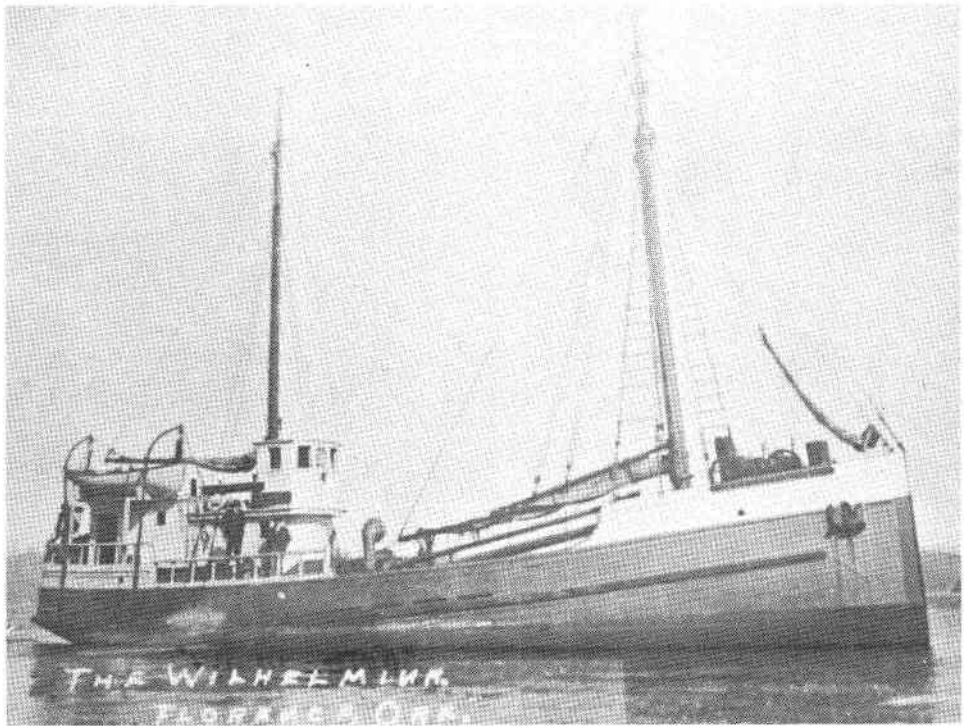


# Lane County Historian



The Wilhelmina, steam lumber schooner, made Florence a port of call. She was wrecked August 22, 1912, near the mouth of the Siuslaw River. (Mrs. Margie Y. Knowles collection)

---

## LANE COUNTY PIONEER - HISTORICAL SOCIETY

---

Vol. XI - No. 2

Eugene, Oregon

Summer 1966

PRICE 50 CENTS PER COPY

---

# LANE COUNTY PIONEER - HISTORICAL SOCIETY

---

Alfred L. Lomax, Editor

740 West 13th Avenue, Eugene, Oregon 97402

Dr. E. E. Gray, Membership Secretary

1937 Orchard St., Eugene, Oregon 97403

## CONTENTS

SOME FACTS ABOUT MY GREAT-UNCLE, JONATHAN LIMERICK MOORE . . . . .	19
JONATHAN L. MOORE DIARY . . . . .	23
THIS WAS NEWS THEN . . . . .	34
EARLY PORT DEVELOPMENT ON THE LOWER SIUSLAW RIVER . . . . .	35

## ILLUSTRATIONS

FRONT COVER—THE WILHELMINA STEAM LUMBER SCHOONER . . . . .	17
JONATHAN LIMERICK MOORE . . . . .	20
THE HUGH HOGAN, LUMBER SCHOONER . . . . .	22

# *Some Facts About My Great Uncle, Jonathan Limerick Moore and Family*

By Fay Hampton Robertson

*"Do they miss me at home?  
It would be an assurance most  
dear  
To know that they miss me at  
home—etc."*

The above words of a poem or song came from the lips of a tired, homesick twenty-two year old herd driver crossing the plains from Indiana to Oregon in 1852. He kept a small diary while traveling the rough wearisome miles. Being the herd driver and responsible for the stock, he was mostly concerned about the three "W's" namely WATER, WOOD (or other fuel) and the WEATHER. The diary is brief and terse, noting the country traversed each day, conditions of the trail, distance traveled, etc. The little diary, poorly written, with crude phonetic spelling is now in the possession of the University of Oregon Special Collections Library. It was given to me by Mrs. Maud A. Schroeder of Baker, Oregon, whose mother was the wife of Jonathan Limerick Moore.

Jonathan came across the plains a year before his parents, William and Eleanor Limerick Moore, a brother, John Winter Moore, and two sisters, Sarah Ann and Mary Ellen Moore. He came ahead of them to look over the situation in the Willamette Valley and to spot land for claims. He found land to his liking, and the family followed him to Oregon in 1853.

The record of the D.L.C. (donation land claim) #2616 reads as follows: "Wm. Moore, Lane Co. b.

1799 Armstrong Co. Pa. Arriv. Oreg. on or before Sept. 1853. M. Eleanor 9 Apr. 1822 Brown Co. Ohio. Had 2 sons Jonathan L. and John W. and 2 dau. Sarah Ann and Mary Ellen in 1853. Aff. Milton L. Riggs, Jonathan L. Moore, Alexander Patterson"

John Douglas Hampton, my grandfather, who had come to Oregon with his parents on the now famous "Lost Wagon Train of 1845," had filed on a D.L.C. in November 1845 south of and adjoining the Moore claim, and he married Mary Ellen Moore in 1854. Both claims are situated near Goshen. The claim filed on by William Moore lies about one-half mile northwest of Goshen. It borders Interstate Highway 5 on its east side, and 30th Avenue is its northern boundary. The land is now owned by Mr. Wm. Gonyea, who recently gave 100 acres of it as a site for Lane Community College.

It seems most fitting that part of the old Moore land claim should have been donated for educational purposes, for the elder daughter, Sarah Ann, taught the first school in what is now Eugene. It was a small one room log building with a puncheon floor, one window and one door on its east side. Near the doorway was a crude bench which held a water bucket and dipper. The little school house was situated on the point of the hills just south of 30th street and between Harris and Kincaid streets. It was heated by a rock fireplace.

Sarah Ann had her schooling in Ohio and Indiana, and when she

came to Oregon in 1853 she brought her own textbooks, and these were passed among her pupils. Much of the teaching was by rote and the "sing-song" method.

Among the pupils of this little school were Joe Lucky, J. D. Matlock, Celia Christian, who later married F. B. Dunn, Nancy Cox Cluer, John S. Kincaid, and many others who later became prominent citizens. Sarah Ann taught this school in 1853-54. She usually rode a pony and tethered it near the school, but in good weather she often walked the four miles gathering wild flowers and berries in season. In 1959 a monument was erected on the north end of the Masonic Cemetery to honor the little school and the work of the young teacher.

Sarah Ann Moore married Joseph Garrison Gray in 1855. They moved to his D.L.C. near Albany. Later this home site was sold, and they moved to Malheur County on Willow Creek. Life on this isolated Eastern Oregon ranch was hard and laborious, but my great aunt, Sarah Ann, always found time and strength to be nurse or mid-wife to the scattered settlers. She passed away January 20, 1885, having been stricken with pneumonia during one of the coldest and hardest winters in thirty years. She was one of the army of gallant pioneer women of Oregon who by sheer force of character helped build the state. She was only 56 when she died, and her life of toil, patience, sacrifice and courage should make us all very grateful and humble. One of her five children is still living. She is Mrs. Zetta Gray Bowers of Battle Ground, Wn. Mrs. Bowers was 99 years of age on Nov. 5, 1965.

Mary Ellen Moore married John Douglas Hampton near Goshen Oct. 26, 1854, and eleven children were born to them. My father, Horace

Hampton, was their third child. Her brother, John Winter Moore, became a well-known cattle man. He died from tuberculosis at her home Sept. 24, 1887. He was 49 years of age and had never married. He is buried in the Masonic Cemetery in Eugene, and his grave is beside those of his father and mother.

My great-grandparents, William Moore and Eleanor Limerick, were married in Ohio April 9, 1822. William was born in Pennsylvania April 23, 1799, and his wife was born in Limerick, Ireland, April 14, 1799. She migrated to the United States at an early age with her parents. The family left Ireland on account of the political strife and the "Potato Famine." My great grandmother Moore never quite lost her Irish brogue and inflections in her manner of speech. Both died near Goshen at the home of their daughter, Mary Ellen Hampton. William Moore died May 10, 1872, age 73 years, and Eleanor died May 20, 1876, age 77 years. Both are buried in the Masonic Cemetery and markers are on their graves.

Now a little history about the author of the diary, Jonathan Limerick Moore. He was born in Brown County, Ohio, October 3, 1830. He married Nancy Orilda Wilson near Harrisburg, Oregon, January 13, 1859. He was drowned by what the early timers called a "freshet" (high water) in Bear Creek east of Creswell and west of Cloverdale on February 25, 1862. He was attempting to ford some cattle over the swollen stream when his horse floundered and threw him. The Mrs. Wilson whose illness and burial he mentions on pages 6-7 of his diary was the mother of Orilda whom he married. Orilda was 14 years of age at the time of her mother's death, and she took over

the duties of cooking, washing, nursing and tending her younger brothers and sisters. Upon reaching Oregon in 1852, her father settled on a D.L.C. near Harrisburg and became a prominent rancher of that area. When Jonathan was drowned, Orilda was left with two small children. Susan Winter Moore was born near Goshen October 25, 1859. She graduated from the University of Oregon in 1884 and taught school for many years, first in Eastern Oregon and later for many years in the Portland schools. She died in Portland in 1938, aged 79 years. She is buried in the Masonic cemetery in Eugene beside the grave of her father. The second child was Frank Limerick Moore, born near Goshen in 1861. He died in San Francisco February 8, 1905, where he had gone to seek medical help. For many years he was a prominent attorney of Baker, Oregon. He married Amanda Christman of Lakeview in 1890. Frank and wife are buried in Baker.

After the tragic death of her husband, Orilda married a widower, Stanley Alexander Caldwell. Mr. Caldwell was born in New Hampshire in 1824. He caught the "gold fever" and came around the Horn with a party of thirty in 1849. He mined in the gold fields in California until 1852. He came to Oregon and took up a D.L.C. in 1853. He married Mary Hampton, a sister of my grandfather, John D. Hampton. Mary died of tuberculosis in 1859. They had one son, William Caldwell, who became a well-known rancher and later hardware merchant in Baker, Oregon.

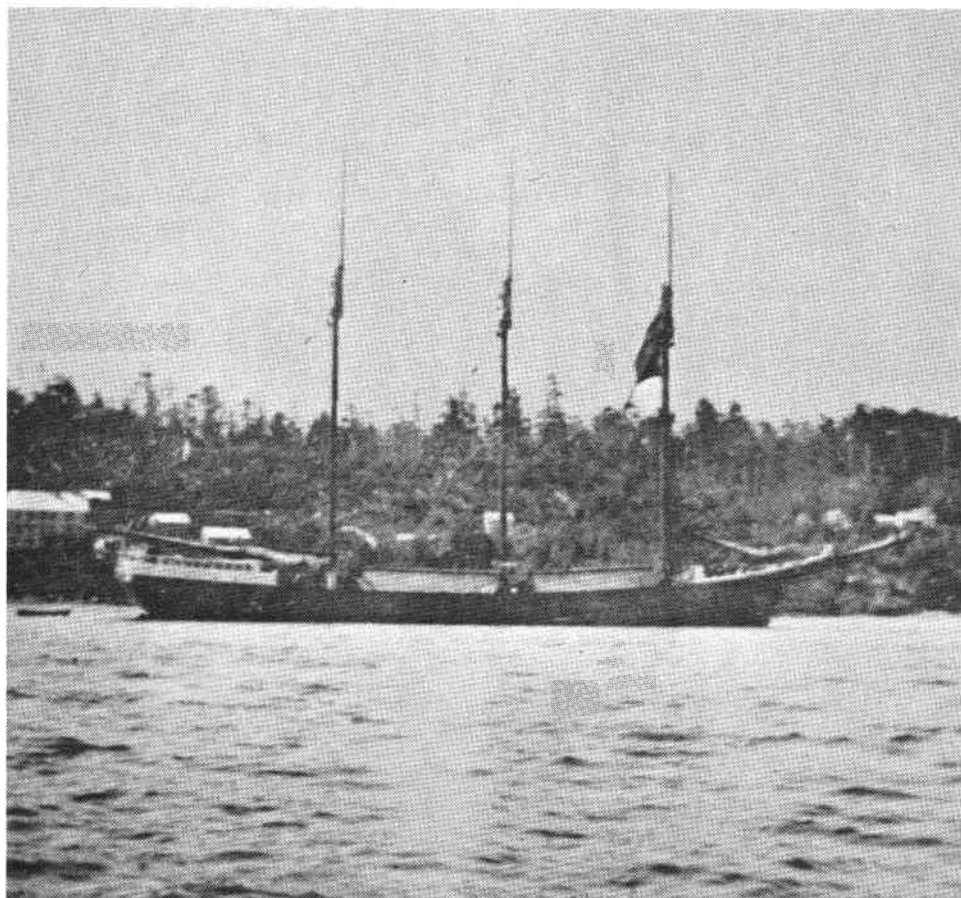
Mr. S. A. Caldwell and Mrs. Orilda Moore were married Sept. 17, 1874, and a daughter was born to this union. Maud lives in Baker, and for many years she and her husband owned and operated a

modern mortuary there. Maud Caldwell Schroeder gave me the diary of Jonathan Limerick Moore, who was the first husband of her mother.

While visiting Maud in 1964, I discovered this interesting article: "Thirty-One Years in Baker County," written by Isaac Hiatt and published by Abbott-Foster, 1893. On page 150, quote: "June 1, 1870, taken from the *Bedrock Democrat*, the first newspaper published in Baker County—therein it makes mention of S. A. Caldwell & Co. at Gimletville taking out a gold nugget weight, 247 oz. 18 pnts., 8 grs. Value \$3,966.64. And on the 29th of May 1870 a snow storm fell all over the valley."



No expensive metal coffin held the remains of Jonathan Limerick Moore; plain boards nailed together sufficed. A hand-made comforter lined the crudely made casket, and at the head a lace-trimmed pillow completed the interior furnishings. His Master Mason's apron, symbolic of the traditions of the order, was buried with him. (Formerly in the collection of Fay Hampton Robertson, now in Special Collections, U. of O.)



The Hugh Hogan, typical three-masted lumber schooner which loaded in the Siuslaw River in the 1890's (Mrs. Margie Y. Knowles collection)

# Jonathan L. Moore Book

Book, this Sept 16, 1855

*the grass is green the  
A rose is read my name  
Stands here when I  
When I am dead*

## JOURNAL OF TRAVAILS ON THE ROADE TO OREGON.

(Probably from Vermilion Co. Md.)

Left the Round Top of March the 23th trav 14 miles reach camp 2 PM M 24. Left camp & traveld 18 miles reach camp 3 PM. March the 25—Left camp 7 Am. Reached Hr baner (Urbana) 1 Pm. reached camp 4 P. Travailed 18 m.

M 25 Left Ridge House 8 am reached Middletown 10 A.M. Roads bad travailed 26 miles reach camp 6 PM. mi—March 27th Left camp half past 7 came threw Mount Pleasant. reacht Alarmer (?) 1½ Pm reacht camp 4 P.M. March the 28th lt camp 8. reacht plainfie 2 P.M. reacht camp 3 pm. March the 29 Left cam 8 am travaild 17 m. reach camp 4 roads bad nothing worthy of noate hapend corn worth from 25 to 30 March the 30 Left Concord 8 A.M. reacht Kickapoo 2 P.M. Crost the bridge comenst raining rasing ..... (?) some—travailed 18 mi March the 31 left the Hm house 8½ Am the roads very bad reached Beacom (Basin?) 3 Pm. Could not cross the river corn 27

Aprile the 1st had to La by on the account of the river Aprile 2 Crost the Illinois river lost one cow trevaild 8 a reacht camp 3 P.M. April the 3rd Left Kings-ton (?) half past 8 reacht Lankester 11 AM crost copperest (?) creek travaild 20 m reacht camp 6 p.m. April 4th Left farmington (?) travailed 18 m reacht spoon

river 4 PM Cold and windy Fords bad travailed 15 m reacht camp 6 P.M. April 6 Laide by this day on the account of the wind and the Snow the snow fell 8 inces deep corn worth 25 cts Hay worth 25 cts per pound

Aprile the 6 Left camp 9 am the ground froze hard roads hard travailde 15 m. Aprile the 7th Left sedar creek at 8 Am commenced raining where rained till three roads bad Past therew Berwick 11 Am. travaild 11 m Aprile the 8 Left the north fork of spoon river sedar creeke 9 Am. road beter snow sill to be seen in places travaild 18 m reacht camp at sone down

Aprile the 9 Left crooked creek 8 Am. roads fine reacht Woranton (Warrenton?) 12 AM travaild twelve miles reacht the misspipi 3 P.m comenct raining 4 Pm

April the 10.

Left Shotozoton (?) 10 AM. Corost the misspipi All the wagons the first loade except one ox team which parishd Six m came to the west sidd of town reacht camp 3 PM

Aprile 11th Left Burlington 8½ AM. Travaild 8 mi reacht Middletown 1 PM trav on the plank road 8 mi travailed 18 m reacht camp 6 evning. Aprile 12th Left camp 8 am travailed on the plank road 8 m. reacht Mount Pleasant 12 oc travaild 16 m reacht camp am—5 Pm. Aprile the 12th Left Elk-Horn town 8 am. reacht trinton (Brighton?) 9 m. Crost Skunk river swam the los cattle acrost the rvier reacht camp 5 pm travaild 10 m

Aprile the 15th

Left camp 8 m reacht Brighton

10 am reacht James Wilson 3 P.m  
the roades being bad and grain be-  
ing scarce We took supper at the  
fort

Aprile the 25th We started from  
our quarters at abot 9 AM reached  
Richland (?) 1 P.M. travaild 12  
mi north one of the tires off the  
red wagon tires we beld fire (?)  
and soon go tit on gane and went  
on our way reacht camp 7 PM.

Aprile the 27 left camp 7 m mor  
travild over some vere bad roads  
the prare looked fine had no corn  
for the cattle travaild 12 m reacht  
camp 4 pm

Aprile the 28th Laid by on the  
account of the horses run off found  
the—broken Paid 50 cts

Aprile the 29th Left camp 8 am  
roade tolerable good reacht free-  
mont 12 oclock travailed 20 m  
reacht camp 5 pm

Aprile the 30th  
Left Camp 8 am. The roades fine  
reacht Oskelossa 12 oc. reacht camp  
5 traveled 14 m

May the 1st this morning the catle  
wear—mostly gone (?) Left camp  
11 AM reacht the river 12 oc  
tride to swim the cattle but faild  
had to fery them got acrost the  
river 5 pm Left Bellfountain and  
traveled 2 m and campt at 6 p.m.

globe lanterterns 10 inch 8 for 6  
May the 2nd

Left camp 8 am. Comensed rain-  
ing early in the morning rained un-  
til 10 am the afternoon fare and  
warm Roades very crooked trav-  
eld over some very fine country  
reached camp 6 pm traveled 15 m

May the 3  
Left camp 8½ roads very good  
no corn for the cattle gras for the  
plenty travald 20 m

May the 4  
Left White Brush (Bush or Bresh?)  
11 am one of the cattle wagons up  
set in coming in to the cree reacht  
(Shaindon or Shringon?) 3 pm

traveld 13 m reacht camp 6 eve-  
ning

May the 5th

Left place at 8 A roads good  
rained hard in the morning traveld  
20 m reached camp 5 PM.

May the 6

Laid by on the account of the  
cattle runing off rained hard in the  
afternoon herde the cattle all night

May the 7

Left camp 9 a.m. road sliprey  
nothing of interest hap we traveld  
17 m reacht camp 5 pm.

May the 8

Left the east fork of grand river  
8 am roades fine reacht grand  
river 2 pm traveled 15 m reacht  
camp 5 pm

May the 9

Left Hickry Pointt 8 am roads  
fine reacht camp Mormons 12 o.c.  
travaild 20 m reacht camp 6 pm

May 10th

Left camp noplac (Naples or  
Maples?) 8 am reacht east Pataway  
(Nodaway?) 12s traveled 18 m  
reacht camp 3½ pm

May the 11

Left not away 8 a iduson (?) the  
to day (?) crost the west Branch  
of not a way 3 pm traveled 20 m  
reacht camp 6 eavning.

May the 12th

Left camp 7 am traveld over  
beautiful prarre reacht Borotomy  
(?) 3 pm Crost over the streme  
and came threw the Idian viledge  
all indians had left years ago and  
nobody ther reacht camp 4 pm,  
travaild 18 mi

May 13 Left Spring branch 7 a.m  
reached mt Scott 11 AM traveld  
over some very fine Prare reacht  
Point look out 3 P.M crost the  
Monohalaway (?) & campt trav-  
aild 18 m reacht camp 4 pm  
m 14

Left Point Lookout 7 am reacht  
silver creek 12 and past threw Pot-



ters camp this was a morman camp crost over very fine stream traveld 4 m and campt treveled 18 miles

May the 14th

Left the campt at 8 am and reacht Hanesville 10 am campt one mile west of town at 4 pm

May 16th

Lay by on the account of the getting the wagons repaired

May the 17th Left camp 8 am taravaled down to the ferry and crost—campt

May the 18th

Not crost the river yet the wind rageth rough—comenst raring at dark Poried all night

may 19th all on this side of the river Broke one wagons wheel sent it over to at the shop. get cross the river yet May 19 not got across the river yet

May 20 Still on the east side of the missouri crost over at noon the wagons crost the river in ferry boat and commensd the journ across the plains past the big pon (pond?)

1 p.m. traveld over the fines peraire. reacht camp 8 in the avning Monday May 23. Left camp 7½ very warm roads fine grass plenty reacht camp 5 p.m. traveld 28 m.

Monday 24 Left camp 7 am wethor fine crost papa creek 8 am traveld 15 m reacht elk horn 12 o C Crost the river the river drowned one cow

Sunday 25 Left camp 8 am. comenst raining & rained til 3 very warm. reacht the plat river and traveld three m and campt

Wednes 26 Laid by this day on the account of washing til the middle of the day sarterd at 2 P.M. traveld til 5 and campt on a very fine grass Thursday 2 Left camp 7 am clear and warm crost bridge

creek 4 p.m. and campt traveld 15 m

Friday 28 Laid by on the account of Mr Shearer dieing put him in the wago and hauld him 5 miles and buried him after night by the side of a very fine stream of water but no wood grass good winds blew hard and thretend rain Left the above named camping ground at six in the eavning

May 29 Left camp 7 in morning traveld over some fine roads we crost one of the worst mud holes that i ever saw traveld 18 miles and campt at 5 p.m

Some of the company sick Sunday the 30 Left the camp 11 am. traveld one mile and reach the Loop fork of the Plat river and faried the wagons over swam the cattle over traveld six miles campt on the river grass plenty and wood scarce

Monday 30 Left camp 6½ am. traveld over some fine country timber scarce hawld some wood and water out in the Praire and campt about three qurters of a mile from the river campt the sickness abating in the camp traveld 20 m and campt

Tuesday June the 1st Left camp 7 a.m. wether fine past a great many wagons. campt to wash & rest this day we did not come close to any timber traveld 20 mi and campt at five in the eavning grass plenty but no wood.

Wednesday the 2

Left camp 7 A.M. very warm traveld tel 10 and campt on the account of Mrs. Wilson being not able to travel. Severl sick in camp came on at about 6 in the eavning rained til twelve oc no wood had to go three mi to the loop fork to get wood and water this day traveld 6 miles

Thursday 3

Left camp 7 A.M. traveld over

some sandy hills the wether cool and clear. the sickness some still trevailing Mrs Wilson sill growing wors til 5 in the eavning when she expired traveld 15 mile and campt out in the Praire with out wood or water except some in a well

Friday 4th

Left cam at 8½ Buried the Corpse at 9 A.M. crost a muddy stream at 12 O.C. traveld 15 m campt on Plat near the end of grand Island

Saturday 5th

we continued at camp on the account of John Smith sickness He was sick 4 day and was taken with the colera and lived only 5 hours. We buried him on wood creek at 2 p.m. traveld 15 miles and campt wood plenty

Sunday 6th

Left camp at half past six traveld over some very fine Prarie grass plenty traveld 25 miles cmt 7 p.m no wood on this side of the island here.

Mondy 7

Left camp 6½ rained in the morning winds blew hard all day reacht reacht deep dry creek 10 PM. no woode or water here reached Elm creek 1 p reacht Bufalo 2 P.m. traveld up this stream to the ford and campt at 4 p.m. wood and water plenty and grass traveld 18 miles

Tuesday 8

Lef the above named creek at 12 Oclock we continued there on the account of washing saw some Bufalo and Elk. no timber to be seen water very bad we hawld wood from buffalow traveld 15 m and campt at 6 one mile north of Plat river

Wednesday 10

Left camp 7 AM traveld over some very fine country no timber on the road reacht willow creek 12 OC and campt on the account of

E Smith he being not able to travel wood scare and grass not good

Thursday 10

Left the above named camping ground at 8 A.M. weather still cool and Clear crost one or two small streams but they were all dry traveld 20 m and campt on the Plat at six in the eavning

Friday 11

Left camp 7 A.M. traveld ove some sandy plaines very warm no wood Crost Skunk creek 4 P.M. traveld 3 miles of ferther and campt water scarce used buffalowes chips trave 21 m

Saturday 12

Left camp 7 A.m racht the big spring 10 AM traveld up plat river all day no timber clear and warm campt at 4½ P.M. threathning rain

Sunday 12 Lef

Left camp 6½ morning reacht some very fine springs of pure water saw some buffalo threw the course of the four noone crost severl small streams reacht large stream 3½ traveld over some very small sandy hills for severl miles reacht camp 6 in the eavning high winds all day

Monday 14 the

Left camp 7 a.m very warm and sweltry travld over some very high sandy bluffs. crossed severl very fine streames of water grass very plenty in the botomes reacht camp Six eavning.

Campt at three very fine springs of sulfer water

Tuesday 15

Left camp 7 A.M. travled over some very level country crost several small streams of pure ter went ahunting in the afternoon but killed nothing rained in the morning clear and warm reacht camp 6 p.m.

Wednesday 6th

Left campe 6 in the morning crosst to small streames and cameto sand

hills Crost them and came to small streams took dinner Crost some sandy hills campt at 6 P.M

Thursday the 17

Left campat 7 A.M. reached castle creek 8 am very warm and dusty. Crost some very sandy roads grass good in places Crost one very fine stream traveld 17 m and campt at three

Friday the 18

Left camp 6½ am rode bad for too miles some sand clear and warm. traveld 17 miles and campt at 6 P.M.

Saturday the 19 left camp 7

traveld all day over sandy plaines and ridges crost severl dry branches campt oppste to the court hous rocks

Sunday 20 We laid by all day to rest the cattle

Monday the 21 Left the above named camp at 7 AM traveld over some sand reacht chiminy rocks 12 O.C. traveld 20 m and campt at ? in the afternoon

Tuesday the 22nd Left camp 6 am traveld over some beautifull bottom land. Cool and cloudy. grass good no Chips. traveld some 20 m reacht camp.

Wednesday 23th

Left camp 6½ am rained a little in the morning roads fine still continued cool. reached some scatering bushes in the eavning Campt on the plat twenty miles below ft Larame Campt at 6½ P.M.

Thursday the 24

Left camp 6 A.M. traveld over some sandy roddes the weather being cool and comenest raining about one oclock rained heard til tou in the eving camp three miles below ft Larime grass scarce.

Friday the 25th remained campt all day one mile below fort Larime

Saturday the 26

Left the above named Camping ground 7 A.M. Clar and war no grass at noon. The roades very stony traveld till 7 P.M. on the account of the grass not very good

Sunday the 27

Left camp 6 AM continued to travel over the black hills traveld 5 miles and reacht the river some springs of good water grass good in places Crost small stream of water 4 pm traveld Three miles further on Campt near a large spring to the Left of the roade Campt at 7 pm

Monday the 28

Left camp 7 AM. traveld contined to trave on the Black hilles no water for several miles roads not so rocky as they have been reacht the river 4 P.M. traveld over a range of hilles and campt at 7 P.M.

Tuesday the 29th

Left camp 6 in the morning traveld til noon over som very fine hilles till noon in the afternoon very high hill reacht the river 2 P.M. rained litle in the after campt at 7 P.M

Wednesday the 30

Left camp 6 in mor traveld over som very bad hills farther on an then struck the river and traveld up river all day Lee lost two of his hands while swimming his cattle over the river for gras. gras scarce on this side of the river reacht camp 7 P.M.

June th

Thursday June the 1st

Left camp 7 AM. some sandy roades tuched the river in severl places warm wether grass scarce campt at 7 P.M.

Friday the 2

Left camp at 7 am traveld up Plat all day the roads bad grass scarce & reacht the lore fary 5 P.M. and campt

### Saturday the 3

remained in camp all day on the account of the washing

### Mondy the 4

Left camp at half past seven tolerable cool wind very high reacht the middle fary traveld over some very hilly roades grass scarce. campt at 6 P.M.

### Monday the 5

Left camp 6 am past some very bad spring of poines (poison?) water reacht willow springs 5 p.m. traveld three miles farther to stream of pure water grass poore no wood the road very ruff reacht camp 7 P.M.

### Tuesday the 6th

Left camp 6½ crost fish run and some more spring branches in the fore noon the roade hear sanday tured off to left of the roade and went a bout three more and found good grass on sweet water reacht camp 7 P.M.

### Wednesday the 7th

Left camp at 12 Oclock past the Salrattus Lake at 2 P.M. past the Independence Rock at 3 P.M. this is large rock as heard as flint crost sweet water 42 mile above the rock the Roade the roade was good but closed in on each side by high hilles the grass is not very good we campt one mile below delevs gate this is a strange gape between to bluffs the gap has the appearance of having bin arched over once but by some eruption has ben thrown asunder the river forces its way threw the rocks the rocks ar two hundred feete high

### Thursday the 8

Left camp 7 A.M past the delevs gat e8 AM. the roade has kept up the river all day found some very fi negras at noon past a very fine salatras spring saw a greate number ded cattle reacht camp at 7 P.M

### Friday the 7th

Left camp 7 A.M. traveld over some very ruff roade crost two small streames past a great number of ded cattle crost sweete water three times in two m reacht camp 7 pm. grass good but dangerous on the account of a alkali

### Saturday the 10th

Left camp 7 OC. traveld six miles to the the 5th crossing of sweete water traveld over some very level country some sand no water for camping grass scarce reacht camp 7 P.M.

### Sonday the 11th

Left camp 10 C. traveld 5 miles came to sweete water traveld up the river severl miles and crost it three times Left the river and traveld over some of stonyest hilles that we have hat since we left the states reached a good spring and tolerable good grass. snow coverd mountaines has bin in sight for the last two days reacht camp 7½ in the eveng

### Mon the 12th

Left camp 7 in the morning traveld till 12 reacht one branch of sweete water grass good by driving three miles of to the left of the roade a very good smith shope here had a fine snow (traveling?)

### Tuesday the 13th

Left camp 7 A.M traveld over some very heard roades crost severl small streames reacht the last crossing of sweete water 12 Oclock went threu the pas in the eavning campt at the Pacific springs. drove the catele three miles to the right of the road grass good campt at 7 in the evaning

### Wednesday the 14th

Left camp 7 in the morning traveld over some very level country trveld very late in the eavning reacht little sandy had no grass for the cattle traveld 20 miles

Friday the 15th

Left camp 6 in the morning traveled 6 miles reached big sandy 11 A.M. camped drove the cattle three miles to the side of the mountain a great many camped there on the account of resting their teams before crossing the desert 2 men sick in camp music plenty (?).

Friday the 16th

Left camp 2 P.M. traveled till 2 in the morning then laid down till four in the morning the night very dark at four all got up and started we then traveled till day light we then gathered some sage and boiled the camp kettle made tea

Saturday the 17th

we then traveled over some very bad hills no grass nothing to be seen but sage brush traveled over hill and dale to green river which we reached at 4 P.M. after an absence from water or grass for the space of 42 miles cattle very tired and some of them lame the cattle swam the river to an island for grass camped on the bluffs near where we reached the river

Sunday the 18th

w left camp at 8 AM drove down to the river and fared the wagons over swam the cattle and horses we all got over safe without loss or injury we then drove up the river one mile and a half and camped on good grass reached camp at 2 P.M.

Monday the 19th

remained in camp all day for the cattle rest and recruit (?)

Tuesday the 20th Left camp at 8 in the morning traveled over some very high bluffs reached a very fine stream of clear water we traveled up this stream several miles reached a very good camp no wood except willow grass good reached camp 5 P.M.

Wednesday the 22

Left camp 7 in the morning traveled till three and reached the fir

spring there is some very fine trees growing there 1 and 2 miles farther to the mountains spring we there on yoked the ox and let them drink we traveled 6 miles farther to a beautiful stream and camped

Thursday the 23

Left camp 7 in we rode past this day over some very rugged hills found some very fine springs reached Harris (?) fork of green river 12 OC. where we took dinner we then traveled over one of the highest peaks of the green river mountains we crossed this mountain camped near the summit at a very fine spring grass

Friday the 24th Left camp 7 in the morning we traveled over some very rough roads the worst road that we have had since we reached the mountains our cattle getting very lame we reached bare river valley creek at 6 in the evening

Saturday the 25 Left camp 7 A.M. traveled over some very fine country up the bottom drove off the rode one mile and camped for the dry grass fine wood plenty

Sunday the 26th Left camp 7 AM drove over some very level roads reached the north fork of bear river 12 OC we here camped for the rest of the day we here took the wagons covers and tied them together to hold (?) about 200 lbs. of fish

Monday the 26th Left camp 7 in the morning we traveled down the river several miles then took the hills came to one very fine spring 8 A two miles farther crossed a small stream thence over worst hills that we ever saw reached the river 1 P.M. traveled up over level bottom drove off to the river about 3 miles reached camp 7½

Tuesday the 27th left camp 7 AM traveled 3 miles reached the

road the roads good but very dusty  
crost severl small streams and past  
severl fine springs drove off the  
roade three miles and campt off  
the roade at Foxes spring grass  
and water plenty

Wednesday the 28th

Left camp 7 am traveld three miles  
over very dry roades to the roade  
the mountains high on our rite  
coverd with ever lasting snow  
reacht the sody mountains 1 PM  
this is one of the wonderfule struc-  
tures of nature the water boiles up  
just like a reale boiler then rained  
there this day we campt here for  
the day grass bad drove the cat-  
tle up Shugar (?) river 1½ m.

Thursday 29th

Left camp 7 am crost shugar  
river and reached a very singular  
spring called the steam boate spring  
the water spouts up just like the  
puffing of a steam boate six miles  
from this place to the junksing of  
the roade the left hand to Calla-  
fornea the wright hand to oragon  
reached a very fine spring 12 OC  
drove ten miles further and campt  
for the night on a very fine stream

Friday the 30th

Left camp 7 drove over some  
very fine roads in the fore part of  
the day crost some small streams  
past a trading post rained very  
hard in the valley but little on the  
bottom traveled over the bear  
river mountains reacht a very  
large spring 6 in the eavning campt  
for the night

Satureday the 31

Left camp 6 in the morning past  
a very fine spring crost one  
branches the road very ruff in the  
fore part of the day and very  
smooth in the afternoon reache  
camp 5 P.M.

August the 1st

Left camp 6 in the morning trav-  
eld over some very heavy sand  
crost severl small streams rained

hard in the after part of the day  
reacht Ft Hall 3 PM. this fort is  
not occupied by any soldier and  
never was it was bilt by the hud-  
son bay company traveld 2 miles  
farther and campt on a branch of  
the Snake river

Monday the 2

Left camp 12 OC traveld 2 miles  
crost one small stream one mile  
farther branch of the snake river  
there is a fary here but we forded  
by raising the wagons bed 6 inches  
turned over one wagon on on the  
river camp about one mile

Tuesday the 3 Left camp 8 in  
the morning very warm and dusty  
one ox missing of the Wilsons teams  
one cow belonging to ..... (?)  
traveld till thre in the afternoon  
campt on the bluff of the Snake  
river

Cross the river again

Do they miss me at home

Wednesday the 4th Left camp 8  
in the morning dust very bad one  
calf died traveld along the river  
all day past the fishers (?) falls  
reacht camp 7 p.m. rained in the  
afternoon and some in the night

Thursday the 5th

Left camp 7 in the morning the  
wether cear and warm crost two  
small streames of water the roades  
good came to raft river 3 pm  
grass scarce

Friday the 6 Left camp at 8 a.m.  
traveld over very stoney roads all  
day no water on this days travel  
we traveld 16 miles and camp on  
flag creek grass not very good

Saturday the 7th Left camp 7  
AN. traveld over good roades all  
day the weather warm crost one  
small stream and past one spring  
tuched the river in one place  
reached a very good cam on a small  
stream

Sonday the 8th

Left camp 7 A.M. traveld over  
good roads reached the river 10

AM camp for the balance of the day grass scarce travel 10 miles

Monday the 9th

left camp 5 in the morning travel over the rufist rodes that we have had any place travel till 9 OC and reacht some very good grass turned out here for to let the cattle grase travel 10 miles farther and reache dry branch dust very bad one of the horses ran off I come on and found her water scarce good grass

Tuesday the 10th

Left camp 7 travel over level praire wether very warm dust very deepe drove off the road three miles and camp for the day grass and water plenty reacht camp 1 pm

Wednesday the 11th

Left camp 8 in the morning travel 15 miles with out water came to the river but heard that there was grass and water in three miles we neglected to water and was forsed to drive 12 miles farther without water some of the cattle came near giving out reacht camp 10 Oclock in the night drove the cattle down one of the worst hilles we here remained all the rest to let the cattle rest.

13 very warm

Friday the 14th

Left camp 8 in the morning travel 3 miles came to the river agane then travel on till we came to sammon fall creeke reacht this place 1 P.M. eat dinner here drove down to the mouth and camp grass not very good

Saturday the 15

Left 8 in the morning travel 6 miles over ruff roades to salmon falles creek, we here camp and made preperations to cross the river. swam the cattle over. the river here is about 6 hundred feet wide stched a roape across and faried in wagon beds got over 4 wagons this day. lost the running

gear of one terning the boats over.

Sunday the 16

Continued to cross all got over by 12 O.C. safe without damage except the wagon. grass fine on this side

Monday the 17th

Left camp 4 a.m. and travel 7 miles over bad roades rocky & sandy reacht a very fine spring creek grass and water plenty

Tuesday the 18th

Left camp 7 in the morning had a very bad hill to rise the wagon came on cupeld this caused some trouble but soone got done drove 5 miles to a very fine stream ow water where we took in some water drove on 13 miles and came to a creek the water not very good grass plenty reacht camp at sun set

Wednesday the 18

Left camp 7 A.M. drove 3 miles crost two small streames of water drove 12 miles without water and very bad roades reacht camp 6 pm

Thursday 19st

Left camp at 7 OC crost 2 Small branches and found a spring of good water past Seven graves reacht a fine Spring and good grass and camp at 7 OC PM

Fridan the 20th

Left camp 7 OC travel 4 miles crost a dry branch and reached a very difcult hill to ascend it being about 2½ miles high the roade from the hill to the old roade is very stoney and ruff we crost one very fine ravine with a little water in it reacht the old roade 5 in the eavning grass good water scaress and very filthy

Saturday the 21

Left camp 7 travel 4 miles and came to a very fine Spring of good water we here took in some water and drove 8 miles to another stream water scarce grass good

drove 8 miles to another good camp  
grass water plenty.

Sunday the 22rd  
remained on barell creek all day.

Monday the 23th

Left the above nam camping 7  
am past the hot springs 8 am this  
is one of the many wonders of na-  
ture the water is so hot that you  
can not bear your hand in it 6  
miles from this place is a stream of  
fine water good camp here.

12 miles farther we reacht a fine  
stream of water we here campt  
for the night good camp

Tuesday the 24th

Left camp 6 OC the rodde ran  
over very beaufull lost one ox  
today dust very bad traveld 18  
miles and campt on a very fine by  
the name of White horse creek at  
7 PM

Wednesday 25th

Left camp at 6 OC drove 5 miles  
came to a good spring 11 miles to  
the Willow springs the water is  
not very good here ong to the scar-  
seaty reachd camp 4 P.M.

Thursday the 26th

Left camp 7 A.M. fine roades  
wether warm dust not so deepe  
as it has been we came in sight of  
Boisee river 9 oclock this river is  
lined with beautifill balm treese  
we reacht th river 1 P.M. grass  
fine water very clear

Friday the 27th

Left camp 9 oclock some of the  
horses & mule gon and some of  
the cattle. gon we found all and  
sarted dust very bad wind high  
traveld till 2 Oclock and campt for  
the rest of the day on the river  
grass good

Saturday the 28th Left camp 7  
A.M. traveled down the river all  
day. very pleasant wether drove  
off the roade 1 mile grass good  
reached camp 4 pm.

Sunday the 29th Left camp 6½  
CO continued to travel down the

river till 9 when we reached the  
ford it being very shallow we  
wear not delayed in crosing dust  
very on this side of the river sage  
in abundance Saw a great many  
saulmon in the water

campt on byon of the river grass  
very fine

Monday the 30th

Left camp 7 A.M. traveld 8 miles  
reacht ft Boise dust very deepe  
the fary kept by emigrants saw  
severl ded Indians here and one  
burying (?) drove the cattle on  
the river ½ mile and good grass

Tuesday the 31 Crost over river  
fariet in wagons bedes charge 3\$  
per wagons all got over safe  
forded the cattle over below the  
fort drove out 10 miles and campt  
good grass but no water

Wednesday the 1st Left camp 6  
AM and drove 5 miles to a small  
river grass not very good there  
drove 5 miles good grass no water  
10 miles farther we came to a small  
spring to the lefte of the roade  
water scarce grass not very good

Thursday the 2nd Left camp 8  
am traveld 10 m over hill and dale  
to water in but small stream  
traveld down a short distance drove 6  
miles farther to snake river reacht  
camp 4 pm

Friday the 3rd

Left camp & roades very ruff  
reacht the burnt river 9 am we  
have to travel up this river 50 miles  
the road is very crooked we crost  
once to day grass not very good  
campt and drove the cattle across  
the river

Saturday the 4th Left camp 8  
am left the river for 7 miles roades  
wound over very ruff roades  
reached the river 10 oclock trav-  
eld up the 1 mile and campt for the  
balance of the day reacht camp 11  
AM Dr McCurdy Left the train  
from the fact that we did not travel  
fast enough for him



Monday the 5th

Left camp 8 our cattle last night took a stampee and went off we followed them 7 miles and come up with them found them about 12 OC at night we collected and then laid down till morning got them back to camp about 6 am the grass nearly all burnt off Cross the river 8 times in 3 miles we here left the river and took up the creek had to drive over some very good roads reached the river again grass good traveld 2 miles

Monday the 6th

Left camp 7 AM followed up burnt river to the head Cross it several times drove over the ridge 4 miles to dry branch followed up this branch 1 mile to water camp here for the night drove the cattle up the side of the mountain grass not very good cattle very tired and week

Tuesday the 7th this day we traveld 15 miles to powder slough water plenty for the cattle and grass but not very good this day we came in sight of some very good timber very cold this evening wing blowing from the west

Wednesday the 8th

This day we traveld 12 miles cross one small slough in 10 miles we came to Powder River this is about 30 foot wide and 1 foot deep we drove down this stream 2 miles and camp some of the cattle very weak the grass good and willow plenty

Thursday the 9th

Left camp 6 in the morning cross powder river half past 6 drove one mile farther cross one other small stream road fine came to a fine spring 10 miles from the creeke drove over the dividing ridge between the two rivers powder and grand round rivers reacht camp at very fine spring fir and pine plenty grass good Johns sick

Friday the 10th Left camp 7 am traveld 5 miles over very ruff roads reacht round (ronde?) 10 am this is a beautiful bottom between the blue mountains and Powder river drove to the foot of the mountain and campt for the rest of the day

the indians here have large herds of cattle and horses they all raise some vegetables potatoes sell at 20 cts per lb we here fund beefe at 20 cts per — wate

Saturday the 12

this day we traveld 12 miles leaving the round we had to ascend one very high mountain we then traveld over some tolerable roads for 12 miles we here came to the river we had a descend a very difficult hill the river is very shallow we watered our teams and drove up the hill 2 miles to a spring off to the right of the road grass good on the left of the road reacht this place a 5 oc

Sunday the 12th

this day we traveld 20 miles over some very ruff roads and no water our cattle came very near giving out we was forest to leave one yoke of oxen woods very thick road very difficult to get along with teams there is some water 10 miles from the river on the left of the road down very steep hill we campt at Loese encampment (Louis?)

Monday the 13th

this day we drove too miles to a spring on the left of the road grass good and water plenty.

Tuesday the 14 remained in camp all day to Lette our cattle rest.

Wednesday the 15th this day we cross the mountains and came to the Umatilla there is vast herds of Indian ponys the Indians here are very intelligent and talk very

Good English, grass very scarce  
owing to the numbers of horses  
that are on this river

Thursday the 16th This day we  
traveld down the river for severl  
miles then left the river for 4 miles  
the grass very scarce reacht the  
river and crost it very shallow  
campt on the left bank

Friday the 17th  
this day we traveld 12 miles for the  
most part of the day we traveld up  
hill the cattle very weak re

*Do they miss me at home  
It would be an assurance most dear  
To know that they miss me at home  
though art gon  
and oh how shal I bear  
thy long protracted stay  
for sad and lonely is my heart  
since thou has gon a way  
the bird sings now a sader song*

*than ear he sang before  
and the hours have lost their  
sunnye hues they once so swetely  
wore  
So through the chambers of my  
heart,  
echoes a moarnful tone while every  
pts (pulsed)?  
afection beat re echoes Ime alone  
Do they miss me at home  
Do they miss me at home do they  
miss me  
Twould be an assurance most dear  
to knew that m o m e n t someone  
loved  
Were thinking of me as I roam  
Oh yes twould be Joy beyond com-  
pare  
to know that they miss me at home  
do they  
Do they miss miss me  
Do they miss me at home*

---

## *This Was News Then*

Times are lively here (Florence). Three salting works are in full blast salting salmon. The steamer *Arcata* is expected in with supplies for Mr. Thompson's salting works at Florence and will take out 200 barrels of fish for Woodmansee & Co. (Oregonian, Oct. 17, 1882)

Schooner *Danielson* brought in rail iron for the Siuslaw & Eastern. (The West, May 5, 1893)

Scowboats of rock are being towed down the river. (The West, June 16, 1893)

The *Robarts* goes to Astoria for supplies for Kyle's store. (The West, July 14, 1893)

# Early Port Development on the Lower Siuslaw River

Alfred L. Lomax

While the Willamette Valley was undergoing relatively rapid settlement during the 1840s and 1850s, Oregon's coastal margin, isolated by the Coast Mountains, lay insensitive to this pressure. The Umpqua watershed was much better known than the Siuslaw. Even the Hudson's Bay Company's exploring parties, which ranged widely, bypassed the area in favor of the Umpqua. Except for Dr. Elijah White's expedition to the Siuslaw mouth in 1840, no overland contacts were made during this period.

Western portions of Lane and Douglas counties, respectively, became better known after Lieutenant William P. McArthur's survey of the Oregon coast in 1850, and Nathan Scholfield's explorations of both the Umpqua and Siuslaw valleys. Strangely enough, McArthur's map showed no river between the Umpqua and the Alsea.

Scholfield was a Connecticut engineer who had been hired by an eastern corporation to explore the mineral potentialities of southwestern Oregon. In 1850 he established headquarters at Umpqua City at the mouth of the river. In June 1853 the party made a reconnaissance of the Siuslaw Valley to head of tidewater, or about to the present site of Mapleton.

The engineer was interested in "whether the course of the Siuslaw was such as to admit of a practical communication between that and Smith's River, a tributary of the Umpqua, by a short passage, or by the interlocking of the tributaries of each of these streams; and also testing the practicality of forming

a connection with the southern portion of the Willamette Valley, thereby connecting this valley with the mouth of the Umpqua for purposes of trade and commerce."<sup>1</sup> He also advocated the construction of a road from the interior to tidewater down the Siuslaw, and a system of dams and locks on the river. As Scholfield was recording the physical features and potential wealth of the little-known valley, Eugene Skinner was plotting the namesake townsite of the county seat of Lane County.

While the Siuslaw languished in isolation, the Umpqua was engaged in lively trade between Scottsburg, Gardiner near the mouth, and San Francisco. Gardiner had a collector of customs in 1851.

Florence, the future port and principal commercial center of the Siuslaw valley was not yet in existence; the exact date of its founding is not known. David Morse (Uncle Davy), an old Hudson's Bay Company trapper who had come to the Siuslaw in 1876 from California, was said to be the first settler in the area. He filed the first homestead claim and platted two additions to the town. After the Siletz and Siuslaw Indian Reservations were thrown open to public settlement, a township plat was recorded in the General Land Office, July 12, 1879.

The origin of the town's name is historically obscure. One story which is credible relates to a ship's nameboard found on the beach either by members of the Duncan family who were collecting scrap wood to augment their meager lum-

<sup>1</sup> Original journal of Nathan Scholfield in the Oregon State Library, Salem, Oregon

ber supply, or by beachcombing Indians. The 8-10-foot board with the name "Florence" on it stood by the A. J. Moody store for several years, then when the Safley Hotel was built, the board was nailed over the entrance and remained there until the old building burned on November 19, 1934.<sup>2</sup>

Several vessels which operated along the Pacific Coast during the 1870s bore the name "Florence," one, an American bark owned by Isadore Burns & Company of San Francisco, foundered November 18, 1875, in a gale off the mouth of the Umpqua River. The crew and 300,000 feet of lumber loaded at Port Discovery, Washington Territory, were lost; one survivor came ashore near Cape Perpetua. Others say the nameboard came from a French vessel the *Florence*, wrecked off the Oregon coast in 1873. Another version gives the credit to A. B. Florence, state senator from Lane County in 1858-60.

In 1876, A. J. Moody and Duncan & Company had stores, but to whom they sold their merchandise is not revealed. Duncan operated a cannery and sawmill near the mouth of the river, but by the time the first settlers arrived they had closed down—sand from the huge dunes to the west blew into the machinery. Duncan bought fish from the Indians and sold the canned product to San Francisco merchants. The abundance of wild huckleberries and the native salal provided a temporary fruit-canning operation.

Shipping began when the 300-ton twin-screw steamer *Alexander Duncan* owned by R. D. Hume of San Francisco came to load a cargo of salmon and became the first

steamer to enter the Siuslaw River on July 6, 1877. The little steamer called at all the coast ports between the Columbia River and the Rogue River, Washington small ports, and Victoria and Nanaimo, British Columbia. She was wrecked on a California promontory September 9, 1885.

Other contemporary vessels were the *Gussie Telfair*, *Whitelaw*, *Cordelia*, *Mischief*, *Favorite*, *Arcata*, *Mary D. Hume*, *Robarts*, *Mary Hall*. The *Gussie Telfair* steamer of 100 tons burden was built on the River Clyde, Scotland, 1863 as a blockade runner for the southern Confederacy. After her capture she was sold and sent to the Pacific Coast for the Puget Sound, Columbia River and British Columbia trade. In 1874 she was operated by the Oregon Steamship Company in the coast trade until 1878 when she was refitted presumably for the Coos Bay coal business. Two years later she was wrecked near the entrance to Coos Bay. Dimensions were length 160 feet, beam 22 feet, depth of hold 10 feet.

The *Mary D. Hume*, the second vessel to enter the Siuslaw, was a 98-foot steam-powered craft built at Ellensburg (Gold Beach), Oregon, and was on the regular coast run to San Francisco.

The *Mischief* was a steam schooner built at Oneatta, Oregon, in 1886, a small craft of 65 tons gross, 80 feet long, 18 feet beam, and 7 feet depth. J. J. Winant of Newport, Oregon, was her owner.

The *Robarts* was a tug whose principal business was to tow the lumber schooners in and out of the river.

Several of the latter were two-masted and called regularly for

<sup>2</sup> Acknowledgment is made to the "Siuslaw Pioneer" for portions of the early history; Alfred L. Lomax, Commerce and Transportation in the Siuslaw and Willamette Valleys, 1850-91, "Oregon Historical Quarterly," XXXVI, 3 (September 1935), 217-46.

their 80,000-200,000 feet of lumber. When the weather was bad these vessels became bar-bound waiting to cross.

Shipbuilding was sporadic. The first attempt resulted in launching the two-masted schooner *Acme* on September 15, 1887, at Acme to carry lumber for the Saubert mill. On November 14, 1898, the steamer *Luella* was launched at Florence, and finished outfitting at San Francisco. She carried 52,000 cases of salmon, 70 barrels of salt salmon, 1,350 boxes of apples, several bales of rawhides and general cargo. In 1897 a large schooner, the *Bella*, was built to carry 300,000 feet of lumber, the fifth craft to be built on the river.

The cannery business was a natural one for the coast communities. As the anadromous salmon returned to their home streams to spawn, old-timers of the Siuslaw Valley relate without the flash of an eyelid that one could literally walk across the river on the backs of the swarming fish. O. W. Hurd built a salmon cannery at Acme (Cushman), and William Kyle, in addition to his store at Florence had a cannery which turned out 350 cases a day, all of which was shipped to San Francisco.

With population and industry expanding in the lower river, relief was demanded by bar-bound vessels for control of a shifting river channel. Peculiarly, the river mouth was not stationary but drifted north and south in a regular cycle about every seven years, a condition which caused considerable annoyance to both mariners and engineers. The river mouth, flanked by low, sandy beaches nevertheless entered the ocean at right angles.

Although some captains reported 18 feet of bar depth and praised the

accessibility of the Siuslaw entrance, conditions were not stable enough for the development of permanent shipping for large vessels. The first thorough survey of the Siuslaw River was by the War Department under the Rivers and Harbors Act of June 14, 1880. In November of that year James S. Polhemus, an engineer in the district engineer's office, reported the Siuslaw was navigable from the entrance to head of tidewater about 20 miles, or approximately to Mapleton, and included a map to substantiate his findings. Shipmasters reported a bar depth of 9 feet and 20 feet inside.

Polhemus recommended the placement of buoys and that a thorough survey of both bar and harbor be made. With channel improvements insurance rates would be reduced which would help in attracting shipping. Imperative also was the need for better communication with the Willamette Valley. Survey work on the bar was suspended December 1883.

Isolation continued. Florence was a name only until the middle 1880s when several families moved into the lower Siuslaw to settle at Seaton (Mapleton) and Acme (Cushman). As late as 1884 there were no houses built by white men at Florence, only Indian shacks.

The most direct route for travelers was indirect. One could take the Oregon & California Railroad to Drain (the southern terminus was Roseburg in 1881), walk or drive to Scottsburg, then board a steamboat for Gardiner 9 miles from the mouth of the Umpqua. From there an open, horsedrawn stage exposed the passengers to the too-frequent rain squalls as it followed the sandy beach to the mouth of the Siuslaw; or one could walk the 20 miles. Here, on the south

shore of the river, the weary traveler boarded a skiff and, rowed either by a friend or an Indian, arrived to enjoy the warmth of the Morris (later the Florence Hotel) or the Safley boardinghouse. Such vicissitudes served to urge the construction of a road over the mountains and improvement of the river.

During the summer of 1883, the United States Coast and Geodetic Survey made a study of the Siuslaw River under a \$10,000 congressional authorization. A beacon was erected at the mouth, but the constant shifting of the channel reduced its reliability as a bar guide. Work was suspended until May 1887.

While the government surveys were being made, Eugene had become a thriving commercial center for the upper Willamette Valley. Ben Holladay's railroad had entered the town with much fanfare in October 1871, and there was a growing awareness for contact with salt water. During 1885 Eugene Hovey and other citizens were in persistent correspondence with the Oregon congressional representatives, namely, Binger Hermann and M. C. George, urging them to promote the improvement of the state's coast streams. The need for lighthouses and life-saving stations was self-evident. Their promotional perseverance brought approval under the Rivers and Harbors Act of 1886 of a survey of the Siuslaw River. Whereas Coos Bay, the Yaquina, and the Umpqua were recipients of harbor improvements and could accommodate coasting vessels, the Siuslaw was shut off from all shipping except the smaller craft. Furthermore, marine underwriters refused to cover risks where the Siuslaw was concerned on account of deficient navigation aids and the unimproved condition of the river.

Only when there was fair weather could the larger vessels cross the bar.

When a report recommended that the bar channel be permanently deepened, residents of the area proposed jetty construction and inside channel improvement to accommodate 12-foot draft vessels. These would carry lumber cargoes cut from the vast forests of fir, hemlock and spruce which blanketed the westward-facing Siuslaw watershed. A railroad over the mountains and downgrade to Florence might help. Perhaps the narrow-gauge, whose terminus was at Coburg, could be induced to extend its rails westward. Tonnage from forest and farms along the right-of-way would provide revenue; and didn't railroads hanker after a salt-water terminus? Not until 1915 did the Siuslaw Valley hear the rattle of freight cars when the Southern Pacific bridged the river at Cushman on the way to Coos Bay. But Florence was cold-shouldered—ties and rails were never laid in the intervening three miles to the town's sawmills.

An \$80,000 congressional appropriation was obtained by Senator John H. Mitchell and Congressman Binger Hermann in February 1889 for the construction of Heceta Head lighthouse. They also promised to work for a lifesaving station and the more regular movement of mail between Eugene and Florence.

On May 31, 1890 Hermann announced that an appropriation of \$50,000 was available for jetty construction, but almost a year elapsed before the project was activated. Then came a negative report in July, 1891, from the project engineer, Captain Thomas W. Symonds, stating that the river was not worthy of improvement, which so

incensed the people of Eugene and Florence that they hanged the captain in effigy.

The distasteful report had also revised the cost of starting the work from \$50,000 to \$51,850 and from \$300,000 to \$700,000 to complete the jetty. The Eugene Board of Trade held protest meetings and sent their resolutions to Senator Mitchell. Personnel of this committee was E. C. Smith, chairman; Pliny Snodgrass, secretary; and Messrs. Sam Friendly, Yoran and Holf.

In August of the above year, Congressman Hermann inspected both bar and channel, and apparently discussed the situation with Captain Symonds, who revised his cost figures for quarrying the stone when Mr. Kyle, owner of the quarry, offered to furnish right-of-way for hauling the gigantic stones (presumably to the river). From here, barges were used for transporting them to the jetty site.

Good faith was restored when work was ordered recommenced, which so thrilled George Melvin Miller, a lifelong Siuslaw area booster, that he mounted his horse and rode post-haste ahead of the mail to announce the good news. Miller's arrival turned resentment into joyful celebration, while the stuffed image swung limply in the brisk breeze which blew across the sand dunes on the west.

Preliminary surveys consumed several months, but actual work on the north jetty was begun in 1893. That year Florence was incorporated. In 1909 formation of the Port of Siuslaw was authorized by the state legislature.

During 1902, 85 sailing vessels and 23 steamers departed from the

port. These carried 280,000 feet of lumber, 15,000 cases of canned salmon, 175 barrels of salt salmon, 30,775 pounds of butter. A shipment of apples to San Francisco spoiled when the ship became bar bound, which indicates that while there was some improvement, much remained to be done to make the port more attractive.

At the turn of the century Florence had a population of approximately 300. Its commercial district comprised 3 general stores, 2 butcher shops, 2 saloons, 2 sawmills, 2 hotels, 1 newspaper. Two churches provided proper spiritual needs.

Three miles up the river was Acme (Cushman) which supported 2 general stores, a butcher shop, hotel, salmon cannery, 2 creameries, but the creamery business languished for want of transportation and a market. Considerable criticism was directed toward Portland by the valley communities for not cultivating Siuslaw business.

Mapleton, at the head of tidewater, had three or four houses, a store, hotel, feed stable, and a government fish hatchery. A small steamboat made the daily round trip to Acme and Florence.

After the mail route to Eugene was opened in 1885, a daily stage made the arduous trip over the mountains with stops at Meadows, Walton, Hale, Elmira, Deadwood, Greenleaf, and Blachly.

Later history of the Siuslaw country revolves around its continuous attempts to break its isolation. By 1918 both jetties were completed which gave a controlled depth of 13 feet at mean lower low water.