

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

1680
STUDIES - Siuslaw
Historical Information

A HISTORY
OF THE
SIUSLAW NATIONAL FOREST
OREGON
As of December 31, 1939



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OF THE
SIUSLAW NATIONAL FOREST
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of the
SIUSLAW NATIONAL FOREST,
OREGON

As of
DECEMBER 31, 1939.

OUTLINE

Establishment of the Forest.

Land Status Changes.

Early Explorations.

Indians.

Early Settlement:

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Yaquina Bay Region

Alsea Bay

Siuslaw River Country.

Umpqua Estuary.

Interior.

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ESTABLISHMENT OF THE FOREST

As originally established, there were two divisions of what is now the Siuslaw National Forest, namely; the northern, which was called the Tillamook, and the southern known as the "Coast Range" Umpqua. The areas shown in red on the attached diagram were included in the original proclamation of March 2, 1907. However, these were eliminated by the Executive Order of July 1, 1908, which consolidated the two divisions into the Siuslaw National Forest. The origin of the name "Siuslaw" is not entirely clear. It is said to be a contraction of an Indian name meaning "Far away waters", the authority for this derivation being an old Indian named Davis, who was living in 1909 at the alleged age of 100 years. This Forest was created under unusual circumstances, at a time when the conflict between the defenders and critics of the then new "conservation" idea was at its height. The Appropriation Bill for the Fiscal Year 1908 contained what was known as the Fulton amendment. This was a provision which withdrew from the President and placed in the hands of the legislators, sole authority to thereafter create and enlarge national forests in six western states, including Oregon. However, immediately before signing this appropriation bill, which clipped the executive wings, President Theodore Roosevelt rendered it harmless for the time being, by creating 21 additional Forests by presidential

proclamation. Among these was the Siuslaw. The initial boundaries of the Forest were accordingly hastily conceived. In his report on the eliminations above mentioned, John D. Guthrie observed:

"Sufficient time was lacking in which to have a field examination made of the region prior to the creation, and consequently the boundary line was not well placed."

The boundaries were based on maps showing public lands and data concerning the location of timbered areas then on file in Washington. The creation of the Siuslaw was not related to any local situation, but it was the product of a general policy to establish Forests wherever there were sufficiently large areas of suitable public lands to justify such action.

There appears to have been little agitation, either for or against it, as reflected in the local press. Contemporary files of the Eugene Register made no reference to it. The editor was more concerned about a ship canal between Eugene and Corvallis, although he did pay his respects to the Fulton amendment by condemning what he termed

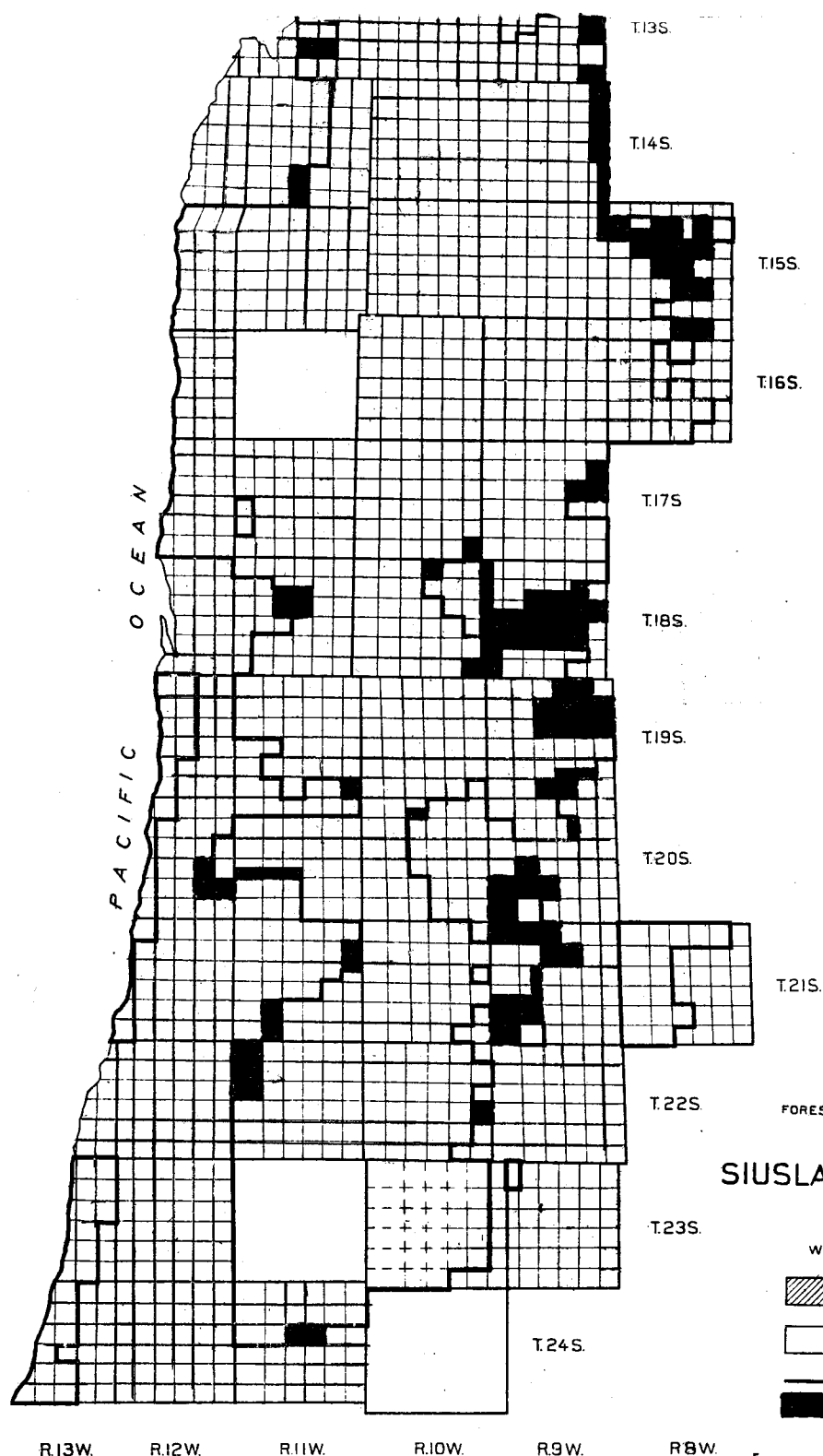
"the policy of the Interior Department in putting all Government lands in the west into Forest Reserves for the purpose of shutting out settlers and stopping the development of the country."

Senator Fulton visited Toledo in November, 1907, and although most of Lincoln County had been recently placed inside the Forest, the local account of his visit makes no reference to the matter.

However, a petition was circulated about this time which doubtless represented the views of those who took notice of what

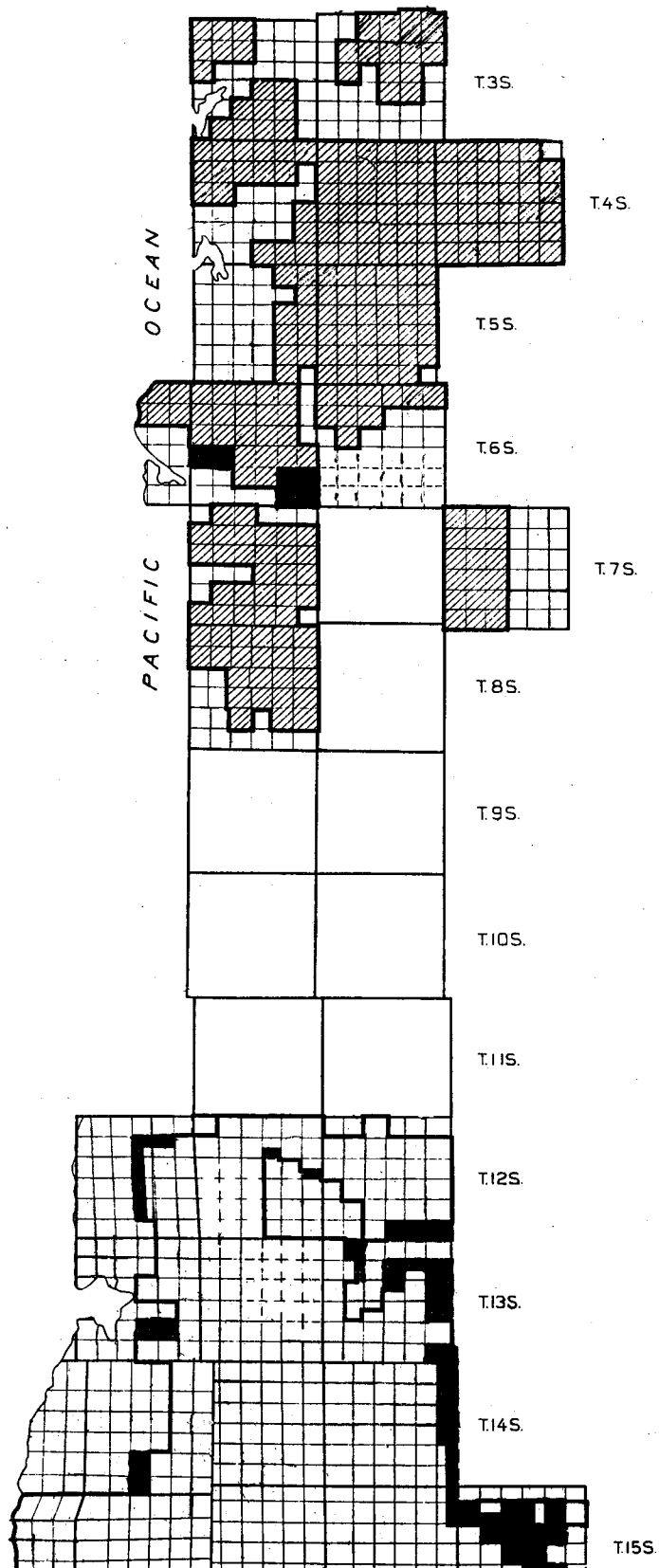
was happening and who objected to it. The creation of the Forest was protested on the following grounds:

- (a) Nearly all timber within the area had already passed to patent and there were a large number of actual settlers on agricultural lands.
- (b) Great injustice was being done because burning could not be done without a permit and the rainy season set in before permits could be secured.
- (c) The greater part of the land inside the Forest valuable for agriculture and grazing and "not valuable for timber at all."
- (d) Creation of the Forest removed lands from the tax roll.
- (e) Owners could not sell and the value of their lands diminished by government restrictions.
- (f) Settlers who try to make final proof are being harassed by adverse reports.



South Half

[DIAGRAM FORMING A PART OF EXECUTIVE ORDER
EFFECTIVE JULY 1, 1908]



North Half

EARLY EXPLORATIONS

In the fall of 1919 the lookout on Table Mountain, when cutting firewood from a fallen fire-scarred Douglas fir, was startled at the discovery within the tree of an old blaze bearing unmistakable evidence of cuts by a metallic instrument. The ring count indicated that this tree had lived for 160 years after the cuts were made, and on the spot where it had evidently stood, a Douglas fir 50 years old was growing. Sections of the tree showing the cuts were placed in the museum which then occupied the Forestry Building in Portland, and aroused considerable interest. Supervisor Shelley calculated that the mysterious marks had been made before the Year 1700. Historians searched the records to learn who among the early explorers might have reached the summit of Table Mountain and speculated why. The nearest approach was the theory that about 200 years before a Spanish ship was wrecked near Seaside. Four of its crew were captured by the Indians, and others who escaped to the south may have climbed this mountain to survey the country. This rests on the supposition that one of the captured Spaniards was called "Konapu" by the Indians, that he married a native maiden, that his son later became an aged "old blind Indian", who was interviewed in 1811 by one Gabriel Franchere, a Frenchman, and thus identified as a descendent of the Spanish sailor. Thus we have rather a doubtful record of the first white man who may have set foot within the Siuslaw Forest.

The early adventurers who visited this region, both Spanish and English, left nothing behind but names attached to natural landmarks. Bartolome Ferrelo probably caught the first glimpse of the Siuslaw in 1543. Sir Francis Drake skirted the coast in 1575. Martin de Aguilar passed that way in 1603. Captain Bruno Heceta, in the frigate "Santiago" left his moniker on the promontory of that name in 1775. Three years later Captain Cook, on St. Perpetua's Day, observed the headland, which bears the name of that sainted lady. In 1788 John Meares tagged Cape Lookout, and later incidentally inaugurated the ship-building industry on the Pacific Coast, along with the introduction of Chinese labor.

A distinguished visitor of more modern times was Jedidiah S. Smith, Rocky Mountain trader and explorer of some note, who arrived at the mouth of the Umpqua from California in 1828. He gave the Smith River its name but so excited the cupidity of the Indians with his 300 pack-animals laden with furs, that only himself and two others survived the massacre which ensued. Its exact, or even approximate location, is not known. The furs were afterward recovered and sold to Hudson Bay Company for \$40,000. In 1840, the missionary, Jason Lee, visited the same region and gloomily reported the "Umbquas" to be "a few miserable fish eaters who were as savage as bears," with teeth worn away by continued eating of sand along with other food from the sea.

The discovery of gold in California and the tide of immigration into the northwest territory stimulated activity on

the part of the Federal Government. In 1850, Lieut. Commander McArthur, in command of the schooner "Ewing", of the Coast Survey, examined the entire north Pacific coast. His report recommended further inspection of the "Alseya, Yaquina and Illamook (Tillamook) Rivers". A light station was established at the mouth of the Umpqua in 1857. The first vessel known to have entered this river estuary was the Sam Roberts on August 4, 1850.

INDIANS

Although the Indians have had no influence on the course of events, something may be said about them, since a large part of the present Siuslaw Forest was once embraced in the Coast Range Indian Reservation. The Act of 1848 establishing a territorial government in Oregon, provided that the rights of the Indians should not be impaired "so long as such shall remain unextinguished by treaty between the United States and Indians." Treaties were subsequently negotiated and upon the outbreak of the Rogue River Indian War in 1856, all the tribes still remaining peaceful were gathered and moved to above-named reservation, which had been established in 1855 with headquarters at Siletz. A sawmill was built there in 1858. The reservation comprised 45 townships, extending southward from T. 5 S., to T. 17 S. and from the Pacific Ocean eastward to the west boundary of Range 8. On December 20, 1865, a strip 20 miles wide immediately north of the Alsea River was released from the original reservation, which left two separate pieces, the Siletz at the north and the Alsea at the south. All told, approximately 3,000 Indians, from 24 different tribes, were originally brought to the reservation. Others, including the Alseas, Lower Umpquas and Siuslaws, remained in their native country, and the sub-agency established at Yachats looked after them. There were two villages reported here in 1869, with 250 inhabitants and several hundred acres of land under cultivation. The agency farm

was located on land fronting the ocean just north of "Yahuts", later owned by Geo. M. Starr. Between the Yachats River and Cape Perpetua are deposits of shells but these are not believed to be true "Kjokkenmoddings", since no bones, skulls, tools, etc. common to these things are found.

Early commentators have not ascribed to these Indians a very high degree of intelligence, although in passing the following medical code, early adopted by the reservation "legislature", shows some reflection:

"Any doctor who doctors any person and thinks he cannot cure him, must tell the person he cannot cure him so that he does not rob him of all his property, and receive \$2.50 for his services. But if the doctor keeps on doctoring him and does not cure him he is to be fined \$10.00 and costs, if proven."

EARLY SETTLEMENT

Tillamook County

The first white man to enter the Tillamook region, as well as the first to skirt the coast line to the south and traverse those portions of the Siuslaw which extend to the sea, was Arthur Black. Other authors give the name of this man as Richard Laughlin. He was one of the three survivors of the Smith River Indian massacre in 1828 who came north to find friendly shelter with the Tillamook tribe, the other two having escaped to the Willamette Valley. The rich dairy lands around Tillamook Bay and the mouth of the Nestucca early attracted the attention of land-hungry pioneers, but they found them difficult of access. In 1841 a herd of cattle was driven from the Willamette Valley to Tillamook Bay across the present Experiment Station via Neskowin and Pacific City. Ten years later one Joe Champion fitted out a whale boat in Astoria, loaded it with supplies for trading with the Indians, and later became the first white settler. He was a man of prophetic vision and wrote in his diary "The Indians generally seem pleased with the prospect of having the white men settle among them (Poor Fools!)."

In 1853 Joe Quick came in from Grand Ronde via the Salmon River, driving his worldly goods ahead of him on pack-horses. Another early traveled route was the old Indian trail from the mouth of the Columbia by way of Cannon Beach, over Neahkahnie Mountain to Nehalem and thence across Tillamook Bay. By 1855

there were enough settlers to finance a boat, the "Morning Star", which made regular trips to Portland. Not until 1870 was Tillamook, originally known as Lincoln, selected for a county seat. An ambitious tycoon of about this period was Charles Ray, who located a store, hotel, bank, and cheese factory at Cloverdale in 1884.

Prior to the coming of the railroad, built between 1905 and 1911, commercial toll road companies endeavored to supply facilities of transportation. The first one was built in 1872 by State aid, from North Yamhill to Tillamook via Trask River. It operated as late as 1900, but is now but an overgrown trail along which a trunk telephone line is maintained. A toll road was built from Grand Ronde to Hebo by way of Dolph in the early 80's, which was still in use in 1914. These early highways, scarcely more than dirt wagon trails with corduroy to render passable the moist places, seem not to have been highly prized, since the Trask River franchise sold for \$500 in 1880, and when the County finally took over the "Big" and "Little Nestucca Clay Wagon Road Companies" the total consideration was \$1500.

Yaquina Bay Region

Prior to 1893, when Lincoln County was created, the county of Benton extended to the Pacific Ocean, with Corvallis, the present headquarters of the Siuslaw National Forest, as the county seat. The town was originally called Marysville, but in 1853 this was changed to Corvallis, a coined name derived from Latin words

meaning "the heart of the valley". Yaquina Bay, with its estuary extending inland 25 miles to Elk City, was the prospective seaport of this expected inland metropolis. First arrivals on the coast found the entire region embraced in an Indian reservation, the only white men being soldiers who manned the block house at Siletz, another (Fort Hoskins) being located in Kings Valley, and a third (Fort Tampico) about six miles from Corvallis. In fact, the "Calumet", first ship to enter Yaquina Bay, in 1856, brought supplies for Fort Siletz, of which Lieut. Philip H. Sheridan, of civil war days, was in command. About this time the military authorities cut through some sort of a road from the Willamette Valley to Siletz which was used in bringing Indians to this newly-established reservation, and also in the year 1856 the first white men made the trip overland from Corvallis to Yaquina Bay. The only beds of true native oysters ever found in Oregon were located on Yaquina Bay in 1861 by Captain Spencer, the first white settler, and the town of Oyster-ville was established. Oystermen claimed the right to take them from a navigable stream, but the Indian agent said not so except on payment of 15 cents a bushel. He made a contract with Winant & Company of San Francisco, who paid the price and carried them away by the boat load. Others tried to make the beds common property, but soldiers drove them off. The case was finally carried to the Supreme Court of Oregon, which decided in favor of the Indian agent, and thus closed the book on the "Oyster War." The beds are now exclusively

controlled by a concern which operates a day and night spot on Ankeny Street in Portland, Oregon, and there alone can Yaquina Bay oysters be found. With the elimination in 1866 of a 20-mile coastal strip, including the Yaquina Bay region, from the reservation, a land rush got under way. Newport was founded in that year as the "germ of the San Francisco of Oregon," and a post-office established on July 2, 1868. The bay was charted by the Coast and Geodetic Survey the same year. There was even a minor mining excitement. Gold was supposed to reside in the heavy black beach sands. The Corvallis Gazette of April 4, 1867, relates the establishment of a mining camp at Newport in accordance with State laws. In the meantime, in 1864, the Corvallis and Yaquina Bay Military Wagon Road Company had been formed with subscriptions of \$20,000, and its toll road to Elk City was opened in 1866. A federal grant of lands to the State of Oregon accompanied the effort, which was transferred to this company, and on July 13, 1867 and July 19, 1871, certificates were filed alleging construction of a road, in return for which the company received a grant of 19,485 acres. The levy of tolls was discontinued in 1871. The road was improved through the efforts of individuals and local road districts until about 1915, when the State Highway Commission came to the rescue, and the present pavement was constructed.

However, rail transportation was the need of the hour. After numerous false starts the Willamette Valley & Coast Railroad Company had received a state charter in 1874, and in the succeeding four

years succeeded in building a line from Corvallis to Philomath. One T. Edgerton Hogg then appeared on the scene and projected the road to the east via Boise, Idaho, with Newport as its western terminus. About this time Ben Holliday organized the O.R. & N. Company to link Oregon with the east by way of the Columbia River, and a battle of routes followed. Harbor development at the mouth of the Yaquina began in 1830 with an initial appropriation of \$40,000, which has since swelled to upwards of \$2,500,000. Hogg laid a few hundred yards of steel at the summit of the Cascades over Hogg Pass in order to hold his right there, and put a box car upon the track. Finally, in 1884, a ribbon of steel connected Yaquina Bay with Corvallis, and a huge celebration at Newport greeted the "Yaquina City", the new 1200-ton steamer and one of three boats which the railroad company put on the San Francisco run. She was strangely wrecked in 1887 when crossing the bar, and a year later her sister ship, the "Yaquina Bay", suffered a similar fate. A cry of sabotage by rival interests arose. Investors became discouraged. The grandiose plans of Mr. Hogg languished. The Willamette Valley abandoned wheat for diversified farming and a railroad now traversed it from north to south. Shipments at Newport fell from 40,074 tons in 1890 to 576 tons in 1901, and the dream of a great seaport on Yaquina Bay faded to a memory. In 1892, after appointment of a receiver, the properties of the Oregon Pacific Railway Company, as it had become to be called, said to have cost

\$13,000,000, were knocked down at \$100,000. The Corvallis & Eastern emerged from the wreckage which was in 1907 taken over by the Southern Pacific.

Alsea Bay

George Collins settled at the mouth of the Alsea in 1860. Others followed about 1865. A steamer was built at Waldport in 1872, the "Lizzie", and put on the San Francisco run, but stable trade connections could not be developed. In early times the transportation problem from the interior was solved by rafting supplies down the Alsea River at high water from the present town of Alsea. These rafts were broken up upon arrival at tidewater. It was not until 1919 that the establishment of a satisfactory wagon road down the Alsea River was seriously undertaken. The county, state and federal government then entered into a cooperative agreement covering a four-year period and involving the joint expenditure of \$192,000, which was later increased to \$367,000.

At that time the road carried a twice-a-week mail stage but little through travel. It was only passable for automobiles in June, July and August. The engineering reconnaissance showed "probably 10,000 acres along the route in actual cultivation," and about 250 families, with creameries at Alsea and Waldport, supplying the pay checks. Despite expected expansion to follow road construction, District Ranger Kerby in 1940 estimates the number of families at 80, with but 1200 acres under cultivation, the creamery at Alsea having been replaced by a second one at Waldport.

Siuslaw River Country

Florence early became the center of the fishing industry. Early reports by Forest officers noted that "tons of salmon are caught in the rivers within the Forest", and fishermen made as much as \$50 in a single night. The town was founded in 1876, but the proximity of shifting sand dunes has from the start hindered its development as a shipping port. In 1877, the steamer "Duncan" found but two fathoms of water on the bar, which was reported as five fathoms in 1883 when first fully reconnoitered by the Coast and Geodetic Survey. But by 1887 a great sand flat had changed the location of the bar entirely. In 1883 there were three canneries at Florence, and a road had been completed to Eugene City. This road followed the route by way of Noti. Portions of it are still existing, and so tortuous was it that timid travelers in the semi-weekly stage are said to have been strapped in lest they jump out with fright. These early roads were little more than parallel wheel tracks through the woods, battling with undergrowth on either side for possession of the right-of-way, precariously skirting the base of steep rocky hillsides a few feet above the bed of winding streams, or stretches of trackless mire between the rail fences of farm fields. Traveling these roads, vehicles tilted unevenly over slides, dropped suddenly into unsuspected chuck holes, passed through narrow planked wooden truss bridges poised uncertainly over the streams, and these ruts in winter filled to the brim with water.

Much was expected in the lower Siuslaw country from the arrival of a railroad, which was completed in 1916, by the Willamette Pacific Railroad Company, now a part of the Southern Pacific. However, it headed for Coos Bay and passed up Florence and the mouth of the Siuslaw entirely.

Umpqua Estuary

When Levi Scott arrived at the mouth of the Umpqua in 1850, he found the few remaining Indians more hospitable than did Jedediah Smith twenty-two years before, and voyaged up the river as far as the head of Tidewater, took a donation claim, and established Scottsburg. Under the then existing law, married men who emigrated to Oregon prior to December 1, 1850, received a grant of 640 acres, and single men 320 acres, after which date the grant was cut in half. Down near the mouth of the river at Gardiner, the first custom house in Oregon had been established some time prior to 1855. A post-office was established here in 1865. This was the nearest port of entry to California, and it soon was serving an interior region as far south as Yreka, California. Along the entire coast the only water grade gateway into the back country was provided by the Umpqua River, and Scottsburg became a busy freight transfer point, from which strings of pack-animals supplied the newly-discovered placer diggings in Jackson County, around Jacksonville. In 1852 Congress appropriated \$120,000 to construct a military road, which was later completed to Yreka, California, work being carried on under the direction of General J. B. Hooker, of civil war fame. The

original town of Scottsburg was destroyed by a flood and nothing now remains to remind the passing motorist of its pioneer glory. It was at one time proposed to extend navigation on the Umpqua River as far inland as Roseburg. In furtherance of this scheme, in 1870, a 122-foot steamboat, called the "Swan", was constructed and after much effort partly floated and partly dragged over the rapids and through the shallows until at the end of a 14-day journey it "docked" at its destination on a sand bar. This accomplishment resulted in a Congressional appropriation of \$22,000 for river improvement, but its expenditure failed to establish the Umpqua as a navigable stream.

The first extensive lumbering and milling operations in the vicinity of the Siuslaw National Forest centered at the mouth of the Umpqua River. Here, at Gardiner, a mill was built in 1864, which was destroyed by fire in 1880, along with most of the town. About this time the Gardiner Mill Company was organized, W. F. Jewitt of Maine, and J. K. Nowland, of San Francisco, being the moving spirits. After accumulating a large acreage of high-grade timber in the Smith River and Umpqua River watersheds by methods in vogue at the time, a new mill was built, to be rebuilt in 1890, and to be finally burned in 1916. In these early days the ocean was the only highway of commerce. Six sailing vessels of 200,000 to 500,000 board feet capacity carried the manufactured product to California, returning with cargoes of supplies and merchandise for

the company store. Logging operations were conducted with jack screws, skid roads, and ox teams, thus getting the logs to tidewater.

Interior

Because of the lack of numerous fur-bearing animals, absence of mineral wealth, and presence of extensive burned areas, the interior region of what is now the Siuslaw Forest was not immediately inviting to the early pioneers. The human stream flowed into the Willamette Valley on the east, and along the coast line on the west, attracted by fertile areas on the one hand, and fishing and water haul logging on the others.

Slowly settlement filtered into the narrow interior valleys. Its course in early days is fairly well chronicled by the dates of General Land Office land surveys. These began in 1854-1858 around the mouth of the Umpqua, moved northward along the Pacific coast line, were extended in 1867 to the Smith River Valley and Yaquina Bay region, then in 1874-1879 to the Siuslaw and Alsea valleys and mouth of the Nestucca, and later into the back country toward the summit of the coast range. The Smith River Valley, up which tidewater extends to Sulphur Springs, was penetrated at an early date.

Settlement of the area within the Forest between the Alsea and Siuslaw Rivers began about 1870. By 1890 a road had been built from Alsea down Lobster Creek as far as the Taylor place below the mouth of Phillips Creek, with a branch up Preacher Creek, this being the

first means of wagon ingress. At this time, the main Alsea Highway had not yet reached the junction of the Alsea with Five Rivers. Later a road came in from the south up Deadwood and Indian Creeks, following the route of earlier trails. As population increased, post-offices were established as follows:

<u>Year</u>	<u>Name</u>	<u>Location</u>
1892	Fisher	NW $\frac{1}{4}$ NE $\frac{1}{4}$ Sec.1,T.15 S.,R.10 W.
	Earl	NW $\frac{1}{4}$ NW $\frac{1}{4}$ Sec.10,T.19 S.,R.10 W.
1909	Denzer	NW $\frac{1}{4}$ SE $\frac{1}{4}$ Sec.19,T.14 S.,R.9 W.
	Sulphur Sprgs.	NE $\frac{1}{4}$ SW $\frac{1}{4}$ Sec.33, T.20S., R.10 W.
	Paris	SE $\frac{1}{4}$ NW $\frac{1}{4}$ Sec.22, T.15 S., R.9 W.
1900	Reed	SW $\frac{1}{4}$ SE $\frac{1}{4}$ Sec.13,T.16 S.,R.10W.
	Pawn	NE $\frac{1}{4}$ Sec.25, T. 16 S., R. 11 W.
1892(?)	Minerva	S $\frac{1}{4}$ NW $\frac{1}{4}$ Sec.26, T.17S., R.11 W.
1890	Alpha	SE $\frac{1}{4}$ NW $\frac{1}{4}$ Sec. 7, T. 16 S.,R. 8 W.

Most of these have now "disappeared without a trace", only Fisher and Alpha still being in operation. At the time the Forest was established in 1907, there was a cooperative farmer telephone line from Alsea to the Elsworth Prindel place in Sec. 33, T. 15 S., R. 9 W., but the Five Rivers section was abandoned in about 1924. The Three Rivers precinct cast 24 votes in 1908, evenly divided as between "wet" and "dry".

The first settlers, according to M. S. Durbin, dean of the Forest personnel, who served from 1907 until his retirement in 1931, were actuated by a desire to establish homes. River bottomlands were first occupied. Adventure and opportunity were the lodestones. They came not in a great wave of immigration, but slowly, in small groups and singly, ever pressing deeper into the wilderness and trespassing more and more upon the areas, which, regardless of future development,

were incapable of sustaining life under any sort of agricultural economy. Blazes through the forest guided the more remote settlers in their arduous journeys to the nearest store for supplies. Backpack transportation was succeeded by such beasts of burden as the bull, ox, and mule. Soon a school might be established in a settler's dwelling, with a two or three months' term in summer when the trails were dry enough to travel. Self-sustaining farm units, however, could not be developed except in the most favored spots. There was nothing which could be sold from the ranches. Settlers were obliged to go out at some time during the year to earn a grub stake, or found it nearer home peeling chittem bark. In 1914, the price of bark rose to 30 cents per pound, and at that time many homesteads were filed upon, only to be abandoned as soon as the bark was gone. Supervisor Cohoon observed in 1912: "Were it not for the large amount of chittem bark in these mountains, it would have been almost impossible for these settlers to have made a living." The extent to which this industry contributed to pioneer economy is indicated by bark shipments from Corvallis in the early 90's of from 25 to 30 tons yearly. Bark was marketed in local stores like eggs under a barter system. Camps were established in convenient locations by men who hired laborers at current wages, and either contracted with settlers or stole the bark outright from the Government. Others turned to fishing. Supervisor Seitz reported in 1907 "It is the running season for salmon and fishing takes precedence over everything else - the annual harvest of the winter grubstake." The deficit in agricultural

return was also made up by hunting fur-bearing animals which were more numerous and varied than now. Revenue came from cats, coyotes, cougar, otter, and native fox. Others worked at hop picking or in logging camps. Settlers raised a few beef cattle, dairy cows, some sheep, and goats for mohair. The Forest population was estimated by Pagter in 1917 at 2500. It was first thought that improved transportation would make for permanent settlement in less favored localities, but with the coming of good roads and automobiles, this seems to have worked in reverse.

Sometimes early settlers were single men, without immediate heirs, whose lands with their hard-earned clearings and rough improvements defaulted to the county for taxes, and were quickly overgrown by alder and bracken fern. Many of the first-comers in the Schooner Creek area were Finns, men of all trades, often educated in a business way. Here, for example, came Gustave Granfor, a bachelor, who put up a house and barn and cleared three acres, became homesick and returned to his native land, only to be killed in the revolution of 1917, previous to which he had mortgaged his place for \$200 to Jack Wick, a storekeeper, who in turn passed it on to his successor in business, who lost it to a wholesale grocer, who sold it to a new settler, who lost it on a mortgage to a Portland bank, who sold it back to the United States. This chain of title is a history in brief, the pattern of which has been many times repeated in the unfoldment of a pioneer's dream.

PERSONNEL

When first placed under administration in 1907, the Siuslaw was soon divided into four ranger districts; namely, Hebo, Waldport, Florence, and Gardiner. The latter was eliminated in 1931 at the time the area south of the Umpqua River became the property of the State of Oregon.

During the period 1920-1930, the Florence District was divided, with a Forest officer stationed at Florence. In the main, district boundaries have undergone few changes, other than those caused by additions to the Forest. In 1937, however, recreational areas along the coast south of Florence were transferred from the Mapleton to the Waldport District.

Arranged chronologically, the Forest officers who have been in charge of this Forest, and of its subdivisions, are as follows, the dates being in some cases but approximate.

The Forest

Fred E. Ames	Acting Forest Supervisor	1907
Clyde R. Seitz	Forest Supervisor	1907-1908
Anson E. Cohoon	Forest Supervisor	1908-1913
J. Roy Harvey	Acting Forest Supervisor	1913
Hugh B. Rankin	Forest Supervisor	1914-1918
Ralph S. Shelley	Forest Supervisor	1918-1938
Thomas H. Burgess	Acting Forest Supervisor	1934-1935
Dahl J. Kirkpatrick	Forest Supervisor	1938-
Fred W. Furst	Forest Supervisor	1942-1950
Boyd L. Rasmussen	Forest Supervisor	1950-62

Hebo District

George E. Leach	1907-1908
Wilbur J. Stillwell	1908
George E. Leach	1909-1910
Frederick R. Russell	1910-1912
Robert J. Craig, Jr.	1912-1915
Chas. T. Beach	1915-1918
Leroy E. Garwood	1918-1937
Robert Aufderheide	1937-1940
Carroll E. Brown	1941-1943
Rolfe E. Anderson	1943 -

Waldport District

*Martin S. Durbin	1907-1923
Walter Sackman	1923-1925
**George P. McClanahan	1925-1930
Louis H. Neff	1930-1935
Harvey A. Welty	1935-1937
Edward S. Kerby	1937-1945
Howard G. Hopkins	1945-

* Assigned to timber-sale work 1923. Retired 1931.

** Became Superintendent of Road Construction in 1930.

Florence District

Carl H. Young	1907-1913
J. L. MacKechmie	1914-1915
George T. McCaskie	1916-1918
Edward S. Kerby	1919
Purl N. Stephenson	1920-1925
*E. F. Peterson	1926
*Donald H. Dickerson	1925-1927
*Louis H. Neff	1927-1930

Mapleton District

Edward S. Kerby	1920-1937
Harvey A. Welty	1937-1940
Herman C. Dill	1940-

**Gardiner District

Peter S. Rice	1908-1911
Otto Weaver	1911-1919
Donald G. Knox	1919-1927
Hobart H. Durbin	1927-1931

In addition to the above, an alphabetical list of other Forest officers who have at various times been assigned to the Siuslaw, up to December 31, 1939, inclusive, is given below:

W. R. Anderson	Asst. District Ranger
Chas. G. Brown	" " "
Corwin B. Buffington	Clerk
Robert L. Campbell	Administrative Asst.

*Worked under supervision of Mapleton District Ranger

**District discontinued in 1931.

Horace U. Cochran	Asst. Forest Ranger
C. J. Conover	Forest Assistant
Margaret I. Cooley	Chief Clerk
Wm. Crosby	Forest Assistant
Robert E. Dickson	Forest Assistant
David E. Fitton	Deputy Forest Supervisor
John E. Gribble	Forest Ranger (T.S.)
Henry E. Haefner	Forest Assistant
D. G. Hartsuck	Forest Assistant
Mrs. Pearl Hemingson	Clerk
Charlotte Hewitt	Clerk
Monterey L. Holst	Assistant Forester
F. V. Horton	Forest Assistant
Simeri Jarvi	Asst. District Ranger
Herman M. Johnson	Forest Assistant
Ira E. Jones	Supt. of Construction
Juanita Kilborn	Clerk
Winifred A. Kilburn	Clerk
Louis King	Chief Clerk
H. T. Lewis	Asst. Forest Ranger
Harry H. Long	Chief Clerk
Merle S. Lowden	Asst. District Ranger
C. C. McGuire	Camp Superintendent
Spencer T. Moore	Asst. District Ranger

L. B. Pagter	Forest Assistant
Clyde L. Quam	Clerk
Abbott C. Reed	Chief Clerk
Mildred Sinnott	Chief Clerk
C. W. Welty	Camp Superintendent
Arthur R. Wilcox	Asst. Forester
Audrey Wilson	Clerk

Effective on February 1, 1939, certain short-term protective guards were brought into the classified Civil Service by executive order. The men accepting this change in status and later acquired Civil Service status were:

Adams, Herbert S.
 Darling, Chas. M.
 Dunn, Roy C.
 Finzer, Estle A.
 Hendrix, Jas. R.
 Johnson, Donald F.
 Leeper, Murray O.
 McComb, Fremont
 Mealey, Robert H.
 Nesheim, Curtis S.
 Sapp, Norman L.
 Sylvester, Wm.
 Wakefield, Rex
 Williams, Allan M.

LAND STATUS CHANGES

Despite the conditions surrounding the delineation of the boundaries of the Forest, no further changes occurred until the Act of February 11, 1920. Citizens of Dallas and Corvallis then became interested in the protection of their domestic water supply. The Secretary of Agriculture and the Secretary of the Interior jointly designated 1160 acres in T. 7 S., R. 6 W. for Dallas, and 1,720 acres in T. 12 S., R. 7 W. for Corvallis as being suitable for such purposes. These areas consequently became National Forest land in the spring of 1920. They were former O&C lands.

Effective April 25, 1927, the southern tip of the Forest south of the Umpqua River, as indicated on the attached diagram, was transferred to the ownership of the State of Oregon and became the Elliott State Forest. This was in accordance with an exchange agreement, under the terms of which the United States secured title to certain Sections 16 and 36 within National Forests throughout Oregon, which had heretofore been given to the State for school purposes. Lots 14 and 15, Sec. 2, T. 23 S., R. 10 W. (power site at Loon Lake), and Lot 6, Sec. 8, T. 22 S., R. 10 W. (log landing on Umpqua River) were not included in the exchange, however, and are still part of the Forest. Lot 15, Sec. 3, T. 22 S., R. 11 W. was overlooked when the Executive Order was prepared but the tract is patented.

Subsequent to March 20, 1922, various small tracts have been added to the net area of the Forest through the operation of the general Land Exchange Act. Effective June 30, 1932, this Act was amended to permit exchanges outside the exterior boundaries of the Forest in T. 12 S., Rgs. 6 and 7 W., thus permitting exchanges in the Mary's Peak area.

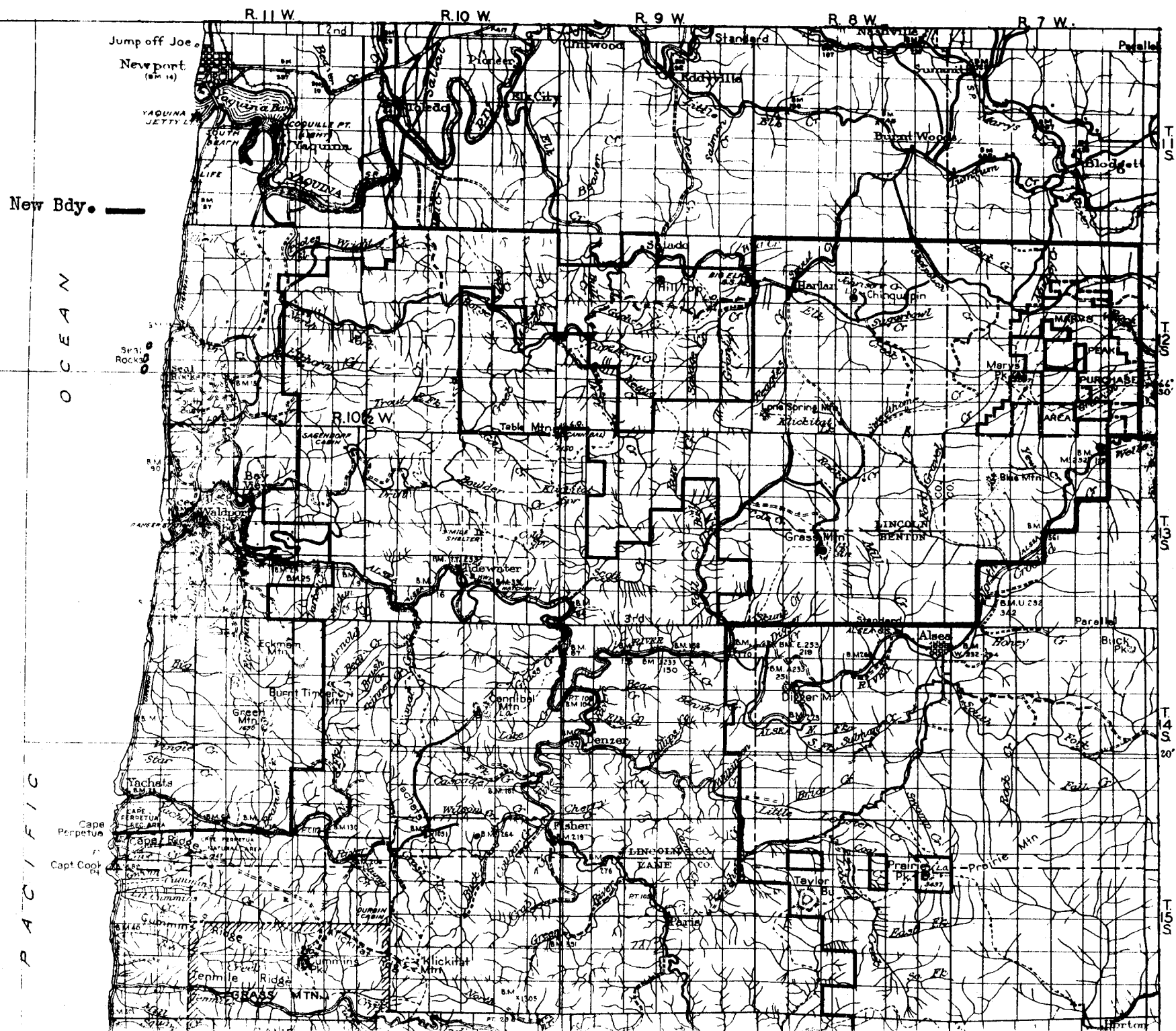
In 1936, the National Forest Reservation Commission approved a purchase unit, comprising a gross area of 12,480 acres in the Mary's Peak region. This has been followed by the purchase to date of 7,315 acres, which have been added to the Forest under the provisions of the Weeks Law.

As a result, partly of disillusionment and partly of deliberate speculation, the Forest and adjacent territory contained many scattered tracts which had been patented under the homestead and timber and stone acts and later abandoned. In addition, there were others upon which settlers were unsuccessfully struggling to maintain themselves in comfort. Nearly all of these lands, which would justify a loan, were mortgaged. They did not form economic farm units, and save for small alluvial creek bottoms, were valuable only for timber production. In order to relieve the land owners and at the same time promote effective land use, a land acquisition program under the Agricultural Adjustment Administration was set up. Forest Supervisor Shelley assumed charge, with headquarters at Tillamook, and later Thomas H. Burgess, for the time being, took over the job of administering the Siuslaw Forest. The providing

of new homes for dispossessed settlers became a corollary to the program and early in 1936 it became the Resettlement Administration, with a large joint office of that establishment and the Forest Service, under Mr. Shelley in charge at Eugene. Then followed the Farm Security Administration, the Bureau of Agricultural Economics, and finally the Soil Conservation Service, all having a part in handling the acquisition program, which terminated in its entirety on June 30, 1938. The result was the purchase of scattered tracts both within and without the Forest, aggregating 69,482 acres. Such of these lands as were located in Tps. 12 and 13 S., Rgs. 7, 8, 9, and 10 W., and were not O&C relinquishments, amounting to 5,628 acres, were made a part of the Siuslaw Forest on January 17, 1940. The Act of Congress embodying this legislation extended the boundaries of the Siuslaw as indicated on the attached plat, and thus authorized land exchanges within these boundaries. The remaining tracts which had been purchased, other than those which were originally O&C relinquishments, were added to the Forest by the Act of November 25, 1940.

In order to provide an area for observation in the spruce-hemlock type, the Cascade Head Experiment Station was designated by the Forester (F. A. Silcox) on May 22, 1934. It comprised 6,417 acres, including Cascade Head promontory, in T. 6 S., Rgs. 10 and 11 W., being in Lincoln and Tillamook Counties. Marion Nance was placed in charge of field work and served from October 10, 1935, to August 31, 1937, being succeeded by J. H. Lenox, who was transferred to the

New England Salvage Project July 22, 1939. Fremont McComb
succeeded Lenox on August 29, 1939. Building construction, consist-
ing of a residence, woodhouse, and shop-garage, was begun in 1934
and completed about the fall of 1935.



EARLY ADMINISTRATIVE PROBLEM

Among early administrative problems which faced the new Supervisor in 1907 was that of transportation. Roads were still non-existent and the broad estuaries of the main rivers, into which tidewater flowed inland some 20 miles, were obvious avenues of communication. Rapid transit in those days was visioned by Forest Assistant Cockroft as follows:

"When one can jump into a boat and ride 25 miles in three hours, do his day's work and come back, there is a great deal of time to be saved!"

Two 20-foot launches with ribs of "oak, yew and chittim" were built by Martin Noffsinger of Acme, at a cost of \$60.00 each and delivered at Florence, one of which was taken to Waldport. L. R. McDonald of Gardiner likewise built two 21-foot launches at Gardiner for \$70.00. Craft were thus secured for the Umpqua, Siuslaw and Alsea Rivers, Supervisor Seitz at first being under the impression that Smith River flowed directly into the sea, which accounts for the fourth launch. By the summer of 1908, the entire flotilla was in commission, augmented by four 9x26 scows, each launch-scow outfit standing the Treasury about \$325.00. After about ten years' service and consequent depreciation, a demand arose for bigger and better boats. The response was two new "Columbia River" fish boats, each 26 feet long and 7 feet 6 inches beam with 10 H.P. engine, the "Umpqua" and "Siuslaw", built by the Wilson Shipbuilding Company of Astoria in 1917. The "Umpqua",

which was new throughout, cost \$1,315.00. At about the same time the "Alsea" went into commission, having been built at Waldport, with installation of a secondhand engine brought down from Alaska. Thenceforward, however, the efficiency of water transportation steadily declined before the onrush of automobile and modern highways. Maintenance of these large boats with limited funds available became a real problem. In 1921 the "Umpqua" had become "very slow and clumsy", and in 1925 she "swamped twice in the last two weeks." In the same year frantic requests by the Supervisor were met by the advice to "store the boat." The "Umpqua" was finally sold for \$200.00, the hull of the "Siuslaw" brought only \$7.18, the engine being transferred to the Chelan, and the "Alsea" became the property of W. B. Martins in return for \$107.00. Thus ends marine transportation on the Siuslaw.

FIRE HISTORY

At one time the Siuslaw National Forest was covered with a dense stand of merchantable timber. It was destroyed by fire upon dates which now are but approximate. We have record of the Umpqua Fire in 1846, said to have covered some 450,000 acres, including much of the Waldport and Mapleton districts; the Nestucca Fire in 1853, embracing some 320,000 acres and including the Hebo District; and the Coos Fire in 1868 of about 300,000 acres south of the Umpqua River. A large fire is also reported as having occurred in 1868 in the mountain around Yaquina Bay. It is said that residents had to light their candles to eat the noon-day meal. A number of houses were burned.

It is interesting to speculate as to how these huge fires originated. Lightning is not considered a serious hazard in the Coast Range. The Indians were not a pastoral people who would have emulated the light burning of modern times in order to secure grazing lands. Nor is there evidence that during the dry season they traveled far from the sea, which was the source of their food supply. There were at that time no extensive unburned slash areas which provided fuel for a conflagration. Records indicate that in the Coast Range much rain falls in June, with usually a good rain in July. Inflammable areas of dry fern which now exist were presumably originally covered with stands of timber which were less combustible.

Although David Douglas, the young Scottish botanist, who explored in Oregon from 1826-1830, speaks in his journal of seeing fire around Oregon City and south through the Willamette Valley, it is quite likely that ^{with} careless indifference the early white men caused the fires which resulted in what has sometimes been called the "Siuslaw National Burn."

Aside from the large fires above mentioned, we have no records prior to the establishment of the Forest in 1907. Reburns of portions of the area occurred from time to time. None of the early land survey notes mention going fires but their comments on conditions found are interesting:

T. 4 S., R. 7 W. (1873) "Great fires have swept over this township and destroyed nearly all of the timber. Grasses and wild pea vines grow abundantly and the greater part is suitable for grazing purposes."

T. 3 S., R. 9 W. (1880) "The timber has long since been deadened by fire and lies prostrate on the ground."

T. 3 S., R. 10 W. (1872) "Much of this township has been burned many years ago and the ground is covered with fallen trees."

T. 12 S., R. 8 W. (1875) "The mountains are covered with a dense growth of fern, salal, cherry and other brush, with thousands of logs lying in all directions. The large timber is all dead, having been killed years ago."

For the Calendar Year 1909, the Forest Supervisor (Cohoon) cheerfully reports:

"There were no fires on the Siuslaw Forest during the year."

However, it was different in 1910. But .6 of rain fell between May 25 and September 15. On August 23 the wind shifted to the east and blew a gale.

"On this day" writes the harassed Supervisor, "everything seemed to be thoroughly saturated with an inflammable substance which ignited easily, or burst into flame spontaneously. The people became excited and many of them lost all sense of reason, and for the want of something better to do, set out backfires. Fires were left unattended and in a few cases not visited at all until after the fire had burned itself out."

Under date of August 26, 1910, the editor of the Lincoln County Leader remembers that:

"Despite the warning of the County Court, who have done everything to acquaint the people of the danger during the dry season, fires are raging in almost every direction."

The acreage burned inside the Forest boundaries in 1910 was 50,556. Attempts at suppression cost \$681.00. Firefighting was difficult in those days. One old report showed 10 hours elapsed starting time, with a footnote "waited for the tide."

Other bad fire years with acreage burned were as follows, the losses during the intervening years being relatively small:

1922	8,108
1929	13,994
1931	5,104
1936	5,376
1938	11,456

The sharp increase in suppression costs, due to more intensive measures, is well illustrated by the expenditure of \$681 and burned areas of 50,566 acres in 1910, as compared to \$115,000 and 11,456 acres in 1938. In 1933 the Wilson River Fire, the most disastrous in modern times, after burning across 267,000 acres and destroying 12 billion feet of timber, approached the Siuslaw protective boundary. A large crew was recruited and a considerable

expenditure incurred on precautionary measures, but this fire died before the issue was joined. The reburn in 1939, however, crossed this boundary and burned 1,758 acres inside and established a record expenditure of \$146,000. The Triangle Lake Fire in 1929, Yachats Fire in 1936, and the Smith River Fire in 1938, were costly, all having started without the Siuslaw protective area. The first lightning fire of record in national forest history was reported in 1927.

The final result of this long series of fires is shown by the present cover status of lands inside the Forest, as indicated in the following reconnaissance tabulation:

Douglas fir (old growth)	37,674 acres	8%
Douglas fir (second growth)	309,511 "	64
Alder	80,747 "	16
Other (Including 15,122 acres old burn not restocking)	<u>65,870</u> "	<u>12</u>
Net Forest acreage	493,802 "	100%

REFORESTATION

The extensive fires prior to the creation of the Forest produced on the Siuslaw an irregular intermingling of clean burned areas, tracts of pure fern, alder slopes, second-growth fir and old-growth timber. Need for reforestation was immediately manifest. It began in 1908 in the Mt. Hebo area, which was largely entirely denuded of tree growth, with the planting of 2-1/2 acres. W. H. Gibbons was in charge of this early work and 19-1/2 additional acres were planted in 1909. H. M. Johnson came in the fall of 1912 and continued in general charge of the planting work until 1920. On arrival he described conditions in these words: "Alder forms a narrow belt adjacent to the water courses. Other than that, the area is bare of tree growth and the snags are very thick." This work has continued to date, with a total coverage of about 6500 acres. Included in this are 358 acres planted on acquired FSA program lands, which had in previous years been laboriously cleared by sweating homesteaders. Another type of planting peculiar to the Siuslaw is that of Holland grass for the purpose of preventing wind erosion of sand. This destructive agency has encroached upon timber, clogged the outlets of stream and destroyed recreation sites. Plantings of Holland grass aggregate 300 acres.

TIMBER MANAGEMENT

The destructive fires of early days very definitely placed the Siuslaw in the deferred income class. No large body of old growth remained which would provide an extensive long-term logging operation with consequent large receipts. Oases of mature timber in varying size were left here and there, but only those accessible to water transportation were touched prior to the comparatively recent advent of truck logging. Immediately adjacent to the Mapleton District, however, shingle mills were early established along the Siuslaw River, notably the Delta Shingle Company at the mouth of the North Fork of the Siuslaw, and the Monroe Shingle Coat Betzen. During the period 1919-1925, both were extensive operations in government timber, selling fir logs in open market and sawing shingles in their own mills. The total cut, taken mostly from Morris, Lawson, and Hoffman Creeks, was about 25,000,000 board feet.

In the spring of 1922, an ocular estimate was made of the watershed of Murphy Creek, a tributary of Smith River, about 4 miles from Gardiner. The result was disappointing, the timber on government lands being scattered and fire damaged, and nothing was revealed which would indicate the removal of some 10,000,000 board feet of timber, mostly Douglas fir, in the years immediately following. However, lured by an inviting market for Jap squares, the Umpqua Mill and Timber Company was organized, a mill with a capacity of 80 M. per day built at Reedsport, and operations began on both

government and private timber. Spurred by rumors of unexpected competition, the Company bid \$2.00 per M. for timber advertised at \$1.50. It was a losing game from the start and after a disastrous financial reorganization, the new officers of this Company hastily withdrew from the enterprise on Murphy Creek and settled on the basis of \$400 damages to cover timber under contract which could not be logged. It was a compromise settlement. The operation involved the construction of a mile of logging railroad and was the only such operation ever handling National Forest stumpage.

At about the same time a more successful operation was in progress on spruce-bearing land between Siltcoos Lake and the Pacific Ocean. Here a 200-acre remnant of government timber, overlooked by the early day speculators, was sold to the Crown-Willamette Paper Company. An interesting sidelight on this sale was that the bid of the Crown-Willamette Company was to have been rejected in favor of a lower bid from the H. P. Dutton Lumber Company, on the ground that the latter was a small outfit and accordingly more deserving. However, at this inopportune time, the mill of the latter located on Siltcoos Lake near Westlake, was destroyed by fire, thus settling the argument. Over 12,000,000 board feet were removed in this sale, 80 per cent of it being spruce.

Other early deals in spruce were made with C. McC. Johnson of Reedsport, who built a poorly constructed mill there in 1917.

A total of 13,275 M. Ft.B.M. were cut from two tracts; i.e., one to the east of the upper arm of Three Mile Lake, and the other between the Umpqua River and the sand dunes, both in T. 21 S., R. 12 W. These transactions continued over the period 1921-1922, the logs being sawed up into short blocks at the mill and shipped via rail to the Crown-Willamette Paper Company at Oregon City. The banner year for timber cut was 1923, with 13,263,000 board feet, but 1924 broke the record for total receipts with \$31,663.

Two developments which notably affected the utilization of natural forest timber were the introduction of truck logging, and the development of the plywood industry. Trucks made possible, with comparatively small initial investment, the marketing of many small "islands" of unburned old-growth timber, particularly in the Hebo District. The high price paid for peeler logs also opened new tracts and permitted long hauls to the mills.

Activity in the marketing of alder, the only western commercial hardwood, began in 1928 when Ted Hornschuck cut in trespass on Pollard Creek in the Hebo District and was made a sale for 330,000 board feet. For the next ten years he moved his small portable mill from place to place. In 1937 the demand for alder furniture stock increased sharply. Permanent alder mills were built in Beaver and Tillamook, and the Three Rivers Alder Company who operate the latter, purchased in 1937 a tract of 4,100,000 board feet of alder on Beaver Creek. With a view to establishing a

sustained yield for this industry, an alder management plan for the Nestucca Working Circle was worked out in 1939.

The plentiful supply of cascara bark provided ready cash for most of the early settlers in the Coast Range, as well as an opportunity to trespass on government lands. First sale from National Forest lands was made in 1914. The World War upped the market price to a dizzy height, peelers receiving as high as 30 cents per pound. In 1918, 60 tons of bark were sold and during the period 1914-1920 the total take was 188 tons. Since then, except for a revival in 1924, this activity has declined, and not since 1929 has the market price been high enough to attract either peelers or trespassers to any great extent.

Other minor products found on the Siuslaw Forest which have aided local residents to keep the wolf from the door, and for which no charge or a very nominal one is made, are sword fern, huckleberry brush, and fox-glove (*digitallis*). A forest product gathered years ago but now seldom marketed is Oregon grape root. This plant has a large tap root of medicinal value. However, it must be dried for six months by way of preparation for market.

WORLD WAR DAYS

The years of the first World War in 1917 and 1918 witnessed intense logging activity along the coast immediately adjacent to the Forest. In October, 1917, the national monthly production of airplane spruce was 3,000,000 board feet. Decision was made to increase it to 10,000,000 board feet with utmost speed, and this was later raised to 30,000,000 board feet. The U. S. Spruce Production Corporation undertook this task in the face of a critical situation. Pending construction of rail transportation facilities, the plan of riving spruce logs into cants for easier hauling was adopted, and a contract was made on a cost plus basis with the Warren Spruce Company to carry on operations in the Yaquina Bay region. Labor was provided by enlisted soldiers at going wages. Ranchers and small loggers were also urged to get out cants on their own account. Every spruce tree was a "suspect" until its absence of straight grain was proven. A grain deflection of one inch in 20 was permissible. It was soon evident that extensive clear-cutting on a large scale would be impracticable in view of the increased war requirements, since this would flood the market with a quantity of lumber of other species and in consequence selective logging first came to the Pacific Northwest in a big way. It was expensive, as trees were usually scattered, one specimen per acre being an exceedingly good show. The riving process was even more so, since the heart of the tree and all of the tops were left in the woods. However, this was a temporary expedient and railroad

construction was soon under way. Prosperity came to Toledo, which was selected as the center of activities in the Oregon Coast region. The soldiers quartered there not only built spruce production utilities, but provided the town with buildings for a freight office, post-office, and bank as well. Rail lines were projected north and south from Yaquina Bay. The Yaquina Northern took off at the terminus of the Southern Pacific and ran north for eleven miles into Sections 32 and 33, T. 9 S., R. 11 W. The Alsea Southern started at South Bay opposite the S.P. terminus and went south across Alsea Bay at Waldport over a long trestle into Sections 23 and 24, T. 14 S., R. 12 W. for a trackage distance of 24 miles. These were well built as permanent rail lines designed to serve as a "lasting benefit for the development of the country." Scarcely anything now remains but dilapidated bridges and overgrown right-of-way. In addition, a six-mile line was built northward from Toledo toward the Siletz River. The Alsea Southern was built primarily to open up the Blodgett Tract between the Alsea and Yachats Rivers, an area of 13,440 acres, containing an estimated stand of 786,101,000 board feet, 32 per cent of which was Sitka spruce. Construction was exceedingly difficult, there being only intermittent narrow wagon roads, and efforts to transport bridge timbers along the beach were unsuccessful. The plan of towing them to a point opposite the intended site was then adopted. Coast Guard boats carried the lines ashore, rafts were made fast and the bridge timbers left stranded by the receding tide.

The total stand estimated as tributary to the Yaquina Northern was 1,394,633 board feet, 43 per cent of which was spruce. An eight-acre tract was secured at Toledo and construction of a \$750,000 sawmill begun in July, 1918, together with a cut-up plant, similar to the one which had previously been built at Vancouver.

The Armistice of November 11, 1918, brought a sudden end to the operations of the U. S. Spruce Production Corporation. It found itself in possession of the Blodgett tract, with railroads all built, Toledo cut-up plant ready for the installation of machinery, and the sawmill about 70 per cent complete.

At this juncture, C. D. Johnson, an experienced St. Louis lumberman who had disposed of his holdings in the east and was seeking new fields, appeared and, with the aid of Louisiana capitalists, organized a holding company known as the Pacific Spruce Corporation. It was capitalized for \$2,500,000.00, which was increased in 1923 to \$5,000,000.00, an issue of \$1,000,000.00 in preferred stock in the meantime having been floated, making the total capitalization \$6,000,000.00. Three subsidiary companies were organized; ie.,., C. D. Johnson Lumber Company, which was the selling organization; Manary Logging Company, which handled woods operations; and Pacific Spruce Northern Railway Company, which undertook the extension of the railroad north from Toledo into the Siletz River region. The Blodgett tract, which had originally belonged chiefly to John W. Blodgett, C. A. Smith, and J. E. DuBois, along with

the Toledo mills, railroads and other miscellaneous equipment, was purchased under contract on December 17, 1920, by the Pacific Spruce Corporation from the U. S. Spruce Production Corporation for \$2,000,000. The value placed on the Blodgett tract in this deal is said to have been \$285,000.00. The purchaser agreed to develop these properties into a going concern and payments were related to the current timber cut, title to remain in the Government until final payment. The Blodgett tract is thus still off the tax roll, although after a heated controversy the mill properties became taxable. In order to fortify its position for an extended stay, which was at that time estimated to be 40 years, with a hint at sustained yield phrased as a "well-nigh perpetual operation", the Pacific Spruce Corporation added to its holdings the timberlands in the Siletz region to the extent of about 14,000 acres, carrying 835,000,000 board feet, until its entire control amounted to about 2,000,000 board feet. Logging operations began in March, 1922. Logs from the Siletz tracts were either rafted down from Siletz Bay, nearly 7,000,000 being handled in this manner in 1923, or brought in by rail over the line running directly north from Toledo. The Alsea Southern operated until 1936, when the tracks were torn up, and the timber still remaining on the Blodgett tract will be moved by trucks.

LAND USE

Settlement and economic exploitation of the area within and adjacent to the Siuslaw Forest, as it had progressed up to the time of the creation of the Forest in 1907, was considerably influenced by the trend of legislation pertaining to the disposal of public lands. The prevailing view then was that public welfare demanded divestment by the Government of its holdings as fast as possible, so that citizens might acquire title individually to what they had previously owned collectively. Any other program was considered an obstacle in the path of progress. The swing of the pendulum to its present position, where citizens are either giving up previously-acquired marginal lands to the Government entirely, or living upon good ground supported by cash subsidies, with the idea of promoting the general welfare, was heresy in those days.

From 1862 to 1878 the only law under which title might be acquired was the homestead law, and then only after survey of lands upon which settlers had squatted. In the latter year, the Timber and Stone Act was enacted. This, too, applied only to surveyed lands, but no cultivation was involved, and purchase at \$2.50 per acre was required to perfect title. Homesteaders thus remained part or full-time residents of their lands for long periods awaiting survey, and a back-country "way of life" persisted in the face of most adverse conditions which lost its lure after patents were acquired. In 1917, Pagter reported that of alienated lands within the Forest, 60 per cent

were patented as homesteads and 19 per cent as timber claims. Many homesteads, however, were in reality timber claims. By the time the Forest was created in 1907, over 60 per cent of the homestead filings had been abandoned. The Timber and Stone Act made no provision for the purchase of stumpage in the large blocks which were necessary for extensive logging and milling operations. This defect in the law produced fraudulent practice and the dummy entryman. In this way much of the old-growth timber, particularly in the southern part of the Forest, was consolidated into private holdings. The alienation of lands under the Timber and Stone Act, particularly thrifty second-growth stands, attained great momentum about 1906, the local papers of the day publishing column after column of final proof notices.

The Forest Homestead Act of June 11, 1906, was in effect at the time the Siuslaw Forest was established. However, the Forest was closed to the acceptance of further applications on December 20, 1910, after 332 had been received, on the ground that it contained no areas fitted for agriculture which had not already been patented. Opposition to this policy developed, the character of which was indicated by a petition signed by some 230 members of the Siuslaw River watershed tributary to Mapleton, requesting that the order be rescinded and reciting that:

"(a) A national forest is a detriment to the people living in its vicinity.

"(b) All kinds of natural resources are withheld from use.

"(c) The Forest is run to help the big man and not to help the home builder.

"(d) Homesteads are taken away from settlement for ranger stations.

"(e) Forestry officials are opposed to settlers and wish to keep the country a wilderness by reporting against all claims, whether good or bad.

"(f) Forestry officials are Eastern theorists, who know nothing about the west.

"(g) Timber sales are handled in the interest of the timber trust.

"(h) The Forest reserve prohibits settlement, thereby reducing amount of taxes."

A reversal of the closure policy followed in July, 1913, at which time the Eugene Guard announced with large headlines:

"Siuslaw Reserve is to be opened. Homesteaders may file on any tract which will support a family. Settlers located free. Forest Service invites entrants to Oregon Coast country from Tillamook to Coos Bay. Thousands of acres available."

A flood of applications followed, more than 400 being received within six months, the construction of the railroad at that time down the Siuslaw acting as a stimulus. However, very few of the expected visitors visioned by the newspaper found the latch-string on the outside as far as any good land was concerned, and the curtain was rung down on forest homestead activities, with a total of 1,115 applications received between 1907-1916, inclusive, and only 24,162 acres listed. At this writing, no person is known to be making a living, or even residing upon, a patented June 11 claim.

I
PUBLICATIONS
Siuslaw

Eugene, Oregon
December 21, 1939

MEMORANDUM ON SUMMARY OF EVENTS OF THE YEAR 1939
SIUSLAW NATIONAL FOREST

The year of 1939 has witnessed the happening of the following events on the Siuslaw National Forest:

Assistant Forester M. L. Holst was transferred to Massachusetts to work with the Northeast Timber Salvage Administration. Assistant Forester Wilcox was transferred to a staff position on the Willamette National Forest. Clerk Clyde Quam was transferred to the Malheur National Forest and stenographers Audrey Wilson and Theresa Lehrbach were transferred to the Portland offices of the Forest Service and Bureau of Public Roads, respectively. Assistant Ranger Charles G. Brown replaced Assistant Ranger S.T. Moore on the Waldport Ranger District and Junior Forester John Weisgerber replaced Junior Forester Hubert H. Wilson as technical foreman in the Nestucca CCC Camp.

During the year just passed 200,000 trees were planted on 316 acres of denuded lands in the Hebo unit of the Siuslaw National Forest. Tree pruning operations were conducted in the young second growth stands on Mt. Hebo over an area of approximately 343 acres. Timber sales involving 5764 M. feet B.M. yielding 2817. were made from the forest.


An unseasonal dry spell during March, April, and May resulted in an unusually hazardous spring fire season during which 17 fires burned over 395 acres of reproduction on cut over and open fern lands. During the late summer, a period of the worst fire weather recorded in the fire weather records occurred, reaching a peak on August 18 which brought the Saddle Mt. Fire on a 20 mile front into the Siuslaw Protective Unit from the Tillamook Burn Area. This fire was fought with a crew totaling about 1500 men and with favorable weather condition the burned area within the Siuslaw National Forest protective area was held to 1700 acres. During the season, the protective force of the Siuslaw National Forest took action on 50 fires which burned over 2240 acres, the suppression costs of which amounted to approximately \$152,250.

Though during 1939 no new recreation areas were developed, the Forest was visited by an estimated number of recreation visitors totaling 135,000 persons. The Clewax^O organization tract was occupied contin-

ously from July 1 to September 5 by six separate character building organization groups from Eugene and Marshfield.

A new lookout house and tower were constructed on Green Point in the vicinity of Neskowin. New road construction was confined to the Mary's Peak Project, the Testmanet-Meadow Lake Road and the Rose Lodge Road on the Cascade Head Experimental Forest. Maintenance was accomplished on 411 miles of forest roads, 402 miles trails, and 495 miles telephone lines.

On July 15, 1939 the office of the Siuslaw National Forest was moved from the fourth floor of the Minor Building to new quarters on the second floor of the New Post Office Building.


DAHL J. KIRKPATRICK
Forest Supervisor

DJK/CLH

HISTORICAL NOTES FOR CALENDAR YEAR 1940.

Headquarters Change

The year 1940 witnessed the removal of the Siuslaw headquarters, on June 29, from Eugene to Corvallis, where a new office location was secured in the J. R. Smith Building. About the same time a storage warehouse was rented at Second and Washington Streets.

Personnel Changes

Clerks Margaret I. Cooley and Pearl Hemingsen were transferred to the office of the Regional Fiscal Agent on July 1 and October 1 respectively. Clerk Clyde L. Quam returned to the Siuslaw by re-transfer from the Malheur, on September 1. Fire Assistant L.E. Garwood transferred to the Umpqua on January 15. He was succeeded by Robert Aufderheide on February 28, who, in turn, was succeeded as District Ranger at Hebo, by Carroll E. Brown, by transfer from the Regional Office on February 19. Clerk Audrey Wilson transferred to the Regional Office on July

Administrative Changes

During the field season (April-October) due to incapacitating injury to District Ranger Welty, Hubert O. Wilson acted as District Ranger in the Mapleton District. He was transferred to the Whitman at the conclusion of this assignment, on November 1.

Camp Completed

The Hebo Work Camp was completed in 1940.

HISTORICAL NOTES FOR CALENDAR YEAR 1941

Yachats Purchase Unit

The Yachats Purchase Unit, containing 21,204 acres, in Twp. 13 and 14 S., Rs. 10 and 11 W., was set up in 1941. On July 2 purchase option for the Blodgett tract, a portion of this unit (see World War Days in this history) was accepted, covering 12,732 acres, at a price of \$99,947.14.

Natural Area Created

Under date of October 27, a tract of 686 acres in Sections 1 and 2, Twp. 6 S., Rg. 11 W., fronting on the Pacific Ocean, was eliminated from the Cascade Head Experiment Station and designated as the "Neskowin Crest Natural Area", the object being to maintain a stand of spruce-hemlock type forest in its natural condition.

Mary's Peak Road Completed

The road to the summit of Mary's Peak, begun in the summer of 1938, was completed in the fall of 1941. Both CCC and WPA crews were employed on this work, under the immediate direction of foreman Clayton R. Barclay.

In connection with the development of improvements on the summit the City of Uorvallis donated to the government the NW $\frac{1}{4}$ NW $\frac{1}{4}$ of Sec. 28, Twp. 12 S. R. 7 W. and leased to the government its other lands on the summit.

Personnel Changes

Assistant District Ranger Charles G. Brown, of the Waldport District, transferred to the Washington Office, effective June 16,

his successor being Kenneth Walin from the Mt. Baker Forest, effective October 1. Clifton C. McGuire came to the Siuslaw as Assistant Forest Supervisor early in the year and handled fire control until his retirement on September 30. Clerk Ann Pirzer transferred to the Portland Office June 16, being succeeded by Karl A. Chapler, who came from the Umpqua under CCC authority and was furloughed at the end of his accumulated leave on January 15, 1942. Clerk Charlotte Hewitt resigned in favor of marriage with George W. Tichy, effective February 17, and was succeeded by Enid Funk, from the Rogue River, on February 18. Principal Foreman Fenton Starr transferred to the Siskiyou, effective June 16, his successor being Lester N. Edge, from the Willamette.

On July 25 District Ranger E.S.Kerby, while cutting an alder tree from a telephone line, fell and received serious internal injuries. He recovered, however, after being hospitalized and off duty from July 25 to September 7, inclusive.

Special Fire Precautions

A 20man suppression crew, with Rex Wakefield in charge, was stationed at the Hebo Work Camp, a 5-man crew in the Mapleton District, and a special prevention guard assigned to each district, by reason of the National Defense situation. No serious fires.

Large Timber Sale

A timber sale to the A.F.Coats Lumber Co. for 5,710,000 board feet was approved on September 29, which established the highest prices yet recorded on the Siuslaw, namely: Douglas fir and Sitka spruce,

\$4.97; Western Red Cedar, \$1.76; hemlock, 57 cents; cooperative deposits, 30 cents.

CCC Camp Moved

Nestucca CCC camp, F-71, was evacuated on July 8 for temporary quarters in the old Cape Creek Camp. During the summer, Camp Albert Angell, F-141, at Big Creek, was constructed by the Army and permanently occupied in December.