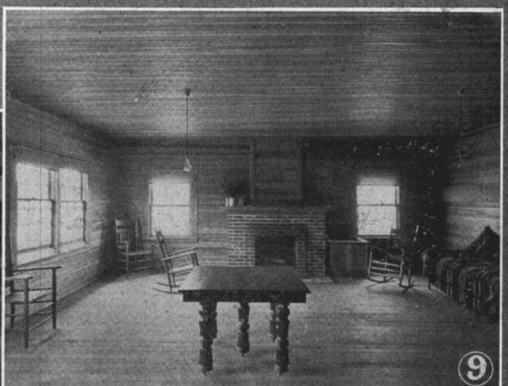
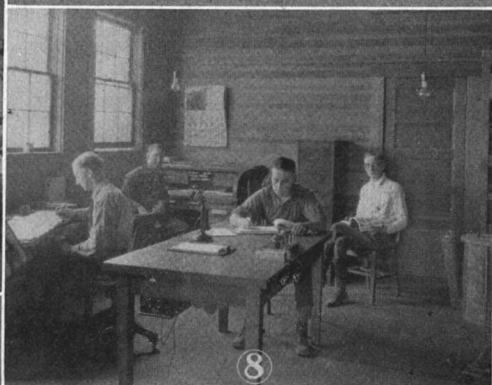
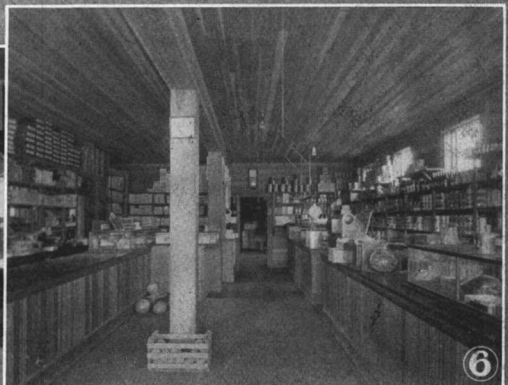
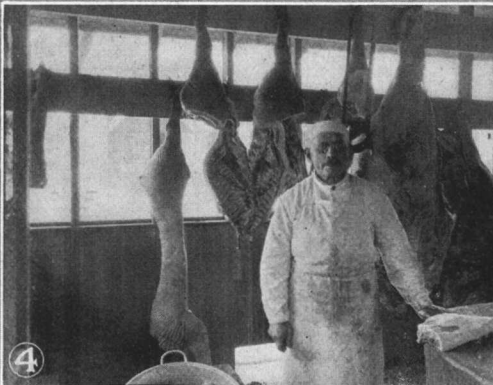
Dean Johnson, assistant manager of the mill at Toledo, has a two-story semi-colonial dwelling, built at a cost of \$6,500, and there have been built five five-room bungalows and ten four-room bungalows costing \$350 per room, in addition to the value of the land—also eight six-room houses of the same gen-

eral type at \$350 per room, the price of these houses including woodsheds, septic tanks, and in some instances garages.

#### Two Large Dormitories Being Erected

One of the biggest enterprises of the Pacific Spruce Corporation in recent weeks has been the purchase of seven acres of land adjacent to the mill property, whereon will be erected two rooming houses by Mr. Mayer, each a two-story building and each 36x116 feet in area and of frame construction. In each building there will be accommodations for 41 men and also quarters for a matron to be placed in charge of each building, and

## For the Comfort of the People, and Community Development



**FOR THE COMFORT OF THE PEOPLE AND COMMUNITY DEVELOPMENT—GENERAL VIEWS AT CAMP 1**  
 (1) The Neat and Comfortable School House. (2) Office, Home and Store. (3) Interior of the Kitchen. (4) Interior of the Butcher Shop. (5) View of the Dining Room at the Dinner Hour. (6) Interior of the Store. (7) Types of Four-Men Bunk-Houses. (8) Interior of the Office. (9) Office-Home Living Room.



there will be a spacious lobby or living-room in each of these buildings. The buildings will be provided with lavatories and showers for the convenience of the men. The bedrooms will be 12x14 feet in size and all will have outside windows. The beds will be comfortable single beds—not cots. Each building will be stocked with an ample supply of linen.

While these buildings will furnish homes for 82 single men, and of as sanitary a character as can be managed, we think the real achievement in connection with the purchase and occupation of these seven acres by the Pacific Spruce Corporation lies in the fact that the corporation will at once erect upon that

tract twelve or fifteen four- and five-room bungalows to be rented to its employees who have families.

#### THE PEAK OF COMFORT IS THE "CAFETERIA"

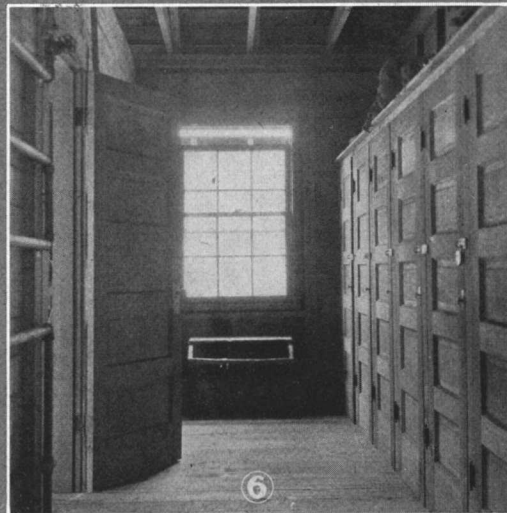
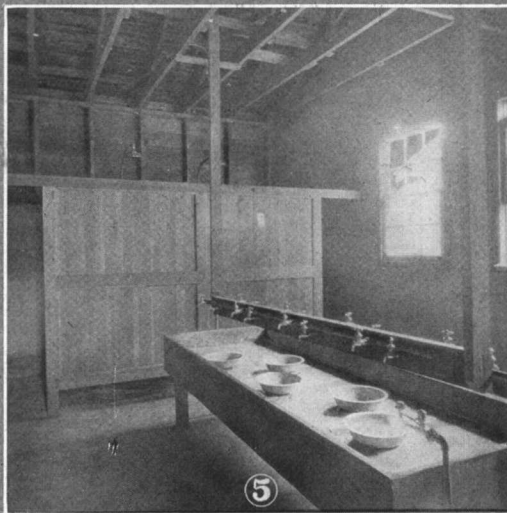
We were especially pleased with the cafeteria, an immense institution built in the center of the Pacific Spruce Corporation plant site in Toledo, which is making good as a comfortable and high-class place to eat and has become very popular with the traveling public passing through Toledo, and also with the citizens of Toledo, in addition to the employees of the operation; and it does not have

to be subsidized from month to month in order to keep it a going proposition.

This cafeteria was a perfectly new sensation to us and we doubt if there is anything else like it, associated with the lumber trade of America.

There was at the Toledo plant a fairly well constructed building, size 40x60 feet, which had been built by the government during its occupation of the property and used as an office. The Pacific Spruce Corporation also used this building as an office until the completion of its new office building. Then it moved this old office building from its first position to a place in the heart of the plant

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**FOR THE COMFORT OF THE PEOPLE AND COMMUNITY DEVELOPMENT—GENERAL VIEWS AT CAMP NO. 1**  
(1) Camp Boarding House. (2) Officers' and Foremen's Houses, the One in Foreground Being Superintendent Gordon J. Manary's Residence. (3) Row of Bungalow Cottages. (4) Another Row of Cottages. (5) Interior of Typical Washroom in Bunk-House. (6) View Showing Typical "Locker Room" for Bunk Houses.



grounds, where it might be most accessible to all employees.

The building was then enlarged to 64x90 feet, and besides two small wings were built, 12x14 feet in area. The ground being solid at this point no piling was used, but the building rests on concrete piers. The dining-room proper is 40x60 feet and has a 12x40 foot lobby on each side of the building. Covered vestibules are provided for entering these lobbies and in case of expansion—which may have to come—portions of the lobbies can be used in which to place more tables for the guests.

In one end of the building there are pro-

vided four sleeping rooms for the employees of the cafeteria, with all modern conveniences; and at the other end of the dining-room are located the serving tables, frying table, steam table, automatic coffee urns, egg boilers and every modern convenience of an electrical nature for speedy and fine cooking.

The steam table and fry station are all under one canopy and there you will see many kinds of electric toasters, automatic egg boilers, and waffle irons, to intrigue your hunger as you glide by with your aluminum tray, which no one of whom we have YET heard—not even this writer, with a gastronomic record—has ever been able to fill so full that

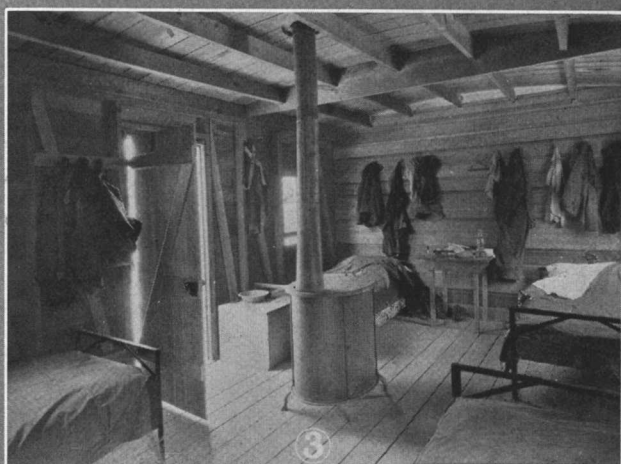
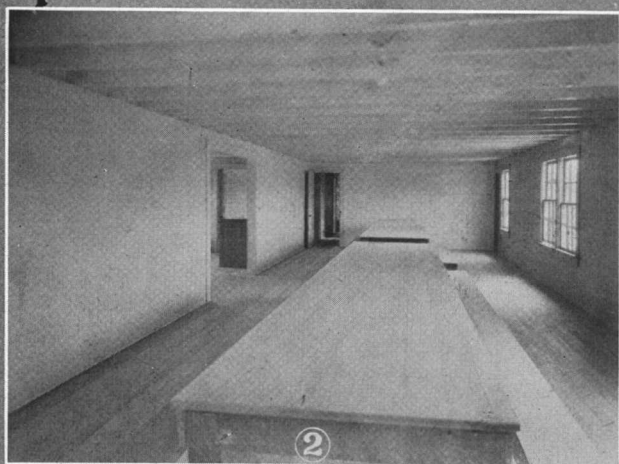
the meal would cost more than 75 cents.

The entire equipment is electric which does not absolutely HAVE to be of steam, and it would fill too much space to enumerate and would read too much like an invoice to repeat the devices that kitchen includes.

Drawers, rather than bins, are supplied for kitchen supplies, the drawers being more sanitary.

There are power potato peelers; power dish-washing machines washing and sterilizing the dishes; and at one corner of the kitchen a door leads to a two-story stock room, strictly in charge of one man who gives out supplies to the cafeteria on requi-

## For the Comfort of the People, and Community Development



FOR THE COMFORT OF THE PEOPLE AND COMMUNITY DEVELOPMENT—VIEWS AT CAMPS 11 AND 12  
(1) "The Ark"—a Unique and Comfortable Houseboat Home. (2) View of Dining Room in "The Ark." (3) Interior of Typical Bunk Car. (4) Office and Dining Car of Camp 12 and General View of Camp 12. (5) Interior of the Office Car and Store at Camp 12.



sition in accordance with dispatching routine.

At one side of the kitchen two great refrigerators are located, 7x12 feet in area and 11 feet high; one being used for vegetables, fruit and dairy products and the other for meats. In addition to those two refrigerators there is also a display refrigerator, back of the main serving table in the dining room, and there is a 1-ton Harris Ice Machine on the premises which cools all these various refrigerators.

The tables in the dining room, and the counters, and the hall-trees, are all made of clear vertical grained spruce lumber, and they are beautiful, and have been especially

described in the section of this story on "New Uses For Sitka Spruce."

This building also shows a fine use for western hemlock, it being fitted with a parquet flooring of that wood, of a grade No. 2 clear and better; the parquet pattern being used so that when the tramp of feet wears the floor in front of the serving stations and elsewhere, as will of course happen, those parts can be easily repaired.

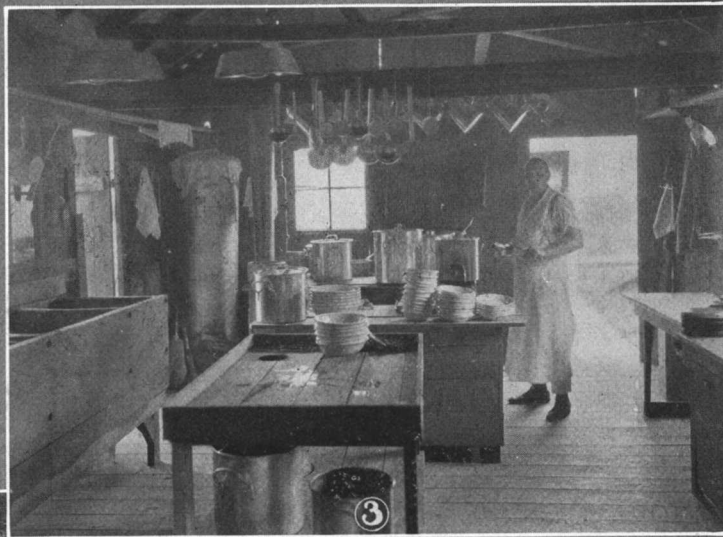
#### THE "SMOKE HOUSE" AN UNUSUAL COMFORT

We have seen so-called club-rooms where the employees were supposed to reach the

highest points of life when shooting untrue billiard balls over second-hand billiard tables; and even gymnasiums where they might punch bags, do all sorts of gymnastic work, play at ten-pins, and otherwise disport themselves, in a way which has always seemed rather bromidic, rather commonplace and unattractive to us—but we never before have seen a large, well-erected, properly-proportioned building, in any sawmill manufacturing plant, named the "Smoke House"—but that is what the Pacific Spruce Corporation accomplished at Toledo, and we want especially to tell you about it.

The "Smoke House" is a great big high-

## For the Comfort of the People, and Community Development



FOR THE COMFORT OF THE PEOPLE AND COMMUNITY DEVELOPMENT—VIEWS AT CAMPS 11 AND 12  
(1) View Showing Well-Glassed "Filing Room Car" and Two Bunk Cars at Camp 12. (2) Interior of Meat House at Camp 12. (3) Close-up View of the Kitchen at Camp 12. (4) Interior of the Tent Dining Room at Camp 11. (5) Dining Room Interior Camp 12—Table Set for Dinner.



ceilinged comfortable building, in two rooms, one a lavatory, and the other 24x64 feet in size, provided all around the walls with a permanent lounging seat. Down through the center of the room is a long table or series of tables, on which is piled the literature of the day, of every sort and character known to the editorial mind and the printer's craft.

The "Smoke House" is but a few feet removed from the cafeteria and was constructed in order that the employees might have a place in which to rest and smoke following their meals. We might say in this connection that naturally no smoking is permitted elsewhere about the plant or in the cafeteria.

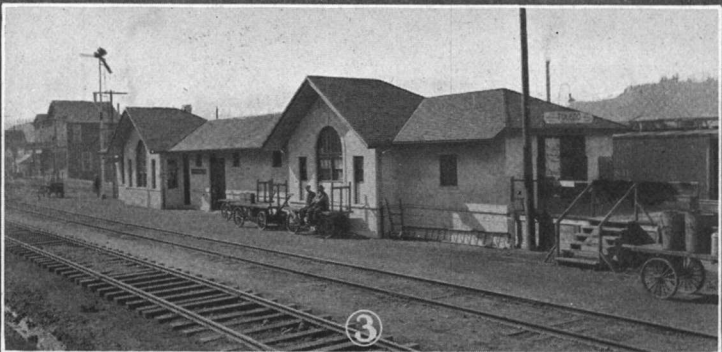
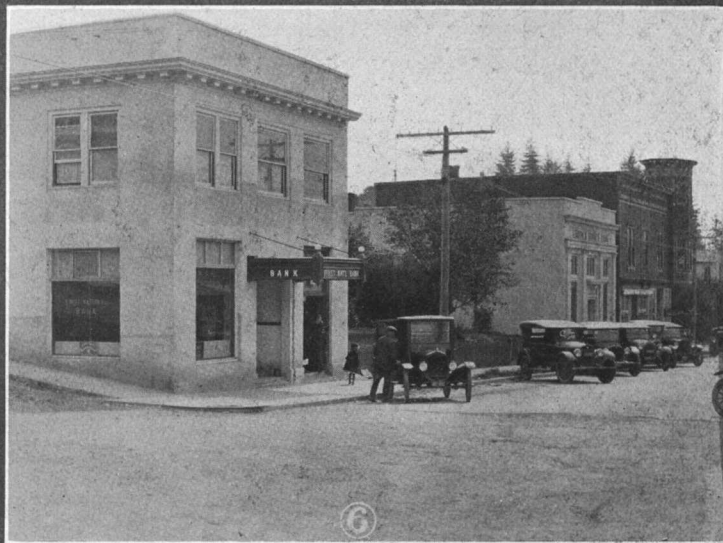
#### THE TOLEDO OFFICE ITSELF —A VERY GREAT "COMFORT"

We have seen all kinds of office buildings in the lumbering sections of America, from the utilized cast-away freight car to structures, especially in the southern United States, built in imitation of foreign palaces, and intended—when the trees are gone—to house museums and libraries and institutions of that character; but we have never before seen a combination office and home, built at a minimum of expense, which in any way compared with the great white frame structure especially erected for the use of the Pa-

cific Spruce Corporation at Toledo, Oreg.

That is INDEED a building which is a "comfort" every hour of the twenty-four, to those who live in it and work in it. We have this building pictured in this story in a separate way, and it also appears in connection with the panoramic view of the sawmill plant and the bird's-eye view of the sawmill plant, used in this story; but it happens in connection with this building that no photograph is possible of it that will adequately tell from the OUTSIDE the story of it. The various interiors have been photographed in the highest style of the art and will be enjoyed by those who read this article.

## For the Comfort of the People, and Community Development



#### FOR THE COMFORT OF THE PEOPLE AND COMMUNITY DEVELOPMENT—GENERAL VIEWS AROUND TOLEDO

(1) Panoramic View of the City of Toledo, Oregon. (2) Typical Row of Houses in the City of Toledo, Oregon. (3) The Southern Pacific Railway Station at Toledo, Oregon. (4) Residence of Dean Johnson, Toledo, Oregon. (5) Exterior View of the Hotel at Toledo, Oregon. (6) Main Street of Toledo, Oregon, Showing the Two Banks.



This building is 30x96 feet and two stories high. It was built in the winter of 1922-23 and was erected on the piling which was under the original machine shop which was moved to Camp 1 of the Manary Logging Co. This building is of frame construction—the lower floor accommodating the main offices of the company at Toledo, inclusive of the lobby and general office; offices for the general and assistant general manager, cashier, the timber-land man; the cruiser; and also contains a fine fireproof vault, a stationery room and the most modern lavatory facilities.

On the second floor there are several suites of rooms occupied by various office em-

ployees, guests of the company and the officers of the corporation when they visit Toledo; and a large living-room for the use of the occupants of the building and their friends. Among other things there is a perfectly equipped electrical kitchen and a dining room, which are often utilized when guests of the management visit Toledo. The building is heated throughout by steam furnished from the center power plant and is electrically lighted, and equipped throughout with a high grade of modern plumbing.

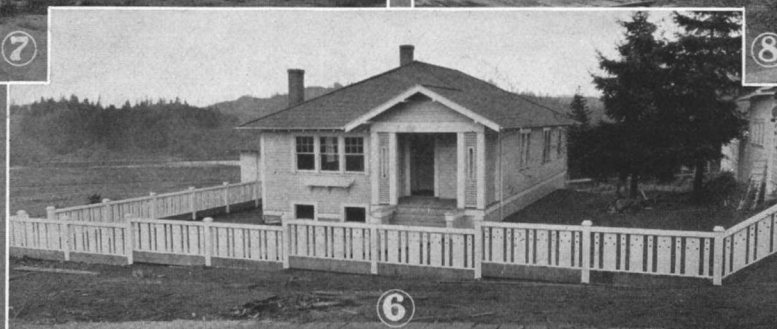
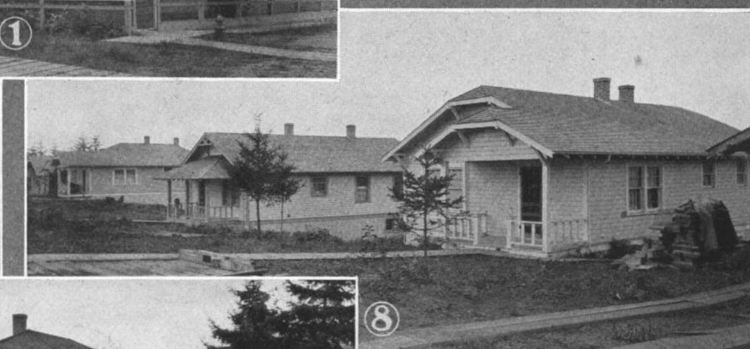
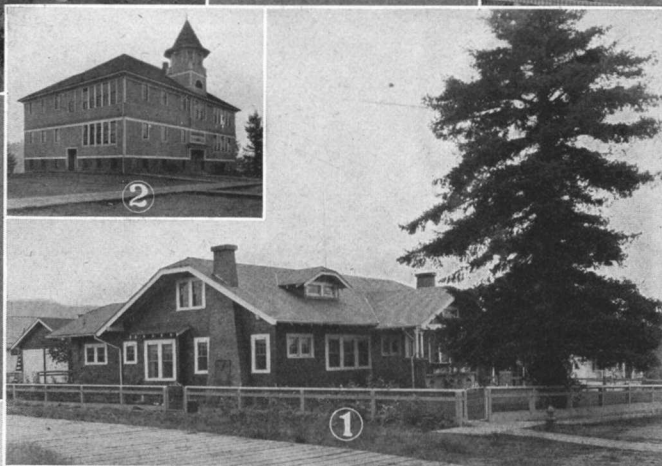
The exterior of this building is painted white and makes a beautiful appearance. Roadways have been built to the plant and

up to the front of this building, which radiate to the towns of Toledo and Newport and the sections of the plant, so that those arriving in automobiles may have a comfortable swing for their machines. For the particular accommodation of the officers and managers of the corporation, there has been a garage erected to provide for storing six machines, located near the office building.

#### THE "COMFORTS OF THE PEOPLE" IN CONNECTION WITH CAMP 1

Headquarters Camp, or Camp 1, has many comforts, which will be spoken of under various headings—but briefly in each case—because this vast story must be epitomized in

## For the Comfort of the People, and Community Development



FOR THE COMFORT OF THE PEOPLE AND COMMUNITY DEVELOPMENT IN AND ABOUT TOLEDO, OREGON  
(1) Residence of Frank W. Stevens, Toledo, Oreg. (2) Toledo High School. (3) A Typical Row of Residences, Toledo, Oreg. (4) Another View of Residences in Toledo, Oreg., showing Construction and Progress. (5) Another High-Type Bungalow, Toledo, Oreg. (6) Residence and Grounds of Frank Orr, Mill Superintendent, Toledo, Oreg. (7) Typical Row of Residences, Toledo, Oreg.



SOME of its parts in order to be printed at all in one issue of this paper.

Journeying in the early morning of any day down the Yaquina River in the speed boat "Go-Getter" to the log dump at South Beach, the traveler comes in sight first of a mess-house capable of feeding the twenty-four people at this point who are engaged in the dumping and rafting of logs into Yaquina Bay for transfer by tug up the Yaquina River to the mill at Toledo.

This camp cook-house at South Beach is up to the Manary Logging Co. standard of service, as in all its camps, each of which will receive proper mention.

#### Office-Home and Store at Camp 1

A very commodious office-home and store, warehouse, etc., has been erected at Camp 1, in the shape of a 2-story frame building, 30x70 in size, resting on concrete footings. The lower floor of this building is given over to store and office purposes, with a supply room in the rear; and on the second floor there is a large living-room with a fireplace in it (also a heating stove), and six bedrooms; and, besides, the private office of James Manary.

The building is equipped throughout with modern plumbing and has shingled walls and roof. This type of construction is practically

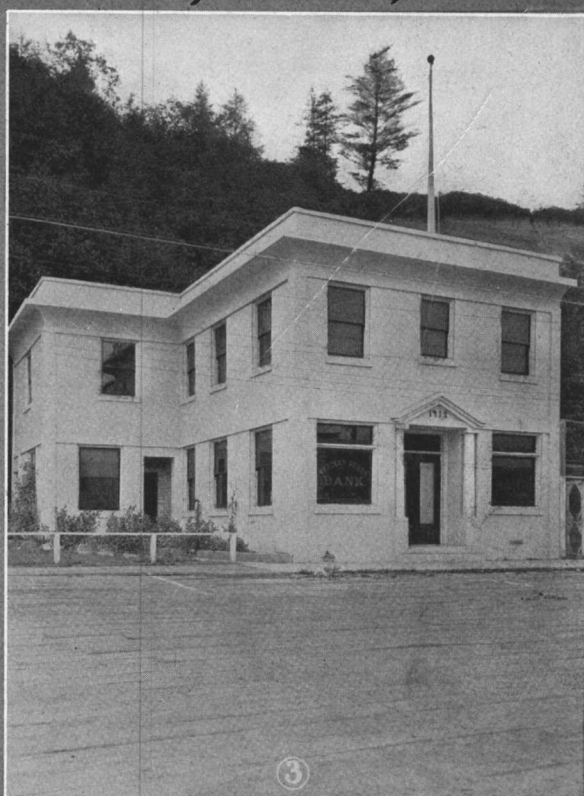
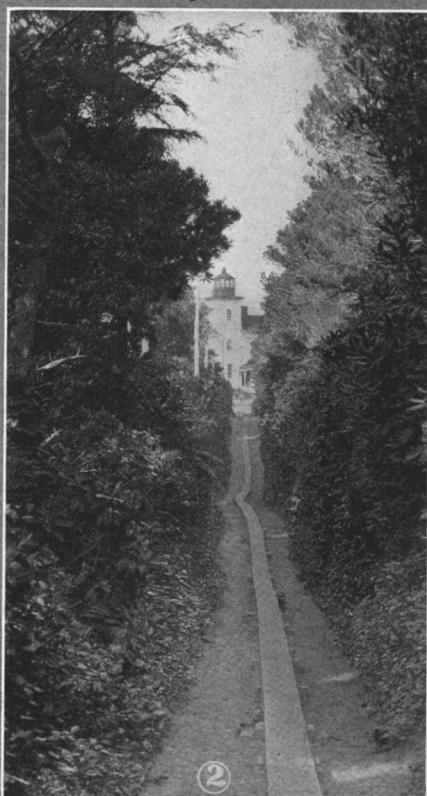
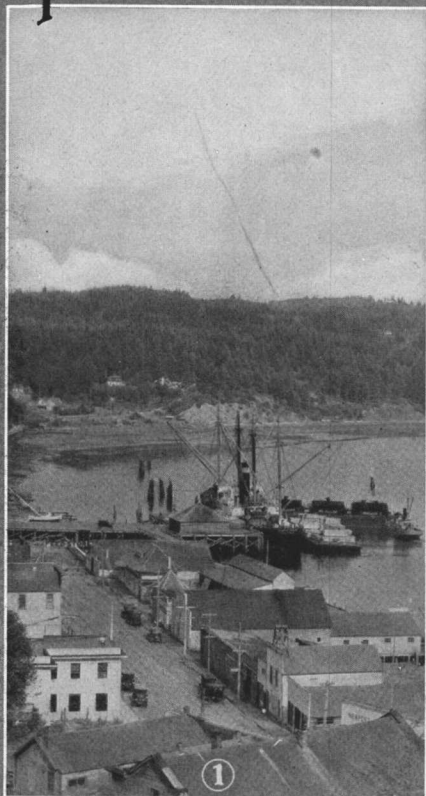
the same under the entire Manary Logging Co. management.

This building is located between the main line and spur of the logging railroad, so that the supplies for the camp can be easily unloaded and cared for.

This whole building is electric lighted and heated with steam coils and stove; has bathrooms, lavatories and everything possible for the comfort of those who are permanently at this camp and of the visitors who may abide there for a time.

The store maintains a \$10,000 stock, which is sold to the employees at a very low percentage of profit, a turnover of the stock being made three and a half times each year.

## For the Comfort of the People, and Community Development



#### FOR THE COMFORT OF THE PEOPLE AND COMMUNITY DEVELOPMENT—VIEWS AT NEWPORT, OREGON

(1) Wonderful View of the Port Commission Dock at Newport, Oreg., Steamer "Robert Johnson" Loading. (2) Rhododendron Walk, with the Coast Guard Station and Lighthouse in Background, Newport, Oreg. (3) Western State Bank, Newport, Oreg. (4) The Hotel Abbey, at Newport, Oreg. (5) General View of Harbor Front, Newport, Oreg.



### Cook-House "Comforts"

The cook-house building contains a dining room 18x100 feet, and a kitchen 28x30 feet and has a 12-foot ceiling in order to permit plenty of light and air. At one end of the dining room, quarters have been built in for the cook and his family, with full bath-room equipment. The seating accommodations of the dining room are for 160 people, and an innovation in the dining room is the use of four-legged stools, instead of the benches USUALLY used in logging camp dining rooms. These stools are very convenient and add to the efficiency with which the floors

may be kept clean, and help thus to maintain sanitary conditions with less trouble.

The kitchen is equipped with a large Lang range, adequate sinks, bins, drawers, cupboards and storage for supplies. The store-room is replenished daily. The stores are kept in a separate room off the kitchen, and the bake ovens are also in a separate adjoining room.

There is an adjunct to the cook-house built in the form of a special building, for the special housing of the waitresses and general help. This building has five bedrooms and a porch in front, and is provided with modern bath-rooms, lavatories and also a private

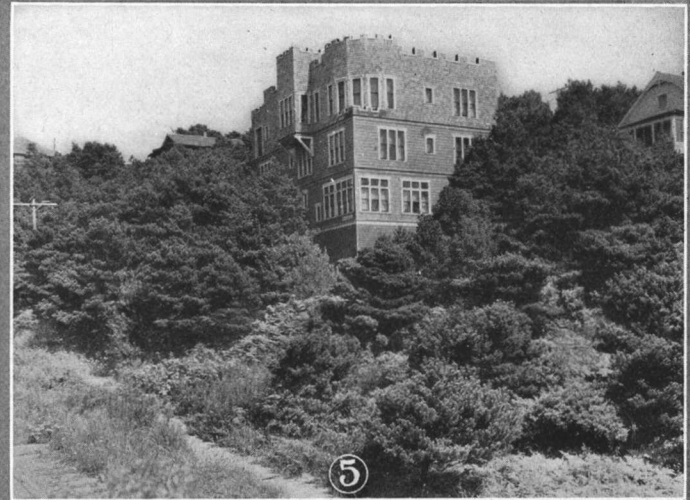
laundry-room, so as to permit the help to do their own laundrying, if so desired.

### Dwelling and Bunk-House "Comforts"

The dwelling-houses built at Camp 1 of the Manary Logging Co. are of ordinary frame construction, with shingle walls and roofs and provided with modern plumbing. The first erected were ten four-room bungalows 24x30 feet costing \$350 per room. A bungalow of this general type, but a little larger than the general run of bungalows, was erected for Gordon Manary, the superintendent.

A little later ten three-room houses were built. All these houses are equipped with

## For the Comfort of the People, and Community Development



FOR THE COMFORT OF THE PEOPLE AND COMMUNITY DEVELOPMENT—MORE BUILDING VIEWS AT NEWPORT  
(1) Coast Guard Station on the Bluff at Harbor Entrance. (2) The Agate Beach Hotel. (3) The Old Ocean House Hotel. (4) Center View of the Town of Newport (Oreg.) Waterfront, the Picture Made from the Tug "Go-Getter." (5) Studio Castle of C. A. Roper. (6) Residence of Frank Priest, Vice-President Newport Port Commission, Newport, Oreg.



modern plumbing. Besides these bungalows several cottages have been privately erected.

The houses at this camp are all connected with board walks, and householders seem to be taking great pride in planting flowers and creating lawns; and as it happens that the rhododendron in its natural state covers the face of nature in this locality, many of the families have transplanted these flowers to their yards in a most effective manner.

The first bunk-house accommodations of this camp were four houses, 20x60 feet in area, standard frame construction with roofs and sides, with a partition run through the center of each building making two rooms each 20x30, each room accommodating eight men, making sixteen to each bunk-house. Individual lockers 2 feet square and 6 feet high are provided for the use of the men.

Built on the side of each one of these buildings is a wash-room 12x18 feet, with concrete floor and cement-plastered walls to a height of 6 feet, so that rooms can be cleaned out with a hose.

Following the construction of the first type of bunk-house mentioned above, there were later erected ten smaller bunk-houses, each 12x20, frame construction with shingled roof and walls; each house to accommodate four men. These smaller bunk-houses were built in two rows facing each other; and at one end between the rows of buildings another building was erected containing a wash room with shower baths, etc., similar to those provided for the larger bunk-houses.

Having described how the families are cared for and the single men are provided for as to their physical comforts, let us tell you in a few brief words what all this does to their pocketbooks. Meals cost the employees of the Manary Logging Co. 40 cents each and they pay a fee of 15 cents a day for bunk-house accommodations, the bunk-house being cleaned and beds made daily.

#### "Comforts" of the School-House

The school-house is a short story but a very important one. It was erected by the company for the use of the children of the camp. The building is of frame construction 24x36 feet, is lighted and equipped according to the Oregon school requirements, and provides for the accommodation of twenty pupils.

A high-class teacher, paid enough salary to make it worth her while, is employed to conduct school in this building nine months out of the year; and the citizens of this camp are loud in their praise of the spirit demonstrated by the company in providing this great necessity.

The entire camp is supplied from Divinity Creek with very superior high-class water, which already has been named "Divinity Water" and is served throughout the entire camp through a gravity pipe line from a 50,000-gallon tank placed on a wooden tower 36 feet high which rests on a concrete foundation.

#### THE "COMFORTS OF THE PEOPLE" AT CAMP 11

Camp 11 of the Pacific Spruce Corporation is the second type of camp referred to in a general paragraph in the introduction to this grand division describing "The Comforts of the People."

Camp 11 is one of the newest camps of the Manary Logging Co., and is situated on the Siletz River, about seventeen miles from its mouth.

The logging equipment and all there is to make it an active logging camp are described elsewhere in this article. We have covered the character of the timber in yet another section; and we have here to tell only the story of the building of "The Ark," and its transportation to and establishment at Camp 11.

Now this "Ark" affair is a great house-boat, upon which many men may live and be comfortably cared for while taking a part in the work of the Manary Logging Co. It only had to be seen by some fundamentalist who still believed in his Bible, to be immediately—on sight—called "The Ark," and thereafter naturally to have remained "The Ark" in the locality and in this story; and of course the watchman who remains on it during the close-down in the rainy season is called "Noah."

Now let us pay our respects to the building of the "Ark." There was in use at Toledo, Oreg., by the Pacific Spruce Corporation a sea-going barge, 36x108 feet. This barge had finished its days as a sea carrier, and it was decided to utilize it as a building foundation for a great floating home for the people who were going into the venture of logging the upper reaches of the Siletz River. So, after the barge was thoroughly repaired, a two-story building, 30x90 feet in area, was erected thereon—and that in itself would be quite a building for camp purposes, erected anywhere on land.

On the lower floor or deck were built the kitchen, meat-house, dining-room, commissary and time-keeper's quarters; and two rooms for the cook and his family, provided with bath-rooms. There is also one extra bedroom and a washroom built on this floor for the use of the men.

On the second floor were placed ten bedrooms 12x18 feet, accommodating four men each; also two smaller bedrooms accommodating one man each, these last two rooms being provided for the help on "The Ark."

At one end of the second floor, the filing room was established, for the use of the camp, this room being glassed in on three sides and provided with the usual filing bench and racks for saws.

The building was heated by a low-pressure steam plant placed in the hold; and lighted by an automatic starting and stopping gasoline driven electric plant.

Water was provided under gravity pressure from a tank placed on top of "The Ark."

"The Ark" is painted with two coats of light grey paint on the inside, the exterior being painted red with white trimmings.

"The Ark" was constructed in Toledo and towed around in the Pacific Ocean to the Siletz River. It was built in September and October, 1923, and towed to its station immediately thereafter.

#### THE "COMFORTS OF THE PEOPLE" AT CAMP 12

Camp 12 we will call the "Car Camp," as at the establishment of that camp the men all lived in camp-cars. At the next location—to which the camp was being moved in December, 1923—about one mile from the village of Siletz, there will be many changes, which we shall note in the proper place in this article—but first we will describe the original Camp 12.

Camp 12 is the nearest camp of the Manary Logging Co., to Toledo, Oreg., and it is situated on the Pacific Spruce Northern Railway; for a time situated five and a half miles from Toledo, and in the latter weeks of December, 1923, was in the process of moving to another location.

This camp, as well as Camp 11, is under the immediate management of Roland Manary, and their installation, equipment and administration are very largely due to his engineering skill and industry—and we must remember, too, that the problems were numerous and not easy.

The company had available a number of small logging trucks, no longer fit for the transportation of logs, and upon these trucks there were built five bunk cars.

These cars were built with partitions in the center, making two rooms 12x20 feet, accommodating four men each; each compartment provided with stove and tables.

In addition to the five bunk cars mentioned, one car of similar size was converted into a three-room cottage for the use of a time-keeper. This cottage-car is provided with modern plumbing arrangements—the rooms consisting of a bedroom, living-room, kitchen and bathroom, the kitchen being provided with a Dutch cupboard and small dining room.

After all this building there was the building of still another car, providing accommodations for office, commissary and sleeping quarters for the foreman of the camp. Still another car was erected and provided, which is used entirely for a bathroom and lavatory.

In addition to the camp cars described above, there was constructed a commissary and office building, also a commodious kitchen and dining room, with warehouse and meat-house in connection, all of which are shown in the illustrations elsewhere in this article.

The car which we are last to mention is to our mind the most interesting of all, the filing room car. This car is of very careful construction and thoroughly substantial throughout. Its sides are largely of glass—at least on three sides—and in the glazed portion of the car the saw-filing is done in a place as light as day.

The successful building and installation of these cars of various kinds (bunk-cars, bathroom cars, filing-room car, etc.) encouraged the company to construct every building for Camp 12 that can be so erected, so that it can be carried from one camp site to another, as Camp 12 will be successively moved. It is now planned and is being carried out so that all the bunk-houses will be built on skid foundations 14x20 in size; and for each four of these houses a bathhouse and toilet of similar size is being installed, according to the established principles of a certain well known army accessory. Each of these lavatories has three shower baths, a wash-stand and seven laundry trays. Whenever there is moving to be done, the great Industrial Works crane will be used to pick up all this impedimenta and place it on flat cars for removal to the next site.

Camp 12, at the second site before referred to, located about one mile from the town of Siletz, and about eight miles from Toledo, will be more nearly of a permanent nature than Camp 12 started out to be in the first location.

#### Miscellaneous "Comforts" at Camp 12

The children at Camp 12 will have the privilege of going to the excellent schools—both high and graded schools—at the old town of Siletz, a mile distant.

Such bungalows as are built at the new Camp 12, will duplicate those of Camp No. 1. The cook-house or mess hall will be a duplicate of that at Camp 1.

A combination store, warehouse and office, with recreation rooms, is planned. This building will be 50x100 feet on the ground floor with the second story 25x100 feet. The lower floor will contain the office and the warehouse for the store and cook supplies. The upper story will contain four bedrooms with bath, and a recreation hall.

Roland Manary is planning to fit up this recreation hall with pool and billiard tables, card tables and a library. A fireplace is included in the plans. The hall will be about 25x50 feet and one end will have a screen for moving pictures and stage to be used for public performances.

Because of the good country road between Camp 12 and Toledo and Newport, it is expected that a great number of the employees will own and use automobiles; and to provide for the accommodation of these machines a commodious garage will be erected in which stalls may be rented at a small charge per month by the machine owners.

#### THE MEDICAL "COMFORTS" WHICH ARE RENDERED

The Pacific Spruce Corporation and all its subsidiary companies have a contract arrangement, with the National Hospital Association, Inc., of Portland, Oreg., to take care of the physical welfare of all the employees and the sanitation of all the camps and headquarters.

When injury or illness occurs, the matter is brought to the attention immediately of the physician—if the condition is serious the physician is brought to the patient; then if it is necessary that the patient be brought in from the camp he is sent to hospital quarters at Corvallis or to one of the four large hospital institutions in Portland. In the simpler cases ward beds are used; if it is necessary private rooms and the services of night and day nurses are furnished.

To the writer, the most important piece of information given to him in this connection was the statement made by C. C. Bechthold, general manager of the hospital association, that the Pacific Spruce Corporation was an ideal institution as to its camp situations, hygienic surroundings and all natural features making for the health and happiness of its employees; one of the "very best" that he knew within his charge out of many such industrial plants served by his association.





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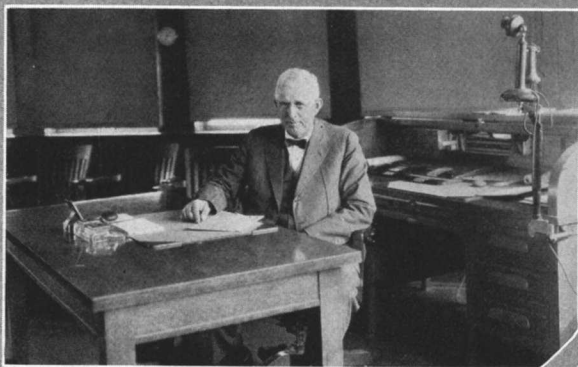
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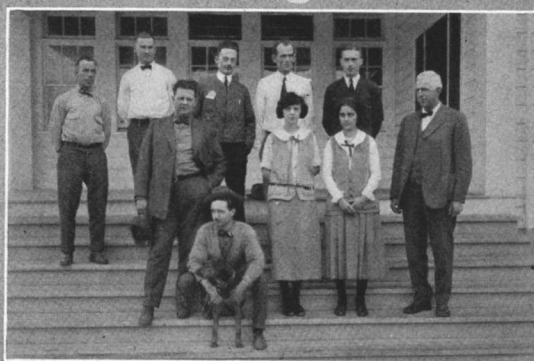
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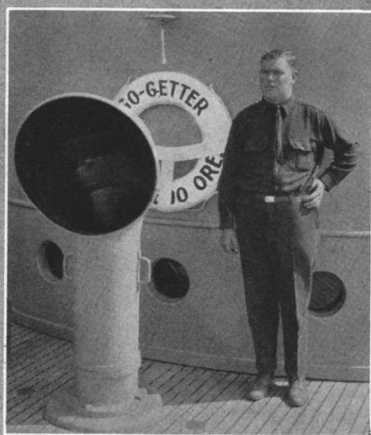
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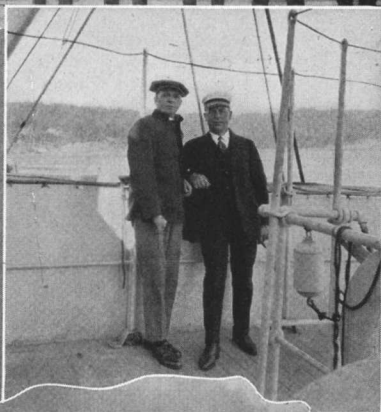
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**INFORMAL PORTRAITS OF A NUMBER OF PEOPLE ASSOCIATED WITH THE PACIFIC SPRUCE CORPORATION**  
 (1) James Manary and His Son, Roland M. (2) Mrs. Gordon J. Manary. (3) Andrew L. Porter and C. M. Mackey. (4) Gordon J. Manary. (5) Frank W. Stevens. (6) Dean Johnson. (7) Office Force. (8) Crew Tug "Go-Getter." (9) Foremen at Toledo. (10) Capt. H. M. Brown, Tug "Go-Getter." (11) Capt. T. W. Davis, Pilot. (12) Capt. Peter W. Johnson and Chief Engineer Bjarne Cook, "Robert Johnson." (13) Cook Comartin. (14) Traffic Manager Thomas and Steamer "Robert Johnson."



# THE SECOND COMING OF YAQUINA BAY

Editorial in the LUMBER WORLD REVIEW, February 10, 1924.

**T**HE ILLUSTRATED STORY of the Pacific Spruce Corporation, which appears in this issue of the LUMBER WORLD REVIEW in all the glory and sweep of its ninety-two pages of type and pictures, marks the second coming of Yaquina Bay on the west coast of Oregon, where the fresh water of the Coast Range meets the salt water of the Pacific Sea, down past Toledo and Newport, its two ports of call on Yaquina Bay.

It may seem to some who will read that article that we may have had our labor for our pains in producing the two hundred column inches of type matter, in writing and printing the division of that story entitled "Development of Yaquina Bay, Yaquina River, and the Ports of Newport and Toledo."

Under the general inclusive title, "Pacific Spruce Corporation and Subsidiaries, the C. D. Johnson Lumber Co., the Manary Logging Co. and the Pacific Spruce Northern Railway Co.," one would not ORDINARILY expect that one of the largest divisions of such a story would be devoted to the history of the efforts to secure governmental aid, and public interest, in the creation of a port of entry; but so closely linked in this day and time with the lumber trade is the matter of transportation of the lumber product that it is not at all strange that this great corporation, by the side of the Pacific Ocean, should seek to uplift its community, and at the same time better its OWN condition, in the advocacy of a just reason why that section of the great commonwealth of Oregon should be made easy of access to all the ships that sail the Seven Seas.

We did not realize until we were two-thirds through with the undertaking just what a task we had set for ourselves in the gathering of information that would enable us to write the history of the Yaquina Bay movement.

We doubt if there ever was collected in one spot—before OUR collection of that material was made—exactly all of the historical documents from which the story of the rise and progress of the Yaquina Bay and the Yaquina River could have been procured; and—as a matter of fact—if any such thing had ever been before thought WORTH WHILE. For making this collection of data possible we have many earnest people to thank, but they have ALL objected to any announcement of their assistance.

Such a proceeding might MANY times have been well thought of, and MANY times it has been PERFUNCTORILY touched, in high places; but, REALLY, it is one thing to conceive of a necessity for doing a public work like that, and quite another thing to secure the time and money with which to accomplish such an undertaking. But we were furnished the OPPORTUNITY and the MEANS with which to make the investigation.

From the moment C. D. Johnson and his associates concluded to build the great Sitka spruce, Douglas fir and western hemlock producing plant at Toledo, Oreg., it became a foregone conclusion to the editor of the LUMBER WORLD REVIEW that there now was ANOTHER chance to do what MIGHT be done in the way of championing ANOTHER waterways improvement proposition—for such tasks as that have always been appreciated opportunities to this writer.

From that May day thirty-three years ago, when we assisted a few other deep-water enthusiasts to organize the Mississippi Sound and Deep Water Improvement Association, we have been interested in doing anything that PUBLICITY might do, for any man or group of men, if what we MIGHT print could in any way assist in moving the products of our country, across sea water, to other nations who might want those products for the profit of our citizens.

In all the undertakings in which we have had the great privilege of helping in deep-water matters, there has always been—whipsawing back and forward—the question, "Is there enough commerce to justify it?" or "Will the deep water produce the commerce?"

In the matter of the Yaquina Bay improvement, in the interest of which we file our brief before the National Congress in this issue of the LUMBER WORLD REVIEW, there is no doubt about the fact that the commerce is THERE, on this side of the blue Pacific, to JUSTIFY EVERY CLAIM THAT THOSE IN INTEREST HAVE MADE.

Always, too, there comes up the question: "Is, or is not, this matter one of special legislation; and if special legislation, is that ever justified?"

We have always proceeded on the belief that there could be in deep-water affairs no such thing AS special legislation; that any improvement of our waterways (either the opening of a harbor that foreign trade may come in or the deepening of a river that there might be greater domestic intercourse) is of just as much interest to all citizens of the Republic as it could be to those citizens who are DIRECTLY benefited thereby.

The more good water ports we have, the more commerce we will secure; the deeper our rivers become, the easier our commodities will be exchanged; and in this country, with its long

lines of latitude and longitude, there is no greater problem, domestically, than the interchange of our commercial products—whether those products be lumber or wool, or apples or oranges, or corn or wheat.

Yaquina Bay, and the Yaquina River citizens, do not seek profit above their neighbors, but only that they may profit as much as their neighbors.

Then, again, Yaquina Bay seeks this improvement on the principle that the foundations have been laid by the expenditure of both local and government treasure in the PAST, and that ALONE is a reason for building up the superstructure on the foundation ALREADY PUT DOWN.

In causing this great ninety-two page illustrated story to be printed in the LUMBER WORLD REVIEW, and in printing besides many thousands of copies of this story for general distribution in the months and years to come, the Pacific Spruce Corporation has done for Oregon and its commerce what no group of citizens, or Chambers of Commerce, or other organizations, MIGHT have done; and in doing this it has produced "documents in evidence" which never could have been produced in any OTHER way than by private enterprise.

In telling both the domestic and foreign worlds of its wares and its commodities for sale, the Pacific Spruce Corporation has done more for Oregon and its commerce than any other group of citizens of that country has done and has also given more active commercial uplift to Lincoln County, Oregon, than has ever before occurred in its history.

In writing our history of Yaquina Bay we could not well inject much editorial opinion. The story we tell of the rise and progress of Yaquina Bay and the Yaquina River in commercial affairs must needs be largely historical; and while among our statistical facts we occasionally laid down some conclusions, we desire here to come to general conclusions in regard to Yaquina Bay and the Yaquina River and their improvement. It could not have been properly covered in the ninety-two pages of text and pictures in this issue.

We believe that those who have had in their hearts the welfare of Yaquina Bay and the Yaquina River during the last sixty years have worked somewhat at cross purposes—maybe not so much at cross purposes as at a wrong purpose. They have worked more assiduously in removing harbor mouth obstructions than they have worked in producing a navigable Yaquina River. They have occupied their time and their money vastly more to secure the opportunity of commerce passing OUT to the sea than they have in deepening the waters of the Yaquina River that commerce might more readily pass DOWN to the sea.

The communities of the West Coast that have looked after the matter of getting their commerce to the sea's edge have prospered the most—as, for instance, Coos Bay, which has put in its time and its treasure in RIVER improvements and the like; and Coos Bay therefore has done wonders, for, behold, if the commerce is there hammering to get out, surely government is bound to help it out, and ALWAYS does.

We rather fancy, too—knowing all that we do about the Yaquina River and Yaquina Bay—that there is a whole lot of "unfinished business" with which the citizens of Lincoln County, Oregon, might busy themselves in connection with the Yaquina River. We are keen enough to have those citizens start a new project along its way for the improvement of the Yaquina River; but before they DO that, it strikes us that really here is an unfinished project.

There have been already a lot of preliminaries done in the asking for a sixteen-foot channel for the Yaquina River that have not yet borne fruit, but SHOULD.

There are always four steps to take in securing governmental aid in matters of this kind: (first) An application to the local congressional delegation to get an item into the Rivers and Harbors Bill; (second) after the Rivers and Harbors Bill item has been passed, to see to it that it goes before the proper authorities of the Board of Engineers; (third) after the engineers have approved, that a survey and estimate be ordered; and (fourth) after all the preliminaries, to endeavor to show Congress that an appropriation SHOULD be made.

We believe that our historical survey of Yaquina Bay and Yaquina River entitles us to the thought that there remains right now the possibility of working out the plans of other years, which have been only held in abeyance, but certainly cannot have been lost from the records.

If a new project must be started, based on the commercial possibilities of the section, then it is up to the citizens of that part of Oregon to START the movement. We have furnished them all of the arguments they need for all time to come in the ninety-two pages of matter that precede this page of editorial utterance. We have done what we could; let them do what they may—thanks to the Pacific Spruce Corporation and its voluntary and substantial help.