CULTURAL RESOURCES SURVEY AND INTERPRETIVE ASSESSMENT

FOR THE

TILLAMOOK STATE FOREST COMPREHENSIVE RECREATION STUDY

Final Submittal for Constract
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Prepared by:

Demuth Glick Consultants, Ltd.
1314 NW Irving Street, Suite 510
Portland, Oregon

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EXECUTIVE SUMMARY

The Oregon Department of Forestry and the Oregon Parks and Recreation Department were directed by the Oregon Legislature under House Bill 2501 to prepare a Comprehensive Recreation and Interpretive Plan for the Tillamook State Forest. This report provides information related to the numbers, locations, and types of cultural resources located within the Tillamook Forest and the interpretive value and historical significance of these resources. This information is intended to provide data for the preparation of the Tillamook State Forest Plan.

Overview

The cultural component of this project was completed in phases. The project started in November 1991, and was completed in June 1992. The first phase consisted of a literature search, where information on subjects contained in or related to the themes of Transportation, Logging/Industry and Government were reviewed. Local repositories, museums, state archives, and individuals involved in the history of the development of the Tillamook State Forest and its later rehabilitation were interviewed. A context statement was developed as a result of the literature search in addition to a list of potential resources.

The second phase consisted of a field survey and inventory of the study area to locate and identify historic sites, structures, buildings, objects and districts in relation to the temporal context and related themes, periods, events, and persons. Some of the resources identified through the literature search were inaccessible or located on private land. These resources are listed in the Appendix. The surveyed resources provided information for making interpretive recommendations and producing a formal cultural resources inventory. Additional site-specific information was added at this time.

The evaluation of resources surveyed in the field both for interpretative value and for historical significance was part of the next phase. Of the 38 resources identified in the field, 24 were included in the formal inventory and 14 were recommended for interpretative value. A large scale forest-wide map was completed documenting periods, themes, and events associated with these resources. Narrative description

of these sites, in addition to photographs and maps have been included as part of this report.

The last phase of the project included the preparation of the final report, and the finalization of all information on inventoried resources and interpretative recommendations. Because this project was undertaken with the direction of the State Parks and Recreation Department, and the State Historic Preservation Office, the context statement, survey and inventory portions of the document follow specific guidelines for survey and inventory established by the National Park Service.

Impacts of the Tillamook Burn on Cultural Resources

The fires within the Tillamook Burn had a great impact on the development within the forest. The transportation routes in the forest did not significantly change because of these fires, however their subsequent uses (salvage logging and rehabilitation) changed. Historically, there were not many transportation routes through the forest. The early development and logging practices were along these routes, linking the people who settled there with the outside world. These routes which also provided access to the forest for visitors and those with recreational pursuits have remained, however many of the buildings were destroyed in the Tillamook Burn fires. Additional roads were made with salvage logging and rehabilitation efforts.

The logging industry within the Tillamook Forest was effected by the fires. There was opportunity for slash logging as part of the rehabilitation efforts, bringing a change in the technical aspects of the logging industry. Not much remains of the logging camps, as the buildings were either destroyed in the fire, or subsequently removed or demolished by the Department of Forestry. Some of the logging camp sites still have remains of concrete building foundations, iron beds and camp stoves, all of which appear to have been abandoned quickly and never recovered. Identifying these sites help give us clues today as to the urgent need to leave the forest during the fire.

Perhaps the most important impact of the Tillamook Burn fires in this study is the changes that occurred in the forest as a result of the rehabilitation efforts. The establishment of Civilian Conservation Corps work camps and school planting programs, brought people to the Tillamook Forest who never had reason to be involved before. Old roads were improved and reopened for rehabilitation crews, there was an active participation and caring of the forest that had not necessarily been present before on such a wide scale. The focus on the rehabilitation efforts brought national attention to the forest, forever changing the way it was viewed. The forest was seen no longer as an obstacle, but as a fragile environment, one to be cared for in order to be maintained. Cultural resources which are associated with this effort, the sites of CCC camps, lookout sites, road improvements and recreational areas, though they may date from the later period of development in the forest, are very important in the story of the Tillamook Burn.

Interpretive Recommendations

Some of the 14 resources which scored high for interpretive potential are linked with other resources in the forest. Others are important as isolated sites. The resources which are associated with numerous phases of development in the forest show the greatest depth of interpretive value for the visitor.

According to our research, the resources which show the best potential for linking are located along the major transportation routes, specifically the eastern portion of the Wilson River Road. This area has one of the highest concentrations of resources which are accessible by car within the study area. Once visitors have made the commitment to travel along the Wilson River Road, it is important to maintain their interest at a high level with many stopping points along the way. The goal is to provide a high reward for the visitor with a low effort, as mentioned in "Natural Resources Survey and Interpretive Assessment for the Tillamook State Forest" by D & M Bucy & Associates. By traveling along the Wilson River Highway, the visitor is afforded an idea of the early travel routes of Wilson River settlers and recreationists. Resources which are located along or just off this transportation route include: Rogers Camp, University Falls, McNamer's Camp, South Fork Prison Camp, Wilson River Highway Wayside, South Fork Trestle, and Diamond Mill.

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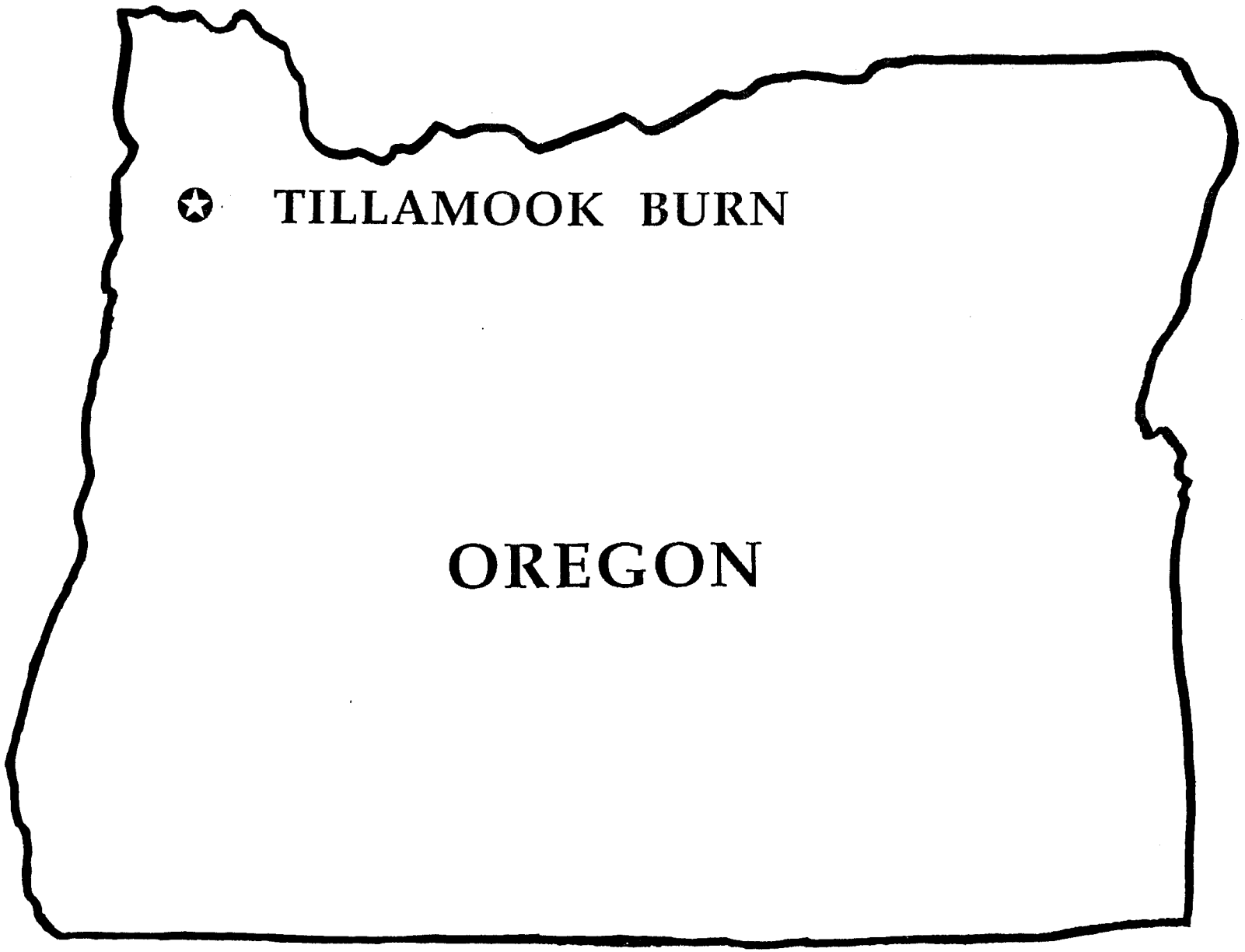
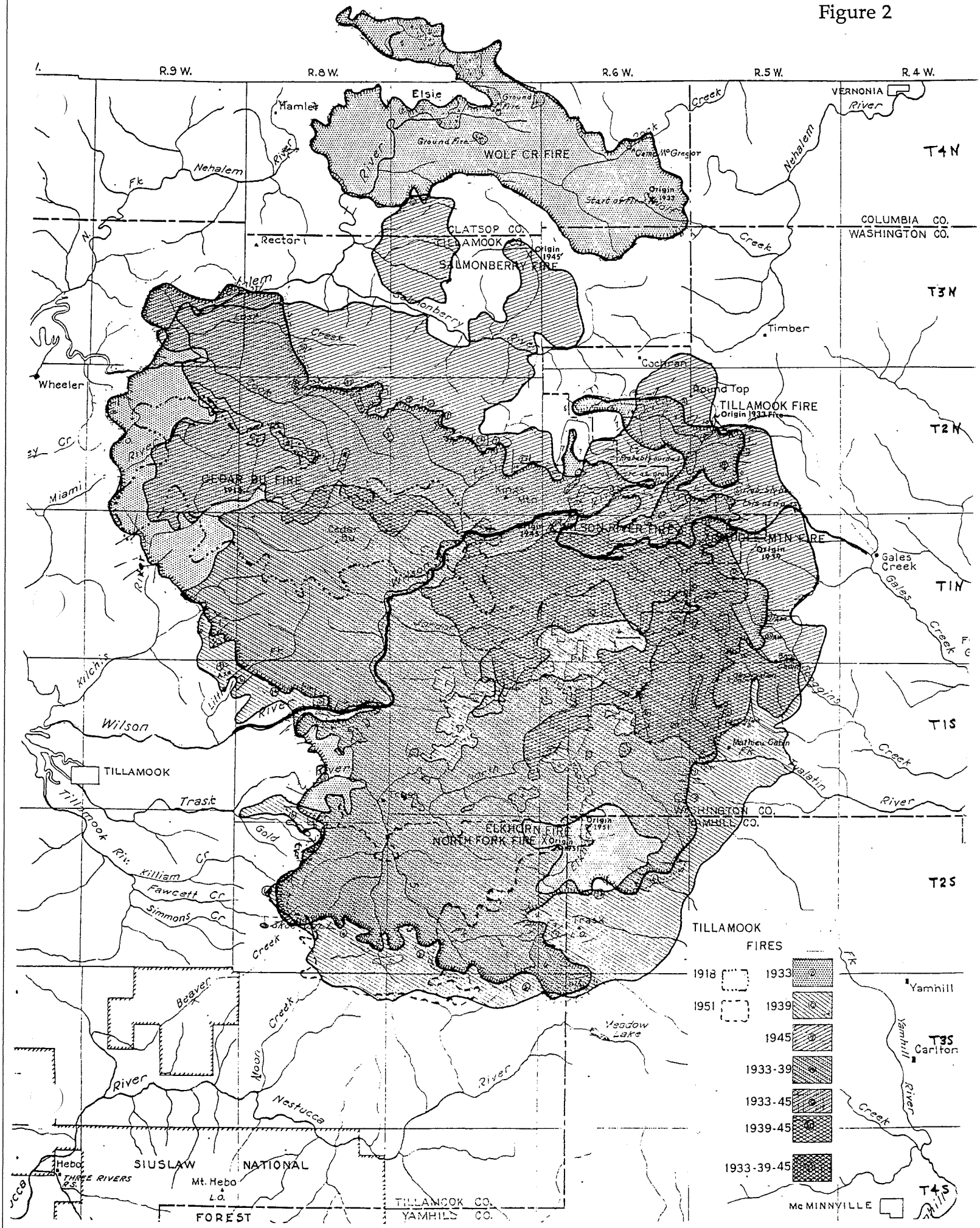


Figure 1

Figure 2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Elsie
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River
Fk
N.
WOLF CR FIRE
Camp McGregor
Origin 1933
Start of Fire
COLUMBIA CO.
WASHINGTON CO.
CLATSOP CO.
TILLAMOOK CO.
Rector
Origin 1945
SALMONBERRY FIRE
Salmonberry
Creek
Timber
Cochran
Wheeler
Round Top
TILLAMOOK FIRE
Origin 1933 Fire
CEDAR BU FIRE
1918
Miami
Cedar Bu
Kings Mtn
WILSON RIVER FIRE
Origin 1945
MTN FIRE
Origin 1939
Gales Creek
Kilchis
Wilson
Little
TILLAMOOK
Trask
Tillamook
Rit.
Gold
Killiam
Fawcett Cr
Simmons Cr
Mathieu Cabin
Salmon
Beaver
Moon Creek
Nestucca
Meadow Lake
ELKHORN FIRE
Origin 1951
NORTH FORK FIRE
Origin 1951
WASHINGTON CO.
YAMHILL CO.
TILLAMOOK
FIRES
1918
1951
1933
1939
1945
1933-39
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1939-45
1933-39-45
Yamhill
Carlton
Yamhill
Hebo
THREE RIVERS
G.S.
SIUSLAW
NATIONAL
FOREST
Mt. Hebo
L.O.
TILLAMOOK CO.
YAMHILL CO.
McMINNVILLE

TILLAMOOK FOREST COMPREHENSIVE RECREATION STUDY: CONTEXT STATEMENT

SECTION I:

This report has been contracted to provide research support for the historical interpretative opportunities section of the Oregon State Park's Tillamook Forest Recreation Study. The State Parks study requires focusing on a portion of the history of the Tillamook Forest area beginning with early logging and including the major fires, salvage logging, reforestation and the creation of the State Forest. The report includes an historic context overview and thematic analysis, an identification of significant historic sites, a discussion of resource types, recommendations on interpretive opportunities and resource evaluations for the State Historic Preservation Office.

Large format contextural and thematic mapping of the forest is provided with the report. The Oregon themes of Transportation, Logging/Industry, and State Government (Department of Forestry) will be used to chronicle the development of the area.

The Tillamook Burn is the collective name given to a series of three major fires in the Tillamook State Forest. They occurred in 1933, 1939, and 1945. After the 1933 fire, much of the land within the burn area was incapable of producing an income for the timber companies or homesteaders who owned the land. Over time, the State of Oregon acquired much of the land that is now included within the Tillamook State Forest as the land became tax delinquent.

Temporal Boundaries: 1871-1973

The study area consists of the Tillamook State Forest and portions of the Clatsop State Forest known as the Tillamook Burn. This study focuses on the growth of this area through the development of transportation methods which led to major settlement of the area in 1871; growth of the logging industry; the major fires in the study area; post-burn salvage operations; the rehabilitation effort leading to state ownership of the forest lands; and finally the dedication of the Tillamook Burn area as the Tillamook and Clatsop State Forests in 1973.

Spatial Boundaries:

The Tillamook State Forest, located in the Northwest portion of the State, where the majority of the fire damage occurred, consists of 364,000 acres in Tillamook and Washington counties. A portion of the Clatsop State Forest to the north is also included in this study and consists of 154,000 acres in Clatsop and Columbia counties, for a total of 418, 000 acres.

HISTORIC OVERVIEW

Existing documentation reveals Native American habitation within the Tillamook and Clatsop Forests prior to Euro-American settlement of these areas.* Personal accounts reveal a Native American encampment at Balm Grove in Washington County, in addition to several Indian trails in the Willamette Valley.[1]

The Atfalati peoples inhabited the Tualatin Valley.[2] These Native Americans had socioeconomic links to the Tillamook and Yamhill Indians. The Atfalati were descendants of a people who came to the New World from Asia over 10,000 years ago. The lifestyle of this indigenous population was based primarily on seasonal hunting and gathering, as well as being a successful trading society. Initially, the Atfalati people lived among the white settlers without incident, however, with the arrival of the settlers to the West, the diminution of the Native American population began. Epidemic diseases eliminated an estimated 85% of these people in the single decade of the 1830s. The treaty of 1851 between the Atfalati and the United States Government included a reservation on Wapato Lake, south of Forest Grove, but it was never ratified by Congress. The Native Americans were removed to the Grande Ronde reservation in Yamhill County in 1855 as white settlement in the area increased.[3]

There is documentation of early Euro-American exploration on the western edges of the study area as early as 1778 when the Columbia River and north coast were explored by James Cook on his third expedition. The Lewis and Clark Expedition, 1804-1806, travelled in the northern and western edges of the north coast range. Fort

* Sites identified within the study area are in the archaeological report included in the Appendix.

Astoria was established in 1811 by John Jacob Astor's Pacific Fur Company at the mouth of the Columbia River. The present site of Fort Vancouver was established in 1829 by the Hudson's Bay Company. These areas, however, are not included in the thematic analysis of the study area.[4]

It was not until the Donation Land Claim Act and the Homestead Act of the 1850s was instituted that settlement of the study area began. Settlement occurred in the Oregon Territory, beginning with the French Prairie area of the Willamette Valley and coastal regions with good farmland, and harbors, and established transportation routes by trail, or by water. Access to these areas was much easier than to the rugged, heavily forested terrain of the coast range. Early settlement stopped at the edge of the coast range: Forest Grove, Gales Creek, and Yamhill. Penetration into the study area for settlement did not begin until the first wagon road was built in 1872 along the Trask River from Yamhill to Tillamook. This was the first regularly used wagon road in Tillamook County to cross the Coast Range. The Wilson River Wagon Road was not established until 1893, the same year and route of a telegraph line connecting Tillamook and Forest Grove. The Wilson and Trask roads were the two main routes of travel between Portland and the town of Tillamook. Stage travelers on these roads included tourists, new settlers and timber cruisers. Walter J. Smith, the first homesteader in the Wilson River area, did not arrive until 1885.[5] Many of the settlers that made homestead claims in this area did so with the intention of selling out to the timber companies.[6] Logging in the Tillamook Forest area did not become a major contributing element to the settlement of the area until the turn of the century. The Pacific Railway & Navigation Company (later Southern Pacific Railroad), which was brought to the Tillamook Forest in 1911, greatly contributed to more wide-scale logging.

TRANSPORTATION

The theme of transportation is significant to the development of both settlement and logging operations in the Tillamook Forest. In order to assist settlement of the West and finance construction, wagon road companies were funded by the state or county government to provide early access between the Willamette Valley and the Coast. Later, large federal land grants were given to railroad companies in alternating, sections of one-square mile along their routes. The railroad companies were given 150,000,000 acres nationally, more than all homesteaders combined. The

Northern Pacific Railroad received almost 40,000,000 acres, which totaled an area greater than the combined acreage of Pennsylvania, Rhode Island, New Jersey, and the District of Columbia.[7]

The lack of adequate transportation routes through what would become the Tillamook and Clatsop Forests slowed the development of this area. When roads were finally constructed, the maintenance required to keep them passable in an area of steep terrain, erosive soils and high rainfall was difficult and expensive to provide, and they often fell into disrepair. Reliable long-term access through the forest was not available until the Pacific Railway and Navigation Railroad line was established 1911. A reliable all-weather road was not constructed until 1941, with the completion of the Wilson River Highway.

EARLY ROAD DEVELOPMENT

Astoria Military Road

1847-1865: Settlement, Statehood, and Steampower

The first route through the northeastern portion of this area was the Astoria Military Road, established in 1855. This route, however, was never used by the military. It was used later by settlers en-route to Vernonia and the Nehalem Valley from the Forest Grove area, northeast and primarily outside of the project area.[8] Portions of this road exist today, outside of the study area.

Trask River Toll Road

1866-1883: Railroads and Industrial Growth

One of the earliest routes from the Willamette Valley to Tillamook was the Trask River Toll Road, a stage road over the Coast Range via the Trask River from North Yamhill (Yamhill since 1908) to Tillamook. The stage road was established in October 1872, when the state legislature appropriated the sum of $10,000 for its construction. The Legislative Act of October 19, 1872 provided that the Trask River Wagon Road Company was to "complete a good practicable wagon road from a point in the county of Tillamook ..." to Washington County.[9]

Jeff McCoy, under contract to James Quick, completed construction of the Trask River Toll Road in 1872.[10] In 1880 the road was sold by N.J. Higginbotham to James Quick for $500.[11] *The Kilchis Advance* of January 29, 1881 reported that "Mr. Quick had commenced to repair the old toll road, there being only a few logs in the road and no snow."[12] The Trask River Toll Road was used by the North Yamhill to Tillamook Stage, carrying mail as well as passengers.[13] The journey was 45 miles from the town of North Yamhill over the Coast Range to Tillamook. James Quick set and collected the tolls as follows: saddle horses, 50 cents; two horses, $1.00; four horse teams, $1.50. Stage passengers were charged $5.00 each way. Quick also owned the Tillamook Hotel, known in Tillamook as the Allen House, near the western end of the Trask River Toll Road at Stillwell and First Street.[14]

1884-1913: The Progressive Era

In 1893 George Washington Grayson purchased the Trask River Toll Road from Benjamin Huston, with the agreement that he must keep the road open for the mail and passenger stages. Although Grayson sold the toll road in 1900, a few years later (around 1906) he secured the contract to carry mail over the route between Tillamook and Yamhill. Mrs. Grayson took charge of the Trask House, an inn that allowed stage passengers to stay overnight on their journey to Tillamook.[15]

The Trask House and barns site was settled in 1883 by Leonard Crenshaw. He acquired his homestead title in 1891. The property was sold to the Gobar family in 1901. The Trask House was built sometime during these years.[16] It burned, however, in the 1933 fire.

The Summit House, built in 1889 by the Oliver Rhude family* [17], was another stage stop along the Trask River Toll Road. Approximately fifteen miles from North Yamhill, the Summit House was a stop for passengers after traversing Zig Zag Hill, which included nine hairpin turns on a steep incline.[18]

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* According to Lewis MacArthur in Oregon Geographic Names, page 429, the Summit House was built in 1889 by Martin T. Record. The identity of the original builder has not been verified.

In December 1911, the mail contract was assumed by the Southern Pacific Railway Company. "The last mail stage over the Trask River came in on Monday, the same day the Mail service on the railroad was inaugurated."[19] With the coming of the railroad, the Trask Road was eventually abandoned, and became impassable.

Wilson River Road

1866-1883: Railroads and Industrial Growth

In 1876, I.W. Alderman, Jacob S. Elliott, and William T. Doughty organized the Tillamook Bay and Washington County Road Company. This group intended to build a clay road from Tillamook Bay to Stout's sawmill on Gales Creek in Washington County. Mr. Elliott, Mr. Doughty, and William Taylor Baxter began the route on foot, believing it would take them only two days. Due to the length of the journey, the three men became lost. Upon returning home, the group felt it would be impossible to finance the road at that time and the Wilson Road project was abandoned.[20]

1884-1913: The Progressive Era

In 1885, the Tillamook and Forest Grove Clay Road Company, consisting of R.B. and Morrison Mills and C.T. McKinley, filed a plan for the same road. This company could not raise the financing for the road construction and gave up the project.[21]

In March of 1890, W.S. and George Runyon and Claude Thayer formed the Wilson River Boom, Toll Road, and Improvement Company. The company had a contract with Tillamook County in which it was stated that the road should be "eight feet wide with convenient turnouts so that teams with loaded wagons could pass each other in safety."[22]

The Wilson River Wagon Road was open to traffic from Tillamook to the Tualatin Valley in October 1893. The road had 102 bridges ranging from 20 to 282 feet in length. In the same year, a telegraph line was strung between Tillamook and Forest Grove following the same route. A telegraph station in Glenora was operated by Jennie Reeher, who also operated a weather station for the area. The Wilson River Wagon Road served passenger and freight stages and was used by settlers and

campers. The Wilson River Boom, Toll Road and Improvement Company went bankrupt in 1895, with the road falling into the hands of a receiver. Very little repair was done to the road over the next five years. In that short time bridges were washed out and brush and timber growth reduced the roadway down to a bridle path. Deprived of any transportation, many of the settlers abandoned their homesteads along the river.[23]

In 1901 timber companies financed the road's repair and on July 27 of that year, the Wilson River Road Company became a corporation, with a 50 year lease to operate the road as a toll road. John McNamer was supervisor and stage operator. McNamer operated passenger and freight stages between Forest Grove and Tillamook. The inscription on the toll gate read:

Wilson River Toll Road
Rates of Toll

4 horses or ox team	$2.50
2 horses or ox team	1.25
1 horse buggy or cart	1.25
saddle or pack horse	.50
horses or cattle, loose	.10
sheep or hogs, loose	.05

Liberal Reduction Made on Herds[24]

Settlers in the area were allowed free use of the road providing it was not for commercial purposes. Resentment regarding the tolls began to build among the settlers, reaching a peak in 1905. They believed it was unfair to be responsible for road repairs and felt they should be allowed free use of the road for passenger and freight stages, as McNamer had been doing for his own business. The settlers took matters into their own hands. James Reeher smashed through two toll gates, bringing this matter to the attention of Tillamook County officials.[25] The Wilson River Road Company's lease was revoked and the county took over its maintenance in 1906.[26]

Now known as the Wilson River County Road, it was used by many travelers and campers. Tillamook businessmen felt it was being used primarily by tourists and dubbed it the "campers road."[27] In 1907 Mary Bridgeman Boyd wrote a lengthy article in the *Daily Standard*, a Portland newspaper, about her family camping trip on the Wilson River, primarily at the Reeher White House (present site of Lees Camp). The trip from Forest Grove to the White House took the entire day, with a midday stop at McNamer's Camp for lunch. Tents were set up in a forest clearing "Behind and opposite the steep hills, covered and crowned with a forest primeval. Most of these are 250 feet high, with now and then a tall one rising 50 feet above the rest."[28] The massive trees in the area had apparently inspired this saying: "Wilson River trees are so tall that it takes two men and a boy to see the top of one." Camping and hiking were popular pastimes in this area. With the Wilson River Road in view of their campsite, Mrs. Boyd commented, "Every day there pass along loads of campers with their outfits, going on to the beaches. [And] a jolly company of 50 boys, with their Y.M.C.A. leaders ... "[29]

1914-1940: The Motor Age

The Wilson River Road fell into disuse in the 1920s for two major reasons: the railroad lines constructed in 1911, linking Tillamook to Hillsboro; and poor road conditions. Automobiles could not make the entire journey over the road because the bridges were in ruin and deep gullies had been cut into the road by the heavy rainfall. In 1927, a group of Tillamook businessmen volunteered to reconstruct the McNamer Bridge across the upper waters of the Wilson River. Their efforts interested officials of Tillamook County in rebuilding other bridges and repairing the road.[30]

In October 1931, the Wilson Route was designated as part of the State Highway System. Work was begun on clearing the right of way for the proposed highway in December 1931, but in 1932 the funding was depleted. By the 1933 fire only 8 1/2 miles of the road from Tillamook had been improved, leaving the burned section of the forest without improved roadway access. In 1936, President Franklin Roosevelt gave federal assistance as part of a Work Progress Administration* project for the

* The Works Progress Administration was established in 1935 as part of Roosevelt's New Deal. It employed blue collar and white collar workers. Government sponsored theatre, arts and writers' projects were supported, and schools, hospitals, playgrounds, and roads were built and improved by the WPA. (Patterson 63)

Wilson River and Wolf Creek Roads and cleared the way for the present highway. The Wilson River Highway was opened between Portland and Tillamook in October of 1941.[31]

Railroads

1866-1883: Railroads and Industrial Growth

In the early 1870s, the Oregon legislature granted land to the Oregon and California Railroad (O & C) to aid in the construction of a railroad line from Astoria through Nehalem Valley to the Willamette Valley. O & C forfeited the grant, but the City of Astoria did not give up hope that a railroad line would be constructed. In 1888 the City of Astoria promised a bonus of $175,000 to any company willing to construct the line.[32]

1884-1913: The Progressive Era

The Astoria and South Coast Railway, formed in August 1888 by William Reid, drove its first spike at Skipanon on May 11, 1889. Reid sent engineers E.E. Cooper and R.H. Habersham to locate the line, and they began work in Hillsboro, November 1889. The Astoria end of the line was started in December of the same year. Reid ran out of money sooner than anticipated and the venture collapsed before completion.[33] In 1890, Reid tried again and formed the Portland, Nehalem, and Astoria Railway. This company also folded because of lack of funding.[34]

In October, 1905, Elmer E. Lytle formed Pacific Railway and Navigation (PR & N) with the support of E.H. Harriman (who controlled Union Pacific and Southern Pacific Railroads). Initial plans for the line involved construction along the Wilson River from Tillamook, but the Nehalem route was chosen because of the lower grades[35]. The first section of the line was begun at the east end in October 1905, reaching the town of Banks on May 24, 1906. Construction in Tillamook was started in November 1906. The PR & N company built several small sawmills in the mountains and cut most of their own timber for bridge and rail construction. The Tillamook Branch of the PR & N line was 91 miles long from Hillsboro to Tillamook via Rockaway and Nehalem. There were 13 tunnels and 35 bridges over 100 feet in length. The trestles were considered an engineering feat due to their

outstanding size. Chinese laborers had been brought in to aid the construction of this line, and during the construction of one of the trestles, a landslide crushed several barracks boxcars, killing several of these workers.[36] The first train from Portland arrived in Tillamook on Monday, October 9, 1911. The line had cost $5 million to build. The PR & N earned the nickname "Punk Rotten & Nasty" because of the steep inclines, dangerous curves, and frequency of derailments.[37]

The railroad had a significant impact on the development of transportation and industry throughout the Tillamook Forest. The Trask River Road had been a mail route for several years. The mail service over the Trask River Road was eliminated the same day the first train rolled into Tillamook. The Wilson River Stage Road had been the primary transportation route from Forest Grove to Tillamook since 1893. The railroad offered more luxurious accommodations and faster service for travelers, and as a result, tourism and commerce increased. Tillamook farmers could sell more of their goods due to better transportation between Portland and the coast. There were several stations constructed along the rail line. The logging industry in the forest increased dramatically with the railroad, with several logging towns and mills developing along the line. The great stands of timber became more accessible with the introduction of rail service into the forest.[38]

1914-1940: The Motor Age

The Southern Pacific Railroad absorbed the Tillamook Line in July 1915, and ran two trains daily between Portland and Tillamook. During the summer, "beach special" excursion trains ran, bringing more tourists to the coast. These excursion trains often had as many as ten to fifteen coaches of tourists bound for the coast.[39] A 1932 train schedule showed two trains daily each way between Portland and Tillamook with stops at Cochran, Bay City, and Rockaway. The Tillamook Branch of the Southern Pacific line was closed to passengers in 1933 due to the Depression and the popularity of the automobile.[40]

Both the Wilson River Highway (Highway 6) and the Trask River Road are still used to travel through the forest to the coast. Construction on the Wolf Creek Highway commenced in 1932 and in 1946 the name was changed from Wolf Creek Highway to Sunset Highway (Highway 26) in honor of the Sunset Division of the Oregon National Guard that fought in the Pacific during World War II. With the

TREND OF O. AND C. TIMBER SALES BY RANGER DISTRICTS
FOR 1940, 1941, 1942 Fiscal Years

District	Volume in M bd. ft.	Volume in M bd. ft.	Volume in M bd. ft.
Portland	165,031	106,793	124,216 1/
Eugene	266,958	231,998	158,825 2/
Roseburg	98,349	128,052	165,310 3/
Medford	64,599	27,081	33,920 4/
Totals	594,937	493,924	482,271

1/ The 1942 fiscal year sales for the Portland District include a sale of 22,345 M board feet which will be cut over a 4 or 5 year period. This sale was made in line with sustained yield developments. The allowable cut under complete management control for the Portland District is 43,390 M board feet.

2/ The allowable cut for the Eugene District is 142,086 M board feet. Controlled sales activity has resulted in the 1942 fiscal year sales being almost equal to the annual allowable cut.

3/ The allowable cut for the Roseburg District is 274,848 M board feet. Sales promotion work in this area has caused a marked increase in sales, and further progress is expected.

4/ The allowable cut for all species in the Medford District is 115,776 M board feet. The rate of cutting on the pine stands is very near the allowable cut for that species, but the lack of demand and underdeveloped fir industry accounts for the low cut in comparison to the allowable. The heavy sales during the 1940 fiscal year contained two large sales totaling 45 MM board feet, of which the purchase of 11 MM was optional. These large sales will be cut over a 4 or 5 year period and have tended to reduce 1941 and 1942 fiscal year sales.

Average total annual sales of the three years amounted to 523,711 M board feet.

Figure 3

addition of this highway, access to the rugged Tillamook Forest increased dramatically.

GOVERNMENT/STATE DEPARTMENT OF FORESTRY

EARLY SETTLEMENT

The Donation Land Claim Act

1847-1865: Settlement, Statehood, and Steampower

The Donation Land Claim Act of 1850 was an Act of Congress that provided the donation of public land to settlers in the Oregon Territory. The Act provided impetus for a profound growth in the population of Oregon. From 1850 to 1855, between 30,000 and 35,000 people immigrated to Oregon, creating an increased demand for goods and services. The total population of what is now Oregon was 13,294 in 1850. By the year 1860 the population of the newly formed state had grown to 52,486.[41]

Under the Donation Land Claim Act, a citizen of the United States, or one who had declared intentions *before* December 1, 1850, was granted, "if single, 320 acres; if married, or became married within one year, 640 acres, one half to be held by the wife.[42] This was providing that the person making the claim had resided upon and cultivated the land for four consecutive years. The Act read: "All white male citizens, or those having declared intentions, over age 21, emigrating to and settling in the Oregon Territory within three years *after* December 1, 1850, were granted 160 acres if single; if married within one year after becoming 21 years old, 320 acres, one half to the wife.[43]

The Federal Homestead Act

1847-1865: Settlement, Statehood, and Steampower

The first Federal Homestead Act was passed May 20, 1862. The Act stated that for a nominal fee of $34, all eligible citizens over 21 years of age could settle 160 acres of unoccupied land; and after five years of residence they could obtain final title. Such

land could also, after six months of residence, be obtained upon fee payment of $1.25 to $1.50 per acre, as a "commuted homestead."[44] The Homestead Act also provided impetus for settlement in Oregon.

When the government opened up the Wilson River Valley for homestead and timber claims, men and women staked out claims. But land laws were soon abused, leading to fraud, land speculation and land thievery. Homesteaders often moved to other locations after they had met the requirements of the homestead laws, which required a cabin to be built, a garden and orchard planted and some cultivation.[45]

The money acquired through timber sales was a major reason behind the land fraud activity. The lumber industry, after harvesting choice timber in the East and Lake States, now looked to the west and the virgin forests of the Pacific. Here they found the nation's last great commercial bodies of softwood old-growth timber-- Douglas-fir, redwood and white pine formed the heaviest stands of timber in the world. The land laws of the United States were drawn up with the individual homesteader and farmer in mind, not the timberman's interests, who needed thousands of acres. Because these timbermen could not purchase lands directly from the government, they purchased land from individuals who would secure them from the government in 160 acre tracts.[46] People filed on homesteads never intending to live there. Their main concern was the money they could get when they resold to the timbermen and the many "dummy" entrymen who took up lands from the government for the timber operators. For some time this was looked upon as legitimate business, but later land frauds were uncovered and prosecuted. In 1901 numerous land fraud cases were brought against settlers in regard to timber land transactions.[47]

LOGGING/INDUSTRY

1847-1867: Settlement, Statehood and Steampower

In the state of Oregon, commercial logging developed slowly in the early years. Lumber was in demand only locally until the California Gold Rush of 1849, which created a large new market for Oregon timber. The lumber industry began to grow and lumber was shipped across the nation in the 1850s. By 1853, the first shipment of Oregon lumber was exported to Australia. During the 1850s full shipments of

Figure 4

Family standing in front of large felled tree (the boy, dog and man are standing atop the trunk), no date. Oregon Historical Society.

lumber were exported to Hong Kong along with cargos of salmon. The Oregon timber industry boomed again with the announcement of a gold strike on the Fraser River in British Columbia in 1858.[48]

The earliest mill in Tillamook County was the Jawbone Mill, so named because the owner did not have anything more than "jawbone" with which to start the venture. It was built near Idaville by William Baxter, who sold out to Mr. Gist. The mill went bankrupt in July of 1874. The community of Idaville was known for years as Jawbone in commemoration of the former mill. There were at least three other small sawmills in Tillamook County as early as 1863: the St. John Mill at Fawcett Creek, about one-half mile from what was to become Highway 101; the Killam Mill on Killam Creek (also about one-half mile from the highway); and the Earl Mill located on Earl Creek, several miles from the Hannankrat Ranch on the Trask River.[49] All of these are outside the project area.

1866-1883: Railroads and Industrial Growth

Early Oregon loggers did their timber clearing manually. They used oxen, crosscut saws, jack screws and peavies (hooked tools used to roll logs). They worked near rivers or streams so the logs could be floated down to the mills or booms.[50]

Early logging in the Wilson River area was no exception, all the cutting was done manually. The main tree felling was done with thin, narrow falling saws. Four and one-half pound falling axes with narrow bits were used to chop spring-board holes and the notch (or face) in the tree. Springboards, used by loggers to stand on, were about five feet long with a curved steel plate to hold them in the holes. Spring board holes can still be seen in most of the old stumps along the rivers and throughout the forest.[51]

After the tree was on the ground, buckers with heavier saws cut the logs to the desired length. Only the best part of the tree was used. The high stumps that remain are the result of loggers' attempts to keep away from the tough wood at the butt of the tree.[52]

Oxen were a vital part of early logging practices. The animals were used to move the timber to the rivers over the skid roads. Skids were made of peeled poles

(usually hemlock) laid crosswise to the road like railroad ties, about ten feet apart. To help the logs move easier the skids were greased, usually with hot tallow, but on some occasions, stale butter was used if it was cheaper.[53] When oxen hauled the logs over the greased skids, they would smoke and occasionally catch fire from the friction.[54]

Eventually, "bull teams" were added to the oxen and cross-cut saw method, enabling the logger to get farther into the forests and away from the rivers. A block and tackle was hitched up behind the team. Eight oxen were needed to haul an average-sized log.[55]

1884-1913: The Progressive Era

In 1870, a California timberman "developed a steam powered machine with an erect spool or capstan."[56] This was the first version of the steam donkey engine that revolutionized western logging. This machine provided the logger with power enough to get even farther away from the water and haul much more timber out.[57] Although A.G Beals has been credited with the first local use of a donkey engine in 1900, they did not come into wide-spread use in this area until 1912.[58]

A sawmill site at Hobsonville was purchased in the 1880s by Joseph Smith. In 1886 his son, Buck Smith, persuaded the captain of the *Santa Maria* to cross the Tillamook Bar and load lumber for shipment south. In 1888, the Truckee Lumber Company of California purchased the Smith holdings at Hobsonville. The Truckee Company was based out of Truckee California. The mill at Hobsonville was run by J.E. Sibley.[59] Steamer ships owned by Truckee Lumber carried from 300,000 to 400,000 feet of rough lumber per trip to San Francisco.[60] Incorporated in 1889, the Nehalem Mill and Boom Company built a sawmill on an island in the Nehalem River, opposite what was then called Tohl's landing. These pioneer sawmills were powered by water wheels and were run solely to fill local building requirements. One man operated each mill, cutting about 2,000 board feet daily.[61]

The Netarts Bay Cargo Mill began operations on Netarts Bay around 1890, shipping lumber to San Francisco. By this time the Detroit, Michigan based Whitney Company, Ltd., had begun buying timber lands in Tillamook County. Based along the southeastern side of the Kilchis River, the company shipped over their own

railroad to the Idaville log dump. From Idaville, the logs were shipped to the Garibaldi Mill.[62]

On Hoquarten Slough at Tillamook, a small sawmill was built by George Smith and John Baker of Forest Grove in the late 1880s. The mill was sold in 1891, and by 1892 the new owners had incorporated as the Tillamook Lumbering Company. This mill has been credited with installation of the first electric lights (in a plant) in Tillamook, which was cause for great celebration in the city, with "nothing to mar the occasion but a drizzling rain and the Democratic Convention."[63]

The most successful early logging operator on the Wilson River was Clark Hadley, who took a donkey engine and set up his camp along the Wilson River somewhere below Fall Creek in 1906. He employed between 40 and 50 men.[64] Hadley also purchased the Truckee Lumber Company mill at Hobsonville in 1906.[65]

The city of Wheeler, located northwest of the study area, was named for Coleman H. Wheeler, who came from Portland with his partner Mr. Himpel in the early 1890s. They started a sawmill here after transporting salvaged mill machinery from Vernonia North to Nehalem. In 1913, Wheeler negotiated with timberman J.E. Dubois, who renovated the mill and then operated it as Wheeler Lumber Company.[66]

Logging methods and equipment kept pace with an increasing demand for Oregon timber. Bigger and better donkey engines were one result of this expanding technology. The most important breakthrough in the logging industry in the Tillamook area was the completion of the PR & N railroad line from Tillamook to Hillsboro in 1911. This allowed the timberman even better access to the great stands of timber. The construction of timber company logging railroads were a major contribution to the expansion of the logging industry in this area. The loggers could haul substantially more timber out by rail in much less time.[67]

1914-1940: The Motor Age

Another revolution in logging techniques occurred with the use of the spar pole. Invented in the southern United States in 1904, usage of the spar began in Oregon in 1915. The height of the spar was increased from 60 to 80 feet and later to 100 feet in

order to be useful in Oregon forests. The "high lead system" of logging was the next phase in this industry, bringing with it the "appearance of one of the most romantic figures of the logging industry, the high climber," or the "top faller."[68] A description of this logging method follows:

> This man would don his equipment including climbers, saw axe and pass line and start up one of the large Douglas fir trees four feet or so in diameter, cutting the limbs off as he ascended. And then at a height of 80 to 100 feet he would cut the top out of the tree. To the tree was attached the guy lines, pulleys through which ran the main lines, loading lines and a network of other steel cables. The 'lead' from the top of the tall spar tree raised logs above the stumps, windfalls and other obstacles as the main line tightened and ended the hang-up troubles of the old system of ground logging. These spar trees, invariably located on ridges or high points, with their spiderlike web of steel lines, were the trademark of Oregon's most spectacular period of logging.[69]

The coming of the chain saw and the bulldozer caterpillar increased Oregon's timber output immensely. It was much cheaper to bulldoze into the forest and let logging trucks carry the timber out than to lay expensive steel lines. Because of the steep grades, railroad lines were necessarily meandering. The logging trucks were not required to go around the steep grades, the bulldozers simply pushed their way in. "The trucks got to the same place with half the road and far less cost. ... These long corners and scattered tracts of timber, once inaccessible, were now in reach of the caterpillar and the truck."[70]

Between 1904 and 1934, Oregon's log output increased from one billion board feet to nearly five billion board feet annually.[71] By 1946, the State Forester reported that there were "slightly more than 6 hundred sawmills and 26 hundred logging operations."[72]

GOVERNMENT/STATE DEPARTMENT OF FORESTRY

Forest fires/Salvage, Rehabilitation and Reforestation

Although the focus of this study is the three major fires in the Tillamook State Forest known as the Tillamook Burn, it is important to note the fire damage to that area prior to the major 1933 fire. Timber Cruises from 1933 recorded a large area of the Tillamook State Forest as "Old Burn" and "Old Wilson River Burn" without a specific date.

1812-1846: Fur Trade and Mission to the Indians

The first recorded fire report is from David Douglas' journal dated from the 1820s. In *The Journal Kept by David Douglas During His Travels in North America, 1823-27,* the botanist described some of the fire damage he witnessed during his travels. "Some of the natives tell me it is done for the purpose of urging the deer to frequent certain parts to feed, which they leave unburned, and of course they are easily killed. Others say it is done in order that they might the better find wild honey and grasshoppers, which both serve as articles of winter food.[73]

Another recorded Indian legend describes a Coast Range forest fire in 1846. Recorded in *Oregon, Her History, Her Great Men, Her Literature,* by John B. Horner, it tells of a great fire that destroyed much of the country from Tillamook to Coos Bay. "Chief Cutlip said this fire was so terrible that much game and many Indians were burned to death, and that the heat was so intense at Coos Bay the Indians were driven into the water for protection.[74]

1866-1883: Railroads and Industrial Growth

Later fires spreading from the Coast Range occurred on September 1, 1868 (especially around Yaquina Bay); in September 1878, near Tillamook Bay; and again in 1902, from September 7 to September 12, when fires raged along the Wilson River, at Sand Lake and at Dolph. "Reports this morning from Wilson River state that two fires are now burning fiercely, with a strong wind.[75]

1884-1913: The Progressive Era

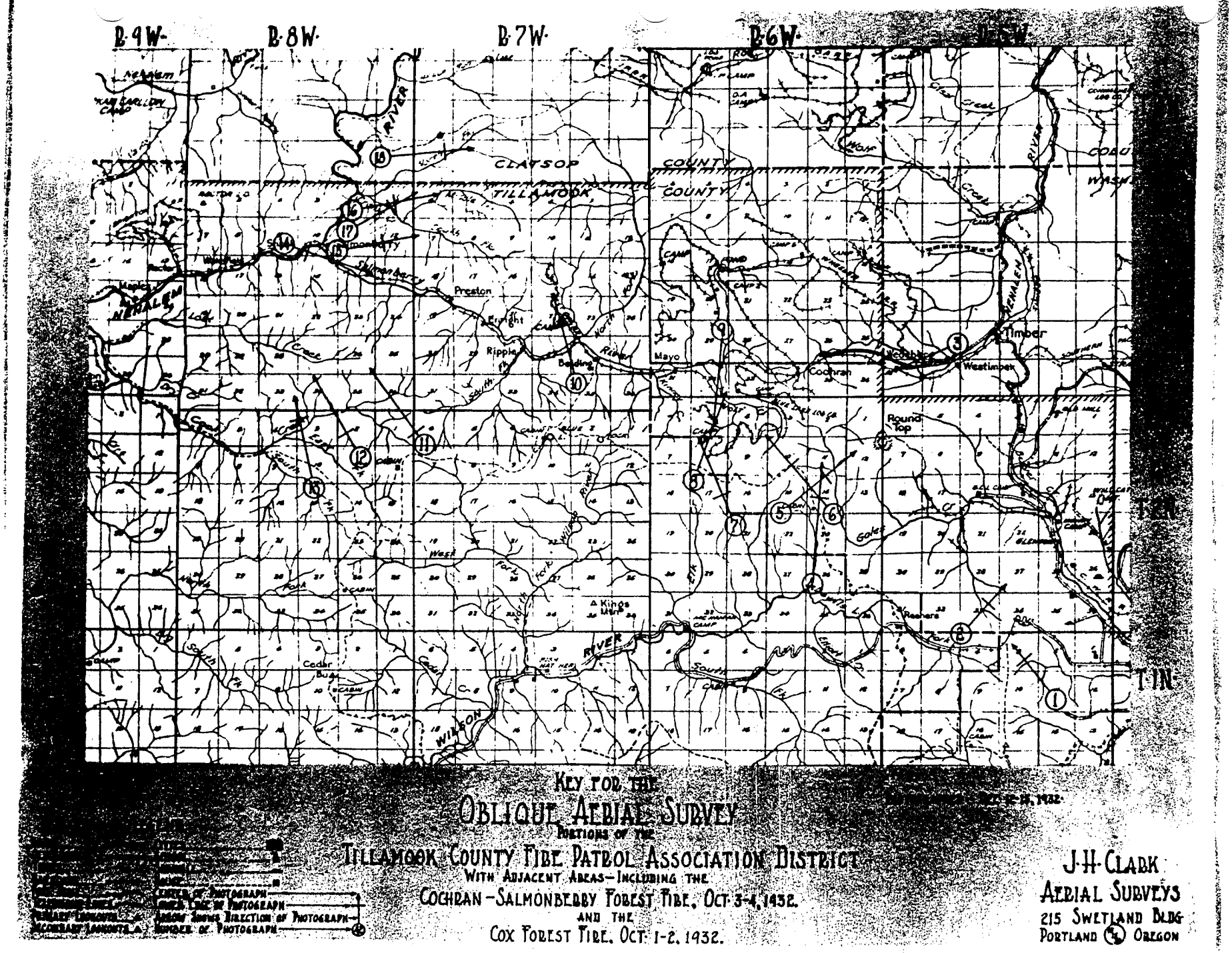
In 1894, *The Oregonian* printed a story by Peter Belleque of a large fire near Nestucca Bay in 1845. Apparently, a man named Johnson set fire to a slashing on his Champoeg ranch. The fire, fanned by a hot dry wind, spread to the summit of the Coast Range and westward to the coast. Belleque quoted Dick Harna, who was chief of the Nestucca Indian tribe living along the coast at the time of the fire. He said that after waiting it out for several days he and his tribe had to make their escape downriver, leaving their possessions behind.[76]

By 1902 it was illegal to purposely set fires, but many people still burned slashings during late August and September, the height of fire season. No organizations to fight forest fires on private land existed at this time, and there was almost no attempt to salvage the large amount of timber killed in the widespread fires of 1902.[77]

In 1902, the *Oregonian* reported that "Forest fires are raging east of this city [Tillamook]. A big fire was burning fiercely all Sunday night on the Wilson River about 8 mi.[sic] from here where the new fish hatchery is being put in."[78] Mrs. Boyd's article regarding Wilson River camping also gave a first hand account of fire damage along the stage road. "Then over the crest of the range, through the 'big burn,' where a forest fire swept not many years ago. Only huge blackened trunks, branchless and bare, remain to show the havoc wrought.[79]

The fires of 1902 provided the impetus for the first work in fire protection.[80] By 1904 the Willamette Valley and Cascade Mountains Road company started fire protection on its 130,000 acre timber tract in Linn County. In 1907, this company established a lookout station on High Deck in Linn County. With the establishment of the State Board of Forestry, also in 1907, a forest fire code was enacted. This code provided funding for the appointment of fire wardens, fixed a closed season for burning and fixed penalties.[81]

In 1912, the Columbia County Fire Patrol Association was formed by forest landowners, after the severe fires of that decade. The next year, the Clatsop County Fire Patrol Association was created, and the Tillamook County Fire Patrol Association was formed in 1919.[82]



KEY FOR THE
OBLIQUE AERIAL SURVEY
PORTIONS OF THE
TILLAMOOK COUNTY FIRE PATROL ASSOCIATION DISTRICT
WITH ADJACENT AREAS—INCLUDING THE
COCHRAN—SALMONBERRY FOREST FIRE, OCT. 3-4, 1932.
AND THE
COX FOREST FIRE, OCT. 1-2, 1932.

J.H. CLARK
AERIAL SURVEYS
215 SWETLAND BLDG
PORTLAND OREGON

Figure 5

The Tillamook Burn

1914-1940: The Motor Age

The Tillamook Burn, according to State Forester Nelson Rogers, is comprised of three fires: a hunter's fire in October of 1932, which burned 20,000 acres; in 1933, a fire in the Wolf Creek area of Clatsop County (in an old cut-over area of the East Side Lumber Company, which had been closed for two years); and the main Tillamook fire of 1933.[83] Although all three combined to produce "the deadening commonly known as the Tillamook Burn,"[84] the latter was the most destructive and serves as the beginning of the focus on the Tillamook Burn.

On August 14, 1933 at 1:00 p.m., a lookout on Hoffman Mountain, north of Forest Grove, reported a fire on Gales Creek. The day had started with a brisk northeast wind and the humidity was down to 20%. Loggers had voluntarily closed their operations because of the severe fire hazard.[85] The fire had started in the fresh slash of the logging operation of Bert Lyda, near Gales Creek, by the friction of one log being dragged across another.[86] It was discovered almost immediately and was attacked by the logging crew before it had burned more than a few square feet, but could not be extinguished. By nightfall the fire had burned over fifty acres of fresh slash and had spread over about 350 acres in a previously logged and burned area. By 4:00 a.m. on the 15th, the fire had burned north to uncut timber and westward into about 75 acres of year-old unburned slash. At this time other fires were burning in various places 2 to 5 miles south of the main fire.[87]

The second day was also dry and windy. Nearly 600 fire fighters, including a detachment of 150 Civilian Conservation Corps men, were unable to hold the fire on any front except the northeastern corner (the side toward the wind). The fire crowned in old growth Douglas fir timber and covered about four sections adjacent to the spot where the fire started; and the group of spot fires to the south merged and crowned over about five sections of timber. There were now two large fires separated by approximately a mile of green timber.

Over the next five days the fire spread comparatively little. The wind during this period was fairly strong, but the relative humidity was high and the area was

shrouded in mist and fog. During these five days nearly all of the fire was "trenched" by a crew of almost 900 men, including 450 from the CCC. Meanwhile, more CCC men (some all the way from Mt. Hood National Forest) and fire fighters had been pouring into Forest Grove, where the Army established a supply depot for taking goods and equipment to the lines. State and private forest agencies had gathered all available men, and the U.S. Forest Service and the Pacific Northwest Forest Experiment Station were also called in to help.[88]

After ten days, the fire had consumed 40,000 acres but the fire crews were confident that they would be able to contain it.[89] However, shortly before midnight on August 24, a strong east wind developed which lasted for the next two days. The humidity fell to 15%. Measurements at various places near the fire showed the wind to be over 20 miles per hour almost steadily. The fire spread from 40,000 acres in the morning to 257,000 acres only 20 hours later.[90]

Burning debris fell on ships 500 miles out to sea, and ash fell in the city of Tillamook.[91] Huge black smoke clouds rose to an estimated height of 40,000 feet and billowed westward over the Pacific Ocean, darkening the towns along the coast and carrying tons of needles and twigs far out into the ocean; these needles were later washed up on the shore in very large windrows.[92]

Only after the destruction of 355,000 acres and the loss of one life was this fire brought under control. Frank Palmer, a CCC tree ranger from Marseilles, Illinois, was crushed by a tree that was pulled up by its roots.[93] This 1933 fire alone burned more timber than was harvested that year in the entire United States. More than 13.5 billion board feet of green timber, then valued at $20,000,000, were destroyed.[94]

One direct result of this Tillamook fire was the passing of the Operators Permit Law of 1933. Under this act, all Western Oregon operations are required to close when the relative humidity reaches 30 percent.[95] Also a result of this disaster, the three protection organizations (Tillamook, Clatsop, and Columbia) banded together to form the N.W. Oregon Forest Protective Association, to join forces in fire prevention and forest protection.[96]

A large part of the fire fighting problem was due to the rough terrain of the burning area. At this time, there were no improved roads within the forest. The Military

Fire fighters at Walt Smith place, 1933. Oregon Historical Society.

Figure 6

Road from Forest Grove to Astoria had, by 1933, become largely impassable. Underbrush had taken over the Elsie to Astoria section. The Trask Road had been abandoned by 1911,[97] and the Wilson River Highway was not finished until 1941.[98]

Just six years after this major conflagration, in 1939, a second fire started in the Tillamook Forest. This was caused by cigarettes and blew over dry snags accelerated by heavy winds.[99] In this second major fire, 190,000 acres were destroyed and many of the small trees that survived the crown fire of 1933 were destroyed.[100]

Salvage operations in the Tillamook Burn had begun in the 1930s and were accelerated by the onset of World War II. Some of the timber went through the mills "with fire still in them."[101] Many of the private timber owners along with county, state and federal forest officials met to decide on a plan of action. These groups received federal aid for extending a road along the Wilson River by which logging would be carried on from the Western side of the burn. The private timber owners from the East side of the burned area met and pooled their resources to form the Consolidated Timber Company, a cooperative enterprise.[102] They invested a total of $4 million in new mills and equipment. The total effort eventually became the largest salvage operation in American history. Of the 10 billion board feet that the USDA Forest Service had given up for lost, 7 billion was recovered.[103]

Between 1932 and 1942, Tillamook County (which depended on timber revenue for income) lost almost 1/2 of its income as assessed value of timberland in the county dropped by 2/3. After 1933, settlers and some timber companies which owned property in the burn left it because of the level of destruction. The counties turned to the state for help, which accepted title to tax-delinquent lands.[104]

1941-1967: War and the Post War Era

The Oregon Conservation Act, passed in 1941, required logging operators to reforest harvested lands and gave the State Forester power to make rules regarding the conservation of forest resources. The Forest Products Research Laboratory was established in this year as a joint venture between the Forestry Department and Oregon State University. The primary research emphasis of this laboratory was on the utilization of wood wastes and products. The Forest Research and Experimental

Tax Act of 1947 provided funding for the Research Laboratory by placing a surcharge on all harvested forest products.* [105]

By 1943, Oregon had acquired almost 255,000 acres of county and private forests. In 1944, the total area of Oregon State Forests included 392,000 acres -- 321,000 directly by the State under the Acquisition Law.** [106]

A Forest Service report from 1944 stated (in reference to rehabilitation), "The simplest approach is to regard the entire burn as beyond justifiable human effort, to surround it with a super-fireline and let nature take its course...While such an approach is extremely pessimistic it is much sounder than a continuance of protection expenditures at the present level."[107]

After six years, another fire started in the burn area on July 9, 1945, near the South Wilson River.[108] This blaze lasted six weeks and "a ragtag army of 4,000 high school students, Army men, sailors, Marines, loggers, and regular fire fighters struggled against the third and final terrible chapter of the Tillamook Burn."[109] The fire had been stopped on ground level several times, but even with 2,000 men and an unlimited supply of tools, equipment and water, the crew could not keep the fire from spreading from snag to snag above them. Even the addition of radio communications was not enough to help keep the fire under control. Radio provided the only means of communication over most of the fire area; it was used to dispatch men and supplies. "Had reliable radio communication not been available, the task of combatting the fire would have increased enormously."[110]

After the fire of 1933, and the beginnings of salvage efforts, the Tillamook Forest had begun the process of natural reforestation, but the remaining snags were still a threat to fire prevention. The second fire in 1939 burned much of the old area and made natural reforestation almost impossible. This third fire scorched 100,000 acres[111] and eliminated any possibility of natural reforestation.[112]

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* The laboratory was transferred to the Department of Education from the Department of Forestry in 1962.

** Acquisition Law of 1941: Under provisions of this law, the State Board was authorized to establish state forests through purchase of private lands and transfer from counties of tax reverted lands.

Homer Simmons Lumber Company watching burn, probably 1939. Oregon Historical Society.

Figure 7

The 1945 fire generated a great deal of public attention. Local and national journalists and photographers arrived to document the destruction of this third fire. News of the destruction was broadcast across the country. The public demanded something be done to squelch the possibility of another fire, and to rehabilitate the scorched area of the Tillamook Burn. One Oregon newspaper recommended that if the "state was unable to restore this burned empire, then it should be turned to the federal government." This third fire also triggered public sentiment on a national level. A Wichita Falls, Texas telephone caller suggested the use of army bombers in dropping water on the fire. Governor Earl Snell appointed a committee to make a year long study of the fire and its effects and give its recommendations.[113] The Special Forestry Study Committee was made up of members representing the interests of the timber industry, grange, livestock and labor and their designated duties were to explore methods, policies, laws and actions affecting the state's forestry program.[114]

Due to the fire of 1945, it was felt that it would not be economically beneficial to proceed with an extensive reforestation program until adequate protection measures had been taken. These included:

1. Improvement of fire detection facilities.
2. Construction of access roads.
3. Properly located and well-equipped suppression crews.
4. Construction of snag-free firebreaks.[115]

The primary recommendation of the governor's committee was that State owned lands that were not reforested adequately should be reforested and that "the project should be financed by a bond issue which would be retired by a sale of future products of the state forests."[116] Governor Snell favored a minority recommendation which proposed that the project be financed by a severance tax on all timber harvested in the state of Oregon. The legislature passed the governor's recommendation, and a Forest Research program was put into effect. Under the new program, forest management, including research into land and reforestation, was assigned to the Department of Forestry, while the research including utilization and processing of timber was assigned as a lab function at the Oregon State University campus.[117]

To finance the reforestation of the 350,000 acres affected by the Tillamook Burn, the legislature submitted a constitutional amendment to the voters of Oregon in 1947. This amendment "provided for a bond issue of not to exceed, at any one time, three-quarters of 1% of the assessed valuation of the state." Oregon voters approved the bond measure in 1948, providing that "on the basis of values at that time, the state could raise a maximum of $10,500,000 for the work." The State Forester requested that the maximum be fixed at $750,000 in any one year, and this was approved by the legislature. This was the first step in the Reforestation Plan. In July 1949, the money became available and the rehabilitation of the Tillamook Burn had begun. The Rehabilitation Plan contained four objectives:

1. To survey state owned lands.
2. The development of maps to determine treatment for each area.
3. Determination of the location of fire breaks marked by snag-free corridors.
4. Enlargement of Oregon Forestry Nursery [118]

On July 18, 1949, then Governor Gordon McKay, standing on a stump at Owl Camp, declared that the program was underway. This rehabilitation program would go on to receive national exposure for the utilization of new reforestation techniques and due to the large scope of the project.

Before the Forestry Department began planting on a wide scale, foresters ran preplanting surveys from 1949 through 1950 in various sections of the denuded forest. Surveys were also conducted to determine the areas of natural stocking, seed sources, cover types and soil conditions. Eventually, the surveys determined that the bulk of the reforestation process would be done by hand, and the rest would be aerially seeded by helicopter. In November of 1949, helicopters dropped about one-third pound of Douglas fir seed per acre over 1,000 acres southwest of Owl Camp. It was the first time helicopters were used for this type of project.[119]

The salvage operations that were continuing within the Tillamook Burn area were met with mixed reactions. The salvage logging did greatly reduce the number of snags in the forest, therefore reducing the fire hazard. There were also many roads created leading into the forest, allowing easier access for the fire prevention crews.

However, there was a conflict over forest usage between the reforestation crews and the logging companies.

Jack Hann, timber management operation chief for the Oregon Forestry Department remarked, "We didn't get much planting done for the first couple years because the loggers kept the land pretty much tied up." They were also a bit overwhelmed at the prospect of trying to replant over 250,000 acres of blackened forest. "When we first saw it, we just stood back and wondered how in the heck we would ever get that job done. Finally, we just decided to start at one side and work towards the other."[120] This was the largest rehabilitation project that had ever been attempted anywhere in the United States. The Forestry Department and the coordinators had no precedent to follow.

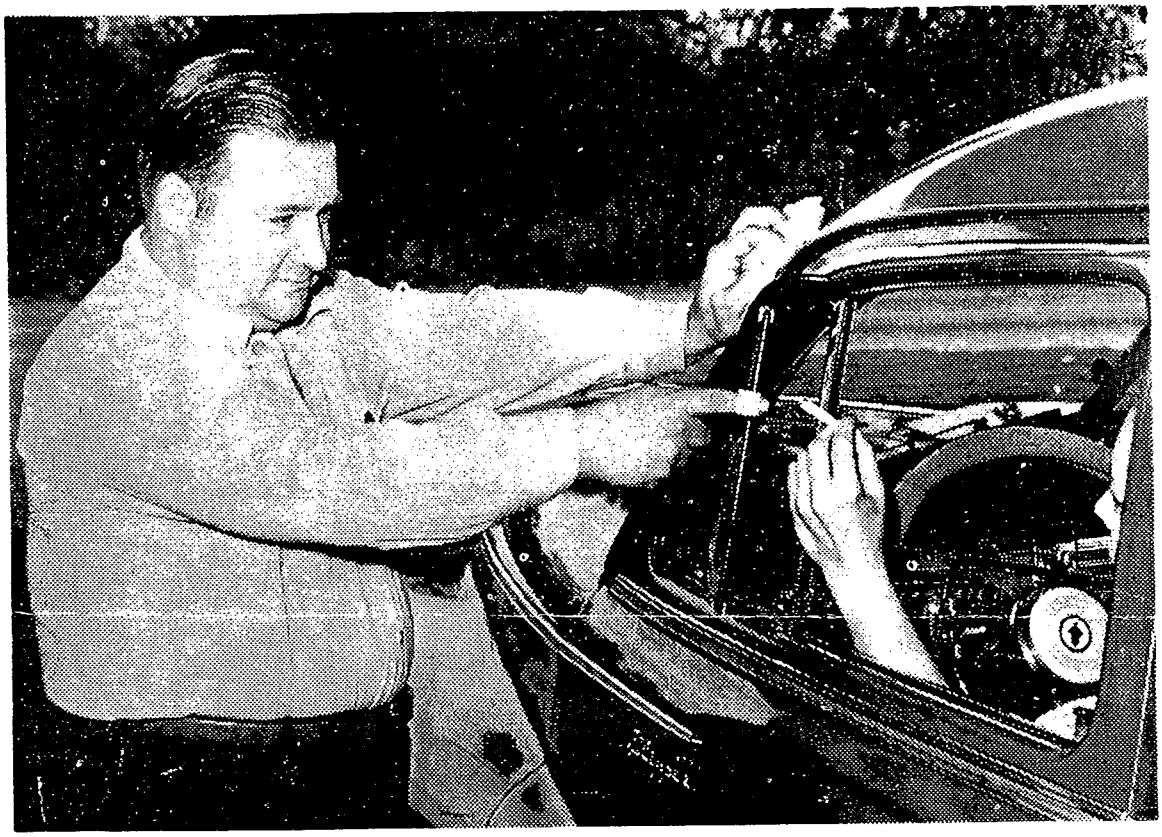
Plants came from the Oregon State Nursery, the Forest Industries Nursery in Washington, the State of Washington Nursery, and the U.S. Forest Service Nursery. Douglas-fir made up the bulk of the plantings in the Tillamook Burn. Also included were: Western Hemlock, Sitka Spruce, Noble Fir, Western Red Cedar, Giant Sequoia, Norway Spruce, Ponderosa Pine, Lodge Pole Pine, Scotch Pine and Maritime Pine.[121]

The extent of the damage to wildlife in the Tillamook Burn is not known in detail. There are several personal accounts regarding the excellent fishing, hunting, and fur trapping in the area prior to the burns.[122] It can be assumed that these animals either left or were destroyed in the fires. There are also personal accounts of firefighters that saw large herds of elk and deer running along the roads away from the fire, with the rivers so choked with debris that the fish suffocated.[123] Once the reforestation efforts had begun, wildlife returning to the forest posed a large problem for the reforesters. At first, rodents returned and consumed much of the seeds that had been dropped by helicopter. They solved this problem by dropping wheat soaked in poison (either thallium sulfate or 1080) down two weeks before the seeding was to occur.[124] The next danger to the young forest was the return of the deer. These animals were fond of the freshly planted young trees. The chemical Thryam, a repellant to browsing animals, was used to keep them away from the new growth. The Forestry Department also made several agreements with the Oregon Game Commission, allowing either-sex hunts during various seasons, depending on the extent of the damage caused by the increased deer population.[125]

Composite of photographs, no date. Oregon Historical Society.

Figure 8

Figure 9



Cigarettes Burn Forests, Lady!

Many Forest Fires spring up along highways and the direct causes are carelessly tossed cigarettes. If you smoke while driving, make it a habit to use the ash tray in your automobile. Yes, get the ash tray habit.

Don Bate is a campaigner for the prevention of Forest Fires. Don works in a service station depending upon Forest Products incomes for its business. A Forest Fire caused by a careless smoking motorist could wipe out Don's job and the jobs of other thousands dependent upon forest payrolls. Don is also an expert hunter and fisherman, and he knows well the affects of forest fires upon wild life. Forest Fires burn deep and into many pocket books.

Join with other thousands and do your part to keep the Forests Green.

The Long-Bell Lumber Company

Since 1875

Fire prevention advertisement sponsored by Long Bell Lumber Company. Oregon State Archives.

Reforestation/Rehabilitation Camps

At first the rehabilitation crews were located at Owl Camp, which used to be a switch point on the Consolidated Timber Company's railroad. Trains had stopped at this location before going on to the mills at Gales Creek or the Columbia River. The railroad was terminated in 1944. After three months at Owl Camp, the Northwest Oregon area Headquarters opened up in Forest Grove, and the men moved there. Murphy Camp, the former site of the Murphy Timber Company logging camp on the Trask River, was used by the summer fire crews in the years 1964-1971. On the Nehalem River, the district fire camp was used as a rehabilitation tree planting spike camp also during 1964-65. Sterling Ranch was the former site of a sheep ranch and was located along the Sunset Highway and west of Sunset Springs. It was used by summer fire crews and part of it is now a rest stop on the Sunset Highway. Early in the Rehabilitation Program, crews were also stationed at Blue Lake, Jordan Creek, and Windy Point, but were moved to South Fork when it became operational.[126]

The Forestry Department and the Civilian Conservation Corps

The Oregon State Department of Forestry had its beginnings in 1907 with the Board of Forestry, an advisory committee established by the Legislative Assembly. The board was converted to the Department of Forestry in 1911, allowing the State Forester the power to direct the improvement and protection of state forest lands. The Weeks Law, passed in 1911, provided federal funding for state forestry work. The state passed Forest Patrol Act in 1913, providing funding for fire-fighting by assessing land-owners for the costs of protection. The 1925 Amendments to this law provided for the creation of protection districts; largely managed by protection associations and supervised by the Department of Forestry.[127]

The Clarke-McNary Law, a federal law passed in 1925, superseded the Weeks Law by providing expanded funding to the state and allowed the Department to contract work out to non-state employees. The State Forest Nursery, located in Elkton, was one of the first entities created under the Clarke-McNary Law. Also in 1925 the State was allowed to accept gifts of forest land. The first of these forests, Elliott State Forest, was created in 1929 on 70,000 acres of land.[128]

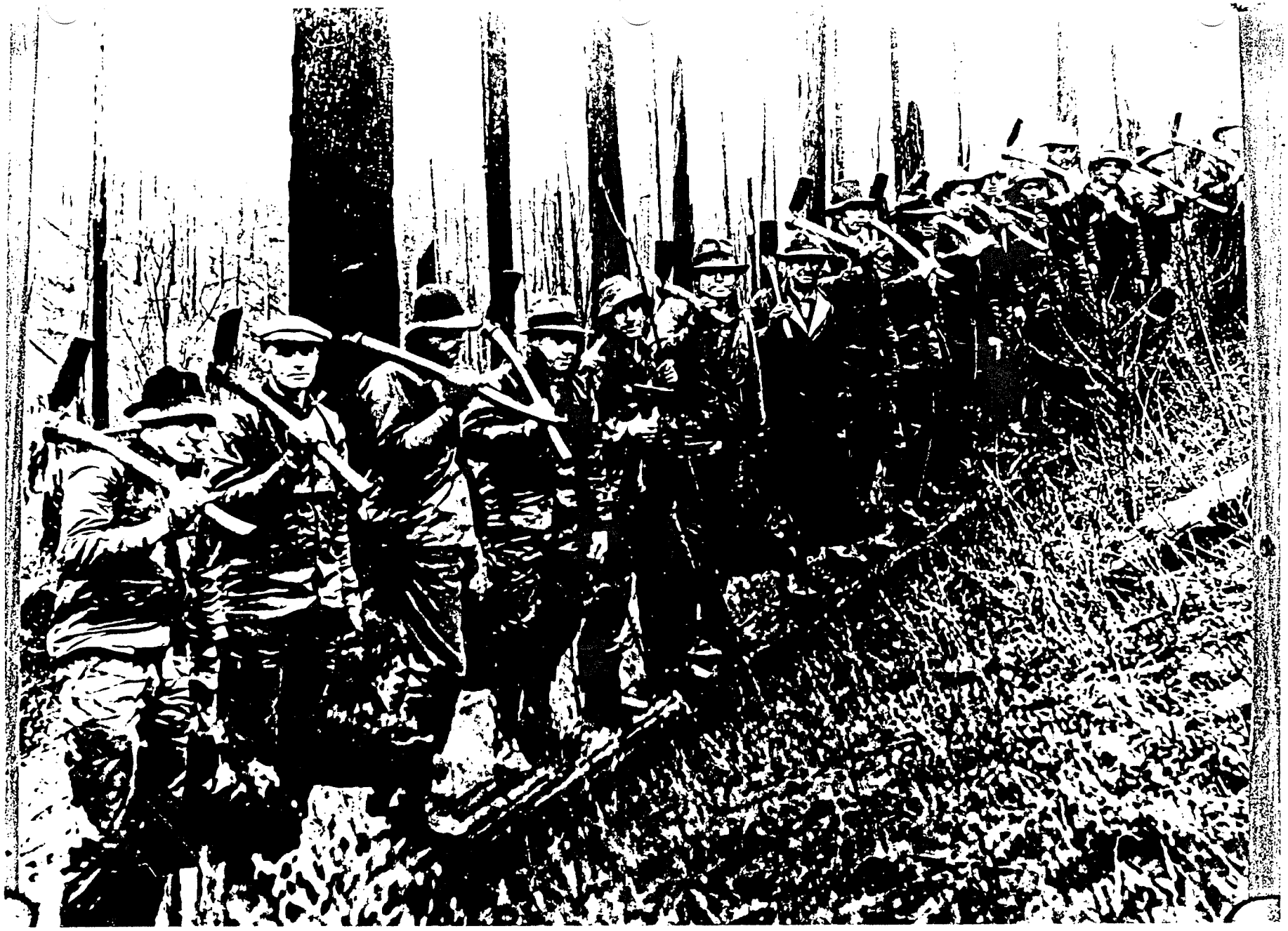
The Oregon Reforestation Tax Law was passed by the Legislative Assembly in 1929, requiring the Forestry Department to classify reforestation lands within the State. Reforestation-land owners were exempted from property taxes and instead paid an annual forest fee and surtax on all harvested forest products.[129]

In 1935, the Board of Forestry Conservation was created to facilitate the transfer of lands to the federal government for the creation of national forests. In 1939 the State Forests Acquisition Act was passed, providing for acquisition by the State of lands that were currently in county hands. The majority of the land acquired by the State in the Tillamook Forest was due to tax delinquency as a result of the devastating fires.[130]

President Roosevelt introduced Executive Order #6101, on April 5, 1933 as part of his New Deal. During his request to Congress regarding the establishment of a Federal Relief Administration, Roosevelt stated:

> ...I have proposed to create a civilian conservation corps to be used in simple work, not interfering with the normal employment, and confining itself to forestry, the prevention of soil erosion, flood control, and similar projects. ... The type of work is of definite, practical value, not only through the prevention of great financial loss, but also as a means of creating future national wealth ... Control of such work can be carried on by executing machinery of the Departments of Labor, Agriculture, War, and Interior. ... The enterprise will ... conserve our precious natural resources and more important will be the moral and spiritual gains of such work.[131]

Congress passed Executive Order 6106, Relief of Unemployment through the Performance of Useful Public Works, which included the Emergency Conservation Work (ECW) Agency, which came to be called the Civilian Conservation Corps (CCC). The Departments of Labor, War, Agriculture and the Interior oversaw the Corps enrollment, training, housing, medical needs, etc. The Forest Service, National Park Service, and the Soil Conservation Service worked most closely with the CCC men. Most of the CCC work involved reforestation, forest improvement and protection, recreation developments, soil erosion, wildlife, range rehabilitation



Replanting crew 1933, possibly from Camp Reehers. Oregon Historical Society.

Figure 10

and flood control. Forest-related work included; fire fighting, timber stand improvement, tree planting, and building bridges, trails, roads, and fire breaks.[132]

In 1935, the Civilian Conservation Corps began planting trees in the Tillamook Burn area supervised by the Forestry Department. Almost 4,300 men were employed in Forestry Camps by 1936. Due to World War II and the need for fighting manpower, funding for the CCC was stopped in 1942 and the program was dismantled.[133] The historic sites of the CCC Camps (Reehers, Trask, and Nehalem) remain as a tribute to their efforts.

South Fork Camp

In 1951, a law was passed that made possible a forest work camp for Oregon State Penitentiary prisoners. The bill was designed to accomplish tree planting and maintenance of roads and firelines under the Rehabilitation Act specifically for the Tillamook Burn. South Fork, the site chosen for the camp, was on the south fork of the Wilson River, in the heart of the burn area. A small crew of inmates cleared the land and erected buildings in the summer of 1951. These minimum security prisoners were supervised by a board made up of the State Forester, the State Penitentiary Superintendent, and the State Director of Parole and worked side by side with 60 hired tree planters.[134]

The Volunteer Effort

Reforesters included the Western Reforestation Company and crews hired by the state, which were composed generally of farm laborers, farmers, and mill workers. Scouts, 4-H groups, and church groups were all part of a volunteer work force that helped in the reforestation. The Seaside Kiwanis Club planted various tree species from Sterling Ranch to the Timber-Vernonia junction on the Sunset Highway. In 1941, Izaak Walton League members from Tillamook planted 5,000 trees on the ridges between Jordan Creek and Cedar Butte.[135]

In 1945, schoolchildren donated time in the reforestation process. Mrs. Beula Courtney Clifford took her class of eighth graders from James John Grade School in Portland into the Burn and planted 2000 seedlings acquired from the Federal government. This started a tradition of planting efforts by schoolchildren that in

1973 totaled 75,000 trees.[136] In 1951, the Portland Schools Tree Planting Program began planting along the Sunset Highway. The Planting Program was sponsored by various sources, among them the Federated Women's Club. High schools in Portland, Beaverton, Tigard and Lake Oswego all volunteered their services. In the early years of the program, the high schools each made four trips per year and sponsored two trips for grade schools. Sixth graders from the Tillamook City schools took part in an annual tree planting day for areas along the Wilson and Trask Rivers[137]

The Tillamook and Clatsop State Forests

1968-Present: The Contemporary Era

On July 18, 1973, a ceremony was held at Rogers Camp,* marking the conclusion of over 24 years of intensive rehabilitation efforts. The former Tillamook Burn was dedicated as the Tillamook State Forest and the Clatsop State Forest. The cost of the reforestation from inception to completion was over $13 million.[138]

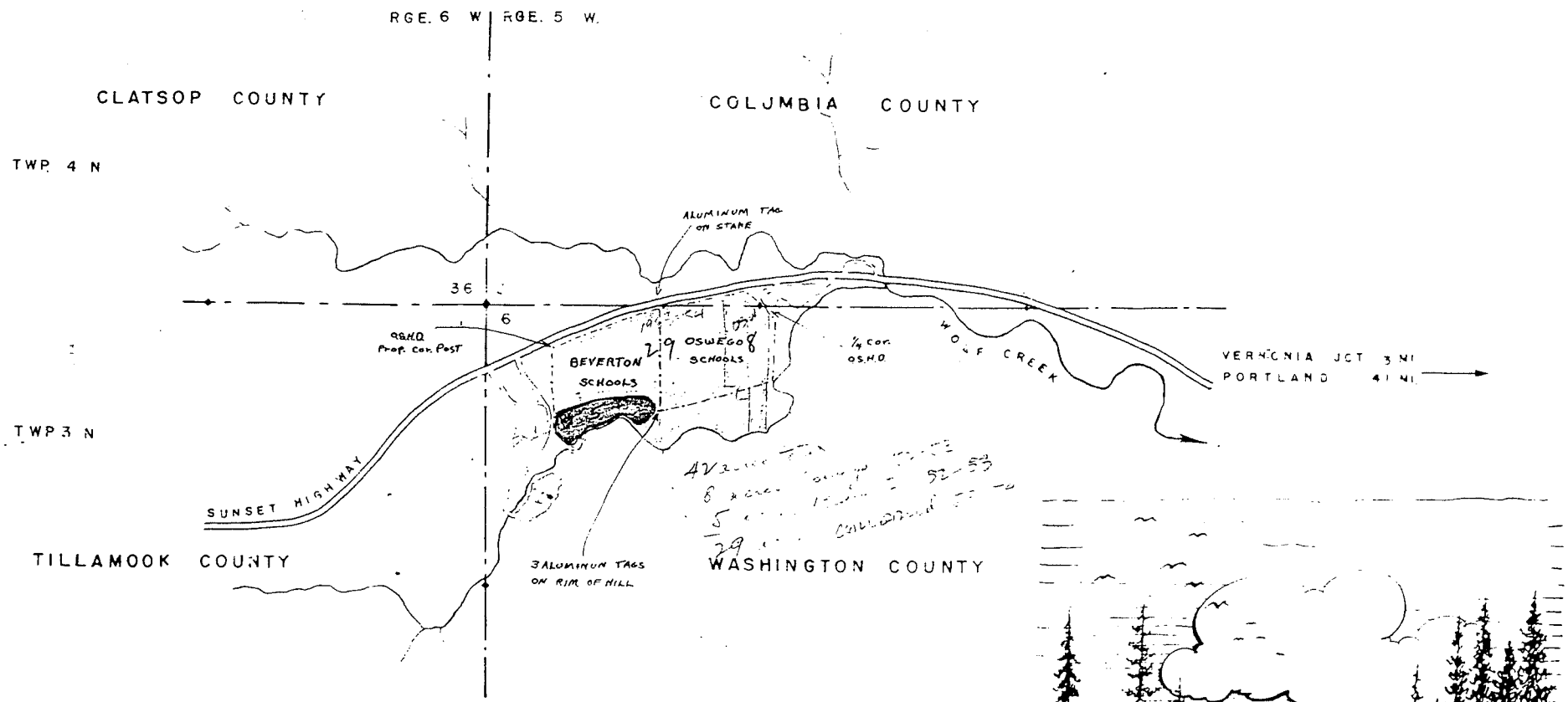
The rehabilitation efforts of the Tillamook Burn did more than just replant the forest. This was the first project of its kind ever attempted in this country, and it generated an immense amount of public support. Over 220 miles of snag - free corridors were constructed, designed to inhibit fire growth; 165 miles of roads were constructed to provide easier access to hazardous areas; fire detection and control methods were improved and updated. The Forestry Department constructed hiking trails, and several fire - proof camp sites, which, along with the abandoned roads and fire breaks that already existed, provide an abundance of access routes for the recreationists.

Recreational use of the forest began with the development of the Wilson River Stage Road and the Trask River Toll Road. The advent of the railroad brought about a change in the use of the stage coach runs, but allowed more people a comfortable ride through the forest to Tillamook. The Reeher White House, which burned in 1918, and the Trask House, which was razed in the 1933 fire, were very

* On Friday, May 5, 1955, Owl Camp was renamed Rogers' Camp in honor of State Forester Nelson S. Rogers, who died in 1949. His vision was responsible for the salvage, reforestation and rehabilitation of the Tillamook State Forest.

Hillsboro High School, 1945. Oregon Historical Society.

Figure 11



TILLAMOOK BURN REHABILITATION PROJECT FOR OSWEGO SCHOOLS

SCALE 1" = 1000'

LEGEND

HIGHWAY

STREAMS

PREPARED BY

OREGON STATE BOARD OF FORESTRY

Figure 12

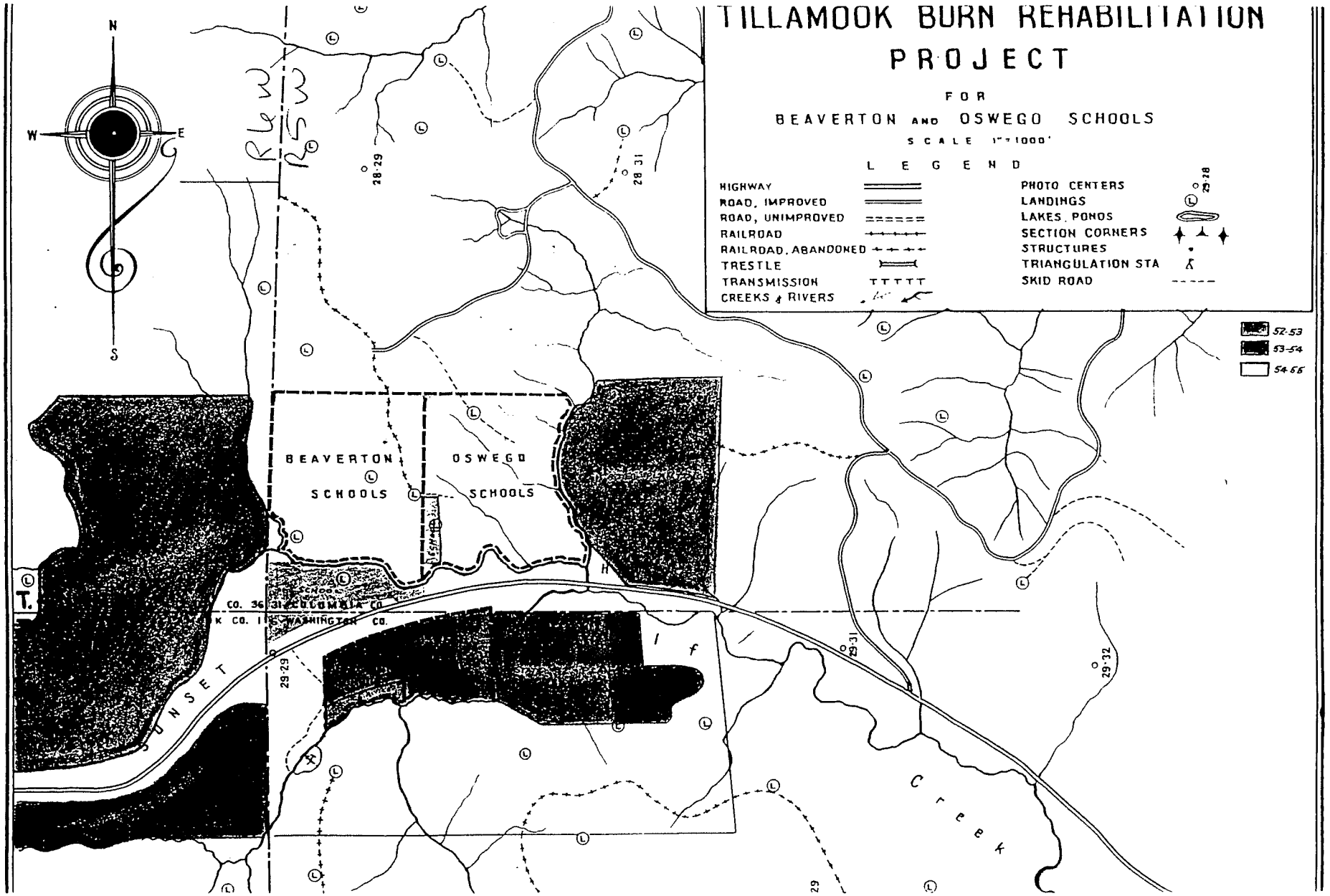

TILLAMOOK BURN REHABILITATION
PROJECT
FOR
BEAVERTON AND OSWEGO SCHOOLS
SCALE 1"=1000'
LEGEND
HIGHWAY
ROAD, IMPROVED
ROAD, UNIMPROVED
RAILROAD
RAILROAD, ABANDONED
TRESTLE
TRANSMISSION
CREEKS & RIVERS
PHOTO CENTERS
LANDINGS
LAKES, PONDS
SECTION CORNERS
STRUCTURES
TRIANGULATION STA
SKID ROAD
52-53
53-54
54-55
N
S
E
W
BEAVERTON SCHOOLS
OSWEGO SCHOOLS
CO. 36 31 COLUMBIA CO.
WASHINGTON CO.
SUNSET
Creek
T.
28-29
28-31
29-28
29-31
29-32
29

Figure 13

popular stops on the Wilson and Trask Rivers, respectively. The Tillamook forest has grown in its recreational use. Today it is enjoyed by bikers, hikers, horseback riders, birdwatchers, campers, hunters, motorcycle and four-wheel drive enthusiasts, photographers and those simply traveling through the forest along the highways.

SECTION II: IDENTIFICATION

The following section identifies the resource types within the study area which were found in the literature search. The resources have been categorized into specific types and organized according to theme areas and within the chronological periods listed in Section I.

METHODOLOGY

This study began on November 15, 1991 and was completed June 26, 1992. There are four phases of this project: the literature search and preparation of the draft historic context statement; the field survey and Inventory of cultural resources; evaluation of resources and the selection of sites for interpretative value; and the completion of the historic context statement and final report. This project will provide a report to the Oregon State Parks and Recreation Department and the Oregon Department of Forestry as part of the Comprehensive Recreation and Interpretive Plan for the Tillamook State Forest.

Phase I: A literature search was conducted, consisting of the review of a large body of information on subjects contained in or related to the Oregon theme areas of Transportation, Logging/Industry, and Government. Existing surveys, the Washington County Cultural Resource Survey and Inventory (1983-84), the Update (1988), and the Statewide Inventory of Historic Properties for Clatsop, Tillamook and Washington Counties were reviewed. Local historical societies and museums were contacted as well as state agencies. Individuals were interviewed who had specific knowledge of the study area and the themes related to the project. A context statement was developed and submitted to the State Parks Department.

Phase II: A field survey and inventory of the study area was conducted to locate and identify historic sites, structures, buildings, objects and districts in relation to the temporal context and related themes, periods, events and persons. The survey contributed information for making interpretative recommendations and in producing a formal cultural resources Inventory. The resources within the study area have been located and mapped for reference. Resources outside the temporal boundaries of the formal Inventory have been located in Table 4 and listed as a supplement to the interpretative information. Additional research was completed

at this time for site-specific information relating to each surveyed resource within the spatial boundaries. A formal Inventory form, including photo, site plan, architectural and historical information was produced at this time. There are 23 resources identified during the literature search which were not surveyed due to inaccessibility in the field and poor weather conditions. These are listed on Table 4 in the Appendix.

Phase III: An evaluation form for each of the resources identified in the Inventory was completed. This criteria was based on the areas of integrity, distinction, and educative/associative value as listed below:

A. The resource reflects one or more theme area;
B. The resource possesses interpretive potential in association with significant past events, persons, trends, values or function, or is associated with City, County, State, or National history;
C. If structural, the resource embodies significance as an early architectural type, architectural or bulider designed, rarity of type, material or variation of ornament, workmanship or construction;
D. The resource has significant integrity, is in harmony with its surroundings, is unaltered in workmanship, and is as constructed on the original site.

There were two categories of resources upon the completion of the evaluation process. The resources which ranked high enough to be included in the final Inventory (3-5 points) were listed on a completed SHPO Inventory form. Those resources which did not rank high enough (2-0 points) are listed on Table 2 of this document, but were not included in the final Inventory. Resources were also evaluated for interpretative value in a separate evaluation process (see page 50). Periods, themes and events have been located on a large-scale forest-wide map, which is available at Oregon State Department of Parks and Recreation. These sites are referenced to a narrative text which describes the story the site interprets and why it is recommended.

Phase IV: The last phase of the project included a final report of all the material submitted in the previous phases of the project, in addition to an executive summary of the project methodology and interpretative recommendations. Consultation was undertaken with the Department of Forestry, State Parks and Recreation, and State Historic Preservation Office staff prior to the completion of the report.

PREVIOUS SURVEYS

As mentioned above, surveys conducted previous to this study were reviewed for existing information. These surveys included: the Statewide Inventory of Historic Properties, (1976) for Washington, Clatsop and Tillamook Counties, Oregon State Parks and Recreation Division, Oregon Department of Transportation, and the Washington County Cultural Resource Survey and Inventory, (1983-84), the Washington County Cultural Resource Update and Evaluation (1988), Washington County Museum. The Statewide Inventory of Historic Properties was a reconnaissance level survey of the State, and the Washington County Survey was an intensive level survey and Inventory.

RESOURCE TYPES

The types of resources which were identified at this time have been categorized under the Oregon themes of Transportation, Logging/Industry, and State Government/Dept. of Forestry. The resource types include: buildings and outbuildings, railroad lines and trestles, stage roads, fire roads, logging roads and camps, logging mill sites, fire camps, structures, lookouts, CCC camp sites and the sites of the fires' origin. All of these resources are related to the time period between 1871-1973. Though some of these resources have been identified in previous surveys or studies, none of them have undergone determination of eligibility or have been determined eligible for the National Register or are presently on the National Register of Historic Places. The following is a discussion of the characteristics of these resources.

LIST OF THEMES AND RESOURCE TYPES

Transportation

Property types related to this theme include roads, sites of camps, bridges, railroads lines and trestles associated with the development of transportation routes in the Tillamook and Clatsop Forests. There are no extant buildings which reflect the earliest settlement of this area associated with these transportation routes on Oregon State Forest land. The first route through this area was the Astoria Military Road, established in 1855. This road, however, was never used by the military. The road was later used by settlers en-route to Vernonia and the Nehalem Valley. This road is outside the Tillamook Burn, northeast of the project area.[139] The later routes through the forests were the wagon roads, which linked the settlers and connected them with the outside and valley areas of the state. The Trask River Road was one of the earliest routes from Tillamook to the Tualatin Valley. The road was established in 1872 through state legislation. The Wilson River Road, constructed by a private company, was open for public use in 1893. The timber companies financed the repair of the road in 1901. This road was maintained by Tillamook County from 1906 until the 1930s. Portions of this road are included in the present Wilson River Highway. The stage road was re-routed in places due to fire damage during the construction of the highway, which was finished in 1941. The Reeher Bridge, dedicated in 1939, is located along the Wilson River Highway near the old Reeher homestead. It was named after pioneers James and Jennie Reeher, who operated a telegraph station and a United States Cooperative Weather Station along the old Wilson River Route.

Interest in the creation of a railroad line from Astoria to the Willamette Valley started as early as the 1870s, however it was not until 1911 that the project was completed by the Pacific Railway and Navigation Company. In 1915, the Southern Pacific had taken control of the line. Passenger service on the Tillamook Branch of the Southern Pacific Line was closed in 1933, however the tracks remain. The development of the railroad increased accessibility and had a major impact on settlement, logging, and recreational activity in the forest.

There are camps and sites of camps located along the transportation routes that have been surveyed in the field. McNamer's Camp was a stage road camp on the North

Fork of the Wilson River. Brown's Camp, formerly the Brown Donation Land Claim was also a stage stop along the Wilson River Stage Road.

Industry/Logging

Resources associated with the theme area of Industry are specifically related to logging business that occurred in the project area. These resources consist of logging roads and railroads, logging camps, and mill sites. The Trolley Park Museum is located in Glenwood (on private land) on the site of the Consolidated Timber Company Headquarters along the Wilson River. There is one building currently used as the Museum headquarters which was originally the timber salvage company's main office. This building is one story, with a medium pitch gable roof covered with tin. The exterior of the building is covered with shiplap. The original windows that remain intact are 1/1 double hung sash with wood surrounds.

The Diamond Mill, also a timber salvage operation site, is located northwest of Lee's Camp, on the North Fork of the Wilson River, where much of the early Wilson River settlement had occurred. There were also sawmills at the towns of Enright, Cochran, and West Timber which are outside the Tillamook Burn and will not be included in the Inventory process.

Lee's Camp and service station is built on the site of the Reeher's White House and the Glenora school. The site was a homestead during the historic period, and is located on the Wilson River Highway. Owl (Rogers) Camp, also located on this highway, is a former Consolidated Timber Company salvage logging camp. Camp One, on private land in the Trask River area, was owned by Flora Logging Company. Murphy's Camp, also near the Trask River, was operated by Trask-Willamette Company. Access to these sites was difficult. These resources will not be included in the Inventory, but should be accessed and evaluated in the future. Other small logging camps were generally located along major waterways and transportation routes, and are scattered liberally throughout the forest.

Government/Department of Forestry

Resources associated with the theme of Government include: trails, camps, lookout sites, buildings associated with reforestation, and the points of origin for the three

major fires. The major reforestation effort in the Tillamook Burn is a result of government intervention on behalf of the Oregon Conservation Act, passed in 1941. Though the rehabilitation of the Tillamook Burn officially started in 1949, reforestation of the forest from the damage of earlier burns started in 1935. The Civilian Conservation Corps was established in 1933. The camps within the Tillamook project area associated with the CCC include: Trask CCC Camp, located one mile from the Trask House in Tillamook County; Reeher's Camp, located two miles west of West Timber, in Washington County; and Camp Nehalem, near the town of Foss in Tillamook County. Brown's Camp, along Scoggins Creek Road, south of the Wilson River, was a site for fire prevention and rehabilitation and salvage logging efforts.

The South Fork Prison Camp is located on the South Fork of the Wilson River, off South Fork Road. At this camp inmates cleared the land and erected buildings in the summer of 1951. The minimum-security prisoners assisted with tree planting and maintenance of roads and firelines under the Rehabilitation Act specifically for the Tillamook Burn.[140] The materials for these camp buildings as well as the buildings at Rogers Camp came from sawmills, camps, and smaller buildings moved from state owned land which were extant after the Tillamook Burn. The advantage of using materials previously constructed in the forest was two-fold. There was an immediate supply of building materials in close proximity to the camps, and the earlier structures which were potential fire hazards were eliminated from the forest. The buildings (some extant) were removed from Rogers Camp to the South Fork Camp in 1965 by the Forestry Department. The inmates at South Fork Camp were also responsible for the production of cedar shakes in the shake mill that was constructed at the camp.[141]

There are numerous sites of historic lookouts which were constructed in the Tillamook Forest. Many of these lookouts were constructed as part of the reforestation efforts after the 1933 fire. These structures were considered an "uneconomical liability nuisance," and were relocated or destroyed by the State Department of Forestry during the 1960s.[142] Most of the remaining lookout towers were demolished in the 1970s. One of these was moved to the Magness Tree Farm at the World Forestry Center. The remains from a crows' nest-type lookout at Cedar Butte remains at the lookout site; at Foley Peak lookout site there are remains of a

guard station; and Hembre Lookout was torn down and the remains of the structure are on the site.

The South Saddle Mountain Lookout and Hoffman Mountain Lookout had been constructed prior to 1933, and it was from these lookout towers that the Tillamook Fire was spotted. There is now a radio relay tower located on the South Saddle Mountain Lookout site. Hoffman Lookout is an important site, but it is northeast of the project area and was not included in this survey. There were several towers constructed prior to CCC and WPA involvement in the forest. These lookouts are also no longer extant. During the 1950s there were plans for five additional lookouts in the fire districts already in place. Four of these lookouts were constructed. They consisted of: Windy Point (1950-52), Hembre Lookout (1953-65), Kilchis Lookout (1955-65), and Gobblers Knob (1951-65). The plan also recommended additional fire crews to the protection districts in Trask, Salmonberry, and Rogers Camp. These crews were stationed at Windy Point, Murphy, and Jordan Creek. Later crews were stationed at Blue Lake, Sterling Ranch and South Fork Camp.[143]

There were numerous trails that were constructed as part of the rehabilitation efforts of the CCC and WPA. Some of these trails remain, offering present day visitors to the forest good hiking trails. A description of these and other trails and dirt roads are discussed in the Inventory.

Little architectural fabric remains from the earliest settlers in the Tillamook Burn area due to the extent of the fire and the demolition of extant buildings by the Department of Forestry. Architectural sites and resources in the project area have been evaluated according to the themes outlined in this document. There are several sites of homesteads along the Wilson River which reflect the first period of development in the study area. These houses and out-buildings were probably log or wood frame, and have been linked with the families who settled in the area: the Reehers, Smiths, Deyoes, Rittenhouses, Elliotts, Armstrongs, Severences, and Westcotts, among others. The site of the Reeher White House is located near the existing service station at Lee's Camp. This building was a stage stop and inn, offering room and board for travelers along the Wilson River Stage Road. The White House was owned and run by James and Jennie Reeher, who also operated the telegraph and weather station along the line. The Trask House was located on

the Trask River. It was also a stage stop, offering food and lodging for travelers along the Trask Stage Road. This building and associated structures burned in the 1933 fire. Most of the sites associated with early settlement are now on private land, or have limited access. Additional sites that were not surveyed due to accessibility are listed on Table 4.

Sterling Ranch, located off the Sunset Highway, was used historically as a sheep ranch. Portions of this site are now included in the Sunset Rest Area, a rest stop for motorists along the Highway.

Other structures which were a result of the later development in the Tillamook and Clatsop Forests were the logging camps and Civilian Conservation Corps camps developed during the rehabilitation and salvage efforts. A discussion of logging/CCC camps and sites is included in the text under the Industry/Logging and Government/Department of Forestry themes.

The points of origin for the three major forest fires in the Tillamook Forest have been identified on the large scale forest wide map, mentioned earlier. The 1933 fire started along Gales Creek; it is assumed that the start of this fire was logging related. The 1939 fire, allegedly started by a careless cigarette smoker, ignited near Saddle Mountain. The third large fire in the area started in 1945 near the South Fork of the Wilson River.

DISTRIBUTION PATTERNS OF RESOURCE TYPES

There is a clear relationship between the types of resources noted at this time and the theme area in which they are related. The resources listed under the Transportation theme are located along rivers and mountain passes, connecting the Tualatin Valley with Tillamook and Astoria. The sites of stage road camps are located along these travel routes.

The resources related to the Industry/Logging theme are sites along the rivers and logging roads, off the major roads mentioned above.

The sites of camps and structures associated with the Government/Department of Forestry theme are located throughout the Tillamook Burn area. Generally the

lookouts are on top of high mountain peaks and the CCC camps along improved logging roads that were constructed as part of the rehabilitation efforts. The sites of architectural resources within the Government theme are generally along the Wilson and Trask Rivers and the stage roads.

DISCUSSION OF INVENTORY METHODS

The intensive level "Inventory" follows the "windshield survey," or reconnaissance level survey, which was previously completed. The formal Inventory process involves: intensive field work, photographs, a site plan, Inventory form, and historical information on each resource which has been identified within the Tillamook Burn area within the established time frame (1871-1973). Resources which date from outside this time frame have been listed with name and location and submitted as part of this project. The project area was approached by public roads throughout the Tillamook State Forests, according to the location of "known" resources established in the literature search and development of the context statement. Additional resources located in the field have been identified and inventoried accordingly. The resources have been evaluated in the next phase of the project. Resources outside the project area relevant to the development of the themes are addressed in the context statement and listed in the Appendix.

MISSING RESOURCES AND REASON FOR PROPERTY LOSS

It is known at this time that there are numerous resources no longer extant within the Tillamook Burn area. This is due to the many fires, which burned many of the residences and lookout towers and camps. The salvage logging operations as part of the reforestation effort and maintenance guidelines from the Department of Forestry also led to the removal and destruction of many structures. Resources associated with the Government theme are generally more intact. Some CCC, WPA and PWA improvements have been maintained, and the CCC camps retain some original integrity. Homestead sites are now either on private land, or indistinguishable due to the change in the forest. Hembre is the only lookout site with portions of the lookout tower extant. Transportation-related resources have been preserved fairly well due to their later period of construction. The major thoroughfares through the forest have been retained, although integrity is not high.

The roads and railroad are still used as transportation routes. Logging related sites, although numerous, have few remains.

The table on the following pages contains a list of all resources identified in the "windshield survey." Those resources which ranked in the category of inclusion in the Inventory, are listed in italics.

Table 1

TILLAMOOK FOREST COMPREHENSIVE RECREATION STUDY
RESOURCES SURVEYED

No.	Resource Name*	Location	Theme	Date
1	Consolidated Timber Camp	T2N,R5W,S16	Industry	1930s
2	*Historic Hiking Trail*	*T2N,R5,6W,S19*	*Transportation/Government*	*1870s*
3	Elk Creek Campground	T2N.R6W,S32	Government	1970-80
4	Mountain Man Fountain	T2N,R6W,S35	Government	1980s
5	*Retaining wall*	*T2N,R6W,S35*	*Government*	*1941*
6	*Graham Bridge*	*T2N,R6W,S35*	*Government*	*1941*
7	*Rogers Camp*	*T2N,R5W,S25*	*Industry/Government*	*pre-1930*
8	*Wayside station*	*T2N,R5W,S21*	*Government*	*1941*
9	Dynamite shack	T2N,R6W,S35	Industry/Government	1942
10	*McNamer's Camp*	*T2N,R6W,S32*	*Transportation/Industry/Government*	*1880s*
11	*South Fork Prison Camp*	*T1N,R6W,S8*	*Government*	*1951*
12	Reeher Bridge	T1N,R7W,S10	Government	1941
13	*Diamond Mill*	*T1N,R7W,S4*	*Industry*	*1947*
14	Trask Camp	T1S,R7W,S25	Industry/Government	1930-40
15	Trask House Site	T1S,R8W,S36	Transportation	1890s
16	Hollywood Camp	T2S,R8W,S12	Industry	1930-40
17	*Log Bridge*	*T1S,R8W,S36*	*Industry*	*unkn*
18	*University Falls*	*T1N,R6W,S2*	*Transportation/Government*	*n/a*
19	Sunset Rest Area	T4N,R6W,S29	Government	1930s
20	*Spruce Run Camp*	*T4N,R8W,S24*	*Industry/Government*	*1937*
21	*Camp Nehalem*	*T3N,R9W,S27*	*Government*	*1935*
22	*Southern Pacific RR*	*T2,3N,R4-11W*	*Industry/Transportation*	*1915*
23	*Camp Reehers*	*T3N,R5W, S29-32*	*Government*	*1934*
24	Brown's Camp	T2N,R5W,S31	Government	1890-1930
25	Elliott Creek Trestle	T1N,R6W,S2	Industry	1930
26	*South Fork Trestle*	*T1N,R6W,S26*	*Industry*	*1930*
27	*Wilson River Road*	*T2N,R3-9W*	*Transportation/Industry/Government*	*1893-1941*

* Resources in italics were included in the final Inventory

TILLAMOOK FOREST COMPREHENSIVE RECREATION STUDY
RESOURCES SURVEYED

No.	Resource Name*	Location	Theme	Date
28	Round Top Lookout	T2N,R5W,S12	Government	1930-40
29	Lyda Camp	T1N,R6W,S9	Industry	pre-1930
30	Trask River Road	T1S,R5-9W	Transportation/Industry/Government	1871
31	Water Storage Tank	T2N,R6W,S36	Industry	1930s
32	*Burn Points of Origin*	*N/A*	*Government*	*N/A*
33	*Hembre Lookout*	*T1S,R7W,S15*	*Government*	*1953*
34	*Sunset Wayside Loading Ramp*	*T1N,R6W,S29*	*Industry*	*unkn*
35	*Hammond Lumber Co. Camp*	*T2N,R6W,S8*	*Industry*	*1930s*
36	*Hammond Lumber Co. Loading Ramp*	*T3N,R6W,S31-32*	*Industry*	*1930s*
37	*Hammond Lumber Co. Camp*	*T3N,R6W,S31*	*Industry*	*1930s*
38	South Saddle Mountain Lookout	T1N,R6W,S26	Government	

* Resources in italics were included in the final Inventory

Table 2

TILLAMOOK FOREST COMPREHENSIVE RECREATION STUDY
REASONS FOR INVENTORY OMISSION

No.	Resource Name	Location	Reason for Omission
1	Consolidated Timber Camp	T2N,R5W,S16	Private
3	Elk Creek Campground	T2N.R6W,S32	Less than 50 years of age
4	Mountain Man Fountain	T2N,R6W,S35	Less than 50 years of age
9	Dynamite shack	T2N,R6W,S35	Lack of historic significance
12	Reeher Bridge	T1N,R7W,S10	Lack of integrity
14	Trask Camp	T1S,R7W,S25	Lack of integrity
15	Trask House Site	T1S,R8W,S36	Private
16	Hollywood Camp	T2S,R8W,S12	Lack of historic significance
19	Sunset Rest Area	T4N,R6W,S29	Less than 50 years of age
24	Brown's Camp	T2N,R5W,S31	Lack of integrity
25	Elliott Creek Trestle	T1N,R6W,S2	Lack of integrity
28	Round Top Lookout	T2N,R5W,S12	Private
29	Lyda Camp	T1N,R6W,S9	Lack of integrity
30	Trask River Road	T1S,R5-9W	Lack of integrity
31	Water storage tank	T2N,R6W,S36	Lack of historic significance
38	South Saddle Mountain Lookout	T1N,R6W,S26	Lack of integrity

SECTION III: EVALUATION

An evaluation of significance was made which included an identification of resource types ranked according to the issues of integrity criteria. Evaluation criteria was derived from National Register standards, the "best to minimum" example model, and associative cultural value. A five point rating system was used in the evaluation process to determine which resources would be included in the final Inventory. Resources ranking from 3-5 points were included in the Inventory. Resources ranking from 2-0 points were not included, however a listing of these resources is included in Table 2. The discussion on the selection of sites for interpretative value is on page 50.

CURRENT CONDITION OF RESOURCE TYPES

The condition of each resource was evaluated in terms of the 'integrity threshold', which was defined for each resource type. This evaluation was focused on the context of those resources within the forest study area. The resources were assessed in terms of the rate of deterioration, and the social/economic value, and threats to the resource. Each resource within the property type was also evaluated according to the criteria established for that type.

There were many types of camps in the Tillamook forest. In addition to logging camps, there were CCC camps and the Department of Forestry camps. These resources were evaluated in terms of integrity of camp type, and the events associated with this camp. Lookout sites were evaluated within the context of this resource type. Because all the lookouts within the forest were removed or demolished, except for one, the Hembre Lookout, this resource ranked high in terms of condition, even though it has been overturned. The transportation related resources; roads, railroads, bridges, trails, and highway improvements were evaluated within the context of this theme, and the periods of development of this theme. Resources outside the study area and those resources which were outside of the project historical time period have a been listed in the Appendix.

Each of the resources was related to one of the following themes of Government, Industry, or Transportation. Some of the resources were identified with more than one of these themes. The resources were evaluated under the National Register

criteria in the areas of interpretive value, architectural or structural significance, and integrity. Many of the resources are sites of camps, roads, lookout towers. These sites did not relate to the architectural criteria, except in a broad sense to any buildings, structures, or foundations found in the study area on State Forest land.

All resources were evaluated on the basis of historical interpretive value. The integrity of each resource was evaluated as part of this process. Sites of camps, which had extant buildings or above-ground remains were considered to have a higher level of integrity than those in which no remains were located.

ASSESSMENT OF RESOURCE TYPE

The distinction and integrity of each property was evaluated on the basis of the character defining features which were developed as part of the identification section. The resources, which included a number of sites, were assessed according to a five point rating system in terms of level of alteration. Both extant structures and sites were evaluated according to the integrity of the site itself and the structures. The physical condition of each property was also evaluated as follows:

- Good: there are extant structures on the site which reflect the theme and use of the site.
- Fair: no extant buildings on the site, however foundations or logging/railroad equipment remain on the site.
- Poor: no buildings remain on the site and the integrity of the site is minimized due to major site alterations.

Resources were evaluated in terms of cultural/aesthetic value. Some of the resources in which the physical condition of the site was low, the historical value was high due to associations with prominent individuals or historical events. There is one known archaeological site within the study area, the Trask Mountain Tsektsel, a type of prehistoric Prayer Seat, located below the east summit of Trask Mountain. Resources were also evaluated in terms of craftsmanship or uniqueness of resource type. (See Appendix for Archaeological Report)

REGISTRATION

Only two of the resources were previously listed on Washington County Cultural Resources Survey and Inventory, 1983-84; the Southern Pacific Railroad, and the Wilson River Road. The Trask River Road, another resource, was identified in the Statewide Cultural Resource Inventory (1976). None of the other resources were previously identified as county or state-wide landmarks or previously listed on the National Register of Historic Places. At this time, none of the resources have yet been determined eligible for the National Register.

SECTION IV: TREATMENT

This section of the Historic Context Statement will focus on the need for further research and survey needs which were identified during all phases of the project. This is the first project of its type with the state of Oregon, and is a vital part of a larger project, to create a Comprehensive Recreation and Interpretive Plan for the Tillamook State Forest. As noted previously, only a few of the resources were identified in County or Statewide surveys. Most of the sites were located through an intensive literature search, field work, and though interviews of persons associated with the history and development of the Tillamook and Clatsop Forests, within the project area.

SURVEY AND RESEARCH NEEDS

Because a survey is not considered a static document, more information will be discovered. There are areas of the project which entailed difficulties in the field with the accessibility and location of potential resources. These resources are listed in the Appendix, and will hopefully be included in future work in the Tillamook. The future survey and research needs are outlined below:

1. Additional research on camp sites included in the Inventory to determine the importance of remaining foundations and buildings.

2. Further documentation of the buildings which are extant within the study area, such as Historic American Building Survey (HABS) drawings, or extensive photo documentation.

3. An historic archaeological survey of each of the inventoried sites to determine the exact location of buildings. Further research, including plans and historic photographs of these sites as part of this survey.

4. Obtaining access to resources located on private land which were not included as part of this study, such as early buildings and lookout sites.

5. A survey within the Burn area of the Tillamook and Clatsop Forests inclusive of sites only accessible by foot along hiking trails, railroad lines, or roads not suitable for driving.

6. Additional research on railroads and early logging practices, pre-1920. Also information on the impact of clear-cut and salvage logging on the forest in addition to the impact of the forest fires.

TREATMENT STRATEGIES

Because the Tillamook State Forest has been known as "the nation's crown jewel of reforestation success," and in memory of the great fires there is emphasis on the interpretative site selection process. Under House Bill 2501, the 1991 Oregon Legislature directed the Oregon Department of Forestry and the Oregon Parks and Recreation Department to prepare a Comprehensive Recreation and Interpretive Plan for the Tillamook State Forest, in which interpretation of the burns and reforestation are significant among the study goals. The State Historic Preservation Office helped to fund this portion of the Tillamook State Forest Comprehensive Recreation Study.

The resources within this study have been evaluated for both the Inventory selection process according to the guidelines developed by the National Park Service and as part of the interpretive site selection process. The resources that were recommended for interpretative value should be further analyzed within the context of the recreation study. The specific survey and research needs which would be of interest for further study are listed above. At this time there are no protection measures which relate specifically to the Tillamook Forest. Each county within the forest has their own protection measures, (eg. Washington County has an Overlay

Protection Zone for cultural resources identified in the Washington County Inventory). There is a nine-member advisory committee which was established by the Oregon Board of Forestry and Oregon Parks and Recreation Commission for the purpose of assisting the agencies in preparing the plan. As part of this process, public meetings were being held for special interest user groups within the forest. Public comment was invited at these forums, and the information obtained in these meetings was included in the Comprehensive Recreation and Interpretive Plan.

ACTIVITIES

None of the resources within the project area have been previously identified as eligible for the National Register or are currently listed on the National Register. There is potential for some of these resources to be included on the National Register individually, or as part of a larger Historic District. There is a potential for inclusion of resources in a Multiple Property submittal or Thematic National Register project, due to the irregular groupings of resources throughout the Forest, and the connection of these resources to specific themes.

Local county agencies should be encouraged to designate resources within this study as local landmarks. Protection measures for these resources should be coordinated between county agencies and the State.

The development of interpretive sites and adaptive reuse of resources is a possible alternative use for some of the resources as long as the character-defining features of the building, structure or site remains intact.

Further documentation of some of the resources would further the understanding of building lay-out and significance of the resource within the context of the development of the forest. HABS or Historic American Engineering Records (HAER) should be executed if any of the existing structures or buildings identified within the project area were to be demolished. This is critical due to the significant number of resources which are no longer extant.

If relocation of any resources is required as part of the Comprehensive Recreation and Interpretive Plan process, care should be taken to relocate to an appropriate site. The relocation of a building is favored over the demolition of a building.

Information on resources identified within this project should be included as part of the project, and should be implemented through the interpretative site displays and the public meetings.

Further archaeological analysis of above-ground archaeological sites would be helpful in yielding information relative to the location of previous buildings, and gaining a better understanding of the resource within the context of the resource type.

Future Grant-in-Aid projects which would include in-depth studies on specific resource types found within the Tillamook Burn would be beneficial in providing additional information on specific resource types.

INTERPRETIVE SITE SELECTION PROCESS

The interpretive site selection process of the Tillamook forest project has been conducted for the resources identified in the field. Previous to this selection process, a literature search was made, consisting of a review of all existing information on subjects contained in or related to the Oregon theme areas of Transportation, Logging/Industry, an Government. Existing surveys, the Washington County Cultural Resource Survey and Inventory (1982-1984), and the Update (1988), and the Statewide Inventory for the counties of Clatsop, Tillamook and Washington were reviewed. Local historical societies and museums were contacted as well as state agencies. Individuals were interviewed who had specific knowledge of the study area and the themes related to the project. A windshield survey of the project area was completed to review the potential resources within the Forest. A context statement was drafted and submitted to the State Parks and Recreation Department.

A windshield survey and Inventory of the study area was completed in order to locate and identify historic areas, sites, structures, buildings, and objects in relation to the temporal context and related themes, periods, events and persons. The survey defined resources and enabled the consultant to make interpretative recommendations for the formal cultural resources Inventory. The resources within the study area were located and mapped for reference. Resources outside the temporal boundaries of the formal Inventory have been located and listed as a supplement to the interpretative information. Additional research was completed at this time for site-specific information relating to each surveyed resource within the temporal boundaries. A formal Inventory form, including photo, site plan, architectural and historical information was produced at this time.

Each resource identified in the Inventory phase of the project was evaluated as part of the interpretive site selection process. Of the thirty eight resources identified in the Inventory, fourteen were selected. A scoring system was developed based on four elements: (1) historical significance, (2) integrity of the site and surrounding area, (3) story interest to visitors, and (4) value to site grouping or linking. Each resource was classified into two groups:

- Those resources with medium to high rankings, scoring 12-7 points.
- Those resources with relatively low to low rankings, scoring 6-0 points.

The resources which scored high rankings are included in Table 3. The theme associated with these resources is identified at the top portion of the individual evaluation sheet. The issue of access to these resources was not identified within the consultant's project work scope, and not included as part of this evaluation process.

Table 3

TILLAMOOK FOREST COMPREHENSIVE RECREATION STUDY
RESOURCES SELECTED FOR INTERPRETIVE POTENTIAL

No.	Resource Name	Location	Theme	Date
7	Rogers Camp	T2N,R5W,S25	Industry/Government	pre-1930
10	McNamer's Camp	T2N,R6W,S32	Transportation/Industry/Government	1880s
11	South Fork Prison Camp	T1N,R6W,S8	Government	1951
13	Diamond Mill	T1N,R7W,S4	Industry	1947
18	University Falls	T1N,R6W,S2	Transportation/Government	n/a
21	Camp Nehalem	T3N,R9W,S27	Government	1935
22	Southern Pacific RR	T2,3N,R4-11W	Industry/Transportation	1915
23	Camp Reehers	T3N,R5W, S29-32	Government	1934
26	South Fork Trestle	T1N,R6W,S26	Industry	1930
27	Wilson River Road	T2N,R3-9W	Transportation/Industry/Government	1893-1941
30	Trask River Road	T1S,R5-9W	Transportation/Industry/Government	1871
32	Burn Points of Origin	N/A	Government	N/A
33	Hembre Lookout	T1S,R7W,S15	Government	1953
35	Hammond Lumber Co. Camp	T2N,R6W,S8	Industry	1930s
36	Hammond Lumber Co. Loading Ramp	T3N,R6W,S31-32	Industry	1930s
37	Hammond Lumber Co. Camp	T3N,R6W,S31	Industry	1930s

site # 7

Common/Historic name: Rogers Camp
Theme: Industry/Government
Total Score: 10

A. 3 Historical significance

B. 1 Integrity of site and surrounding area

C. 3 Story interest to visitors

D. 3 Value to site grouping or linking

A. Historical significance: High. Formerly Owl Camp, Rogers Camp was renamed in memory of Oregon State Forester Nelson S. Rogers in 1955. Rogers Camp was a switch point for the Consolidated Timber Company railroad. The company, formed in 1934, was responsible for the majority of the salvaging in the east side of the Tillamook Burn. A district fire protection crew was stationed at this site in 1946-49. The camp was taken over in 1949 by the first camp used by the rehabilitation crews under the direction of the Department of Forestry. Consolidated Timber Company had constructed several buildings at this site, and additional buildings were constructed when the rehabilitation crews arrived. These included a bunkhouse, cookhouse, fuel building, vehicle storage shed, saw shop and office. These buildings were removed from Rogers Camp to South Fork Prison Camp in 1961. Rogers Camp was also the site of the "kick off" ceremony announcing the beginning of the Forest Rehabilitation Program, and the dedication of the Tillamook and Clatsop as State Forests at the end of the reforestation project.

B. Integrity: Low. A split-rail fence in disrepair borders the road up to a large, open space that has been changed substantially. There are several hiking trails in this camp that follow near the old wagon road, but motorcycles and four-wheel drive vehicles have torn up the camp area. Erosion has occurred in many areas. There is an abandoned water storage tank in this area, however it has been damaged by weather and bullet holes.

site # 7

Common/Historic name: Rogers Camp, cont.

C. Story interest: High. This camp is associated with many periods of development in the Tillamook Forest. Rogers Camp is linked to several themes relating to the development of the Tillamook State Forest, including Industry and Government. University Falls is accessed through Rogers Camp, and portions of the old Wilson River Stage Road. The site of some Consolidated logging activity and remains of their operations can all be seen by traveling through Rogers Camp. Rogers Camp tells the story of salvage workers and the rehabilitation project. These sites can be accessed by automobile.

D. Site grouping or linking: High. Brown's Camp, which is nearby, was the Brown Homestead and a stage stop on Wilson River Stage Road. Clarence Hoyt and Arthur Reeher purchased the land in 1910. They grazed livestock and later Max Reeher enlarged the camp site and erected cabins for a summer resort for campers and fishermen. The camp was destroyed in the 1933 fire. Consolidated Timber Company purchased the Brown's Camp area from the Reeher family in 1934. Brown's Camp is now a motorcycle camp. There are two trestles remaining (one standing, one in disrepair) in the area; these were used by Consolidated Timber during the salvage logging efforts. University Falls, which is within hiking distance, was an important recreation spot for Wilson Road travelers.

Rogers Camp is in a prime location for interpretive potential. However, the camp itself and the surrounding areas are very altered. There are photos of Brown's Camp which date from the historic period. Photos of the Rogers Camp area prior to development by Consolidated Timber Company have not yet been found. This area is severely damaged by erosion and motorized vehicle use. It would be difficult to restore this area to its original form, but has high historic significance and is in a good central location. Rogers Camp, as the site of two important ceremonies symbolizing the development of the Tillamook and Clatsop State Forests, could be part of a detailed auto tour or a series of interpretive panels, telling the story of this area.

site # 10

Common/Historic name: McNamer's Stage Camp
Themes: Transportation/Government
Total Score: 12

A. 3 Historical significance

B. 3 Integrity of site and surrounding area

C. 3 Story interest to visitors

D. 3 Value to site grouping or linking

A. Historical significance: High. McNamer's Camp, established by T.C. and J.H. McNamer in May 1895, was a stage stop for travelers over the Wilson River Stage Road. John McNamer moved with his father and family to Oregon from Iowa. He was a member of the first Oregon Voluntary Infantry during the Civil War, and spent some time employed with Wells Fargo & Company as shotgun messenger on stage coaches. He was part owner with his brother of McNamer's Camp, as well as stage driver. McNamer had stables, tents with beds, and cabins built on this site. His stage ran from Forest Grove to Tillamook, and the camp was known as McNamer's Halfway Camp.[144] The Wilson River Stage Road was used by settlers as well as fishermen and vacationers. John McNamer was supervisor and stage operator along the stage road for the Wilson River Road Company. The toll charge became a point of contention for Wilson River settlers, and was discontinued in 1906.

With the arrival of the railroad in 1911, and later the automobile, the Wilson River Stage Road fell into disrepair. McNamer's Camp site was used by WPA crews during the construction of the Wilson River Highway. The Federal Works Agency transferred custody of McNamer's Camp to the Forestry Department in 1942.

B. Integrity: High. Large stumps with springboard holes can be seen on this site, indicating early logging activity. A portion of the Old Wilson River Road can

site # 10

Common/Historic name: McNamer's Stage Camp, cont.

be seen from this site as well. The camp itself is a clearing above the Wilson River. Douglas fir, alder, cedar, and a large grassy field compose most of the site. The site has been kept relatively clear by the South Fork Prison Crew.

C. Story Interest: High. This site follows several periods of development, demonstrating many themes and uses. This camp site is associated with the arrival of the first settlers to the area, the major burns within the forest, salvage and reforestation. The initial use of this site as a stage stop relates to the Transportation and Government themes through the Donation Land Claim and Homestead Acts which provided impetus for settlement in the area. The theme of Government is also related to the use of the camp by WPA crews during the construction of the Wilson River Highway.

D. Site grouping or linking: High. McNamer's Camp site is close to the Department of Forestry Campground, Elk Creek; and is just north of the Wilson River Highway. It is also in close proximity to South Fork Prison Camp. This site is identified with several themes of development of this area. A hiking trail is located next to McNamer's Camp. This trail could be used to link this site to other sites in the area with interpretive panels or detailed hiking maps which include information on the importance of these other sites. This trail could be a valuable way to afford the visitor a means to understand the historical significance of this site.

There are historic photos of this site which show the camp during its historic period as a stage stop. Photos are available from the Oregon Historical Society, *Forest Grove News-Times*, Oregon Department of Forestry (no. 1 ABC 8 T00), and the Washington and Tillamook County Historical Societies. Reconstructing the camp would have to be done from photo documentation. The foundations located during the inventory of the camp are from a later building period.

HARRISON E. DEVEREAUX
[redacted]
STATE ADMINISTRATOR

FEDERAL WORKS AGENCY
WORK PROJECTS ADMINISTRATION
OF OREGON

TWELFTH FLOOR—BEDELL BUILDING
PORTLAND, OREGON

April 24, 1942

RECEIVED
APR 2 1942

Mr. N. A. Rogers, Secretary
State Board of Forestry
2600 State Street
Salem, Oregon

Dear Mr. Rogers:

I have taken up with our Property Accountant the matter of leaving Government ranges in Camps McNamers and Manning and I find that while it is not exactly according to procedure, we may show the equipment returned to the warehouse and take a memorandum receipt from you for the same, whereby you will have custody of the property, for our State Property Custodian.

I believe a satisfactory arrangement can be worked out and while one of the ranges from Camp McNamers is, I understand, now in the warehouse; upon request of the State Forester and issuance of a memorandum receipt therefor, same will be made available so that you may reinstall it in the camp.

You may be assured that we will cooperate with you in every way possible in the maintenance of these facilities in a usable condition for the duration of the present emergency.

Very truly yours,

Harrison E. Devereaux
State Administrator

April 24
1942

GF

Mr. H. E. Devereaux, State Administrator
Works Progress Administration,
Bedell Building,
Portland, Oregon.

Dear Mr. Devereaux:

Pursuant to several inquiries from military authorities regarding the desirability of some public agency taking over the abandoned construction camp buildings at McNamers in Tillamook county and Wolf Creek and Banks in Washington county, I presented the matter to the State Board of Forestry on April 21, and received their approval to request the transfer of the buildings and facilities to this department.

These camps can be used by the department to house fire suppression crews during the fire season. They can also be made available to the Army during the war for housing troops during maneuvers or guard duty. But I believe their greatest usefulness would be for the housing of men to be used during the post-war period in the work of reforesting the lands that were denuded by the Tillamook fires of 1933 and 1939. The McNamers camp on the Wilson River is especially well located for immediate use by this department.

If it is at all possible, I would like to have the kitchen ranges and water systems left in tact.

Very truly yours,

State Forester.

NSR:ej

FEDERAL WORKS AGENCY
WORK PROJECTS ADMINISTRATION
OF OREGON

HARRISON E. DEVEREAUX
[redacted]
STATE ADMINISTRATOR

May 5, 1942

RECEIVED
MAY 6 - 1942
STATE FORESTER

Mr. N. S. Rogers
State Forester
Oregon State Board of Forestry
Office of State Forester
Salem, Oregon

SUBJECT: Transfer of Custody of McNamers, Wolf Creek and Manning Camps

Dear Mr. Rogers:

This will acknowledge your letter of April 24 with regard to the transfer of custody of the WPA work camps consisting of Camp McNamers in Tillamook County and Camps Wolf Creek and Manning in Washington County to the State Board of Forestry.

The suggestions contained in your letter are being referred to our Washington Office for the necessary approvals and we will be glad to advise you later as to what method of procedure is to be adopted.

Very truly yours,

HARRISON E. DEVEREAUX
State Administrator

W. H. Marsh

W. H. Marsh
Acting Assistant Director
Division of Operations

FEDERAL WORKS AGENCY
WORK PROJECTS ADMINISTRATION
OF OREGON

(copy)

REVOCABLE PERMIT

WHEREAS the Federal Works Agency, Work Projects Administration of Oregon, hereinafter referred to as the lessor, is the owner of three work camps, to wit, Camp McNamers located in Section 31, Township 2N, Range 6W and in Section 6, Township 1N, Range 6W, in Tillamook County; Camp Manning located in Section 10, Township 2N, Range 4W, in Washington County; and Camp Wolf Creek located in Section 5, Township 3N, Range 5W, in Washington County: and

WHEREAS the three work camps above listed are not presently in use by the lessor; and

WHEREAS it seems probable that in the near future these camps will be needed by the armed forces of the nation in connection with national defense; and

WHEREAS said armed forces are not prepared at this time to take custody of said work camps; and

WHEREAS the Oregon State Board of Forestry has immediate need for these camps for use in connection with the protection of forests against fire and other similar normal operations; and

WHEREAS in view of the above, public interest would not be served by the dismantling of said camps, but on the contrary public interest would be best served by preserving the camps in their present condition either for the use of the armed forces of the nation or for the use of the Oregon State Board of Forestry.

site #11

Common/Historic name: South Fork Prison Camp
Theme: Government
Total Score: 10

A. 3 Historical significance

B. 3 Integrity of site and surrounding area

C. 2 Story interest to visitors

D. 2 Value to site grouping or linking

A. Historical Significance: High. In 1951, a law was passed that made possible a forest work camp for Oregon State Penitentiary prisoners. The bill was designed to accomplish tree planting and maintenance of roads and firelines under the Rehabilitation Act specifically for the Tillamook Burn. South Fork, the site chosen for the camp, was on the south fork of the Wilson River, in the center of the burn area. A small crew of inmates cleared the land and erected buildings in the summer of 1951. These minimum security prisoners were supervised by a board made up of the State Forester, the State Penitentiary Superintendent, and the State Director of Parole and worked side by side with 60 hired tree planters. The inmates at South Fork Camp were also responsible for the production of cedar shakes in the shake mill that was constructed in the camp. Some of the buildings have been replaced with newer structures within the last five years. (See Inventory Form in Appendix)

B. Integrity: High. There are several extant buildings which are historically linked to this resource. Many of the other buildings were transported here from closed rehabilitation camps and other areas in the forest. Some buildings are altered, however the integrity of the camp as a whole is high. The area is surrounded by Douglas fir and evidence of early logging activity (stumps with springboard holes, etc.).

site #11

Common/Historic name: South Fork Prison Camp, cont.

C. Story interest: Medium. This prison camp played a major role in the rehabilitation of the Tillamook Forest. The inmates fought fires, planted trees, worked at the cedar shake mill, and helped the Forestry Department maintain the forest. South Fork Prison Camp is associated with the Government theme.

D. Site grouping or linking: Medium. A portion of the old Wilson River Stage Road runs through this camp. This road was a major transportation route through the Tillamook Forest for many years. One of the Lyda brothers' logging camps is also near South Fork Prison Camp. Bert Lyda's Gales Creek camp has been blamed for the start of the 1933 fire. C-line Road, which is off of South Fork Road, was once known as Lyda Road. Much early logging was done in this area. McNamer's Camp is across the Wilson River Highway from South Fork.

This camp is currently being used as it was constructed, unlike many resources within the Tillamook Forest. Historic photographs of this camp are available from South Fork Prison Camp and the Oregon Department of Forestry. Some of the buildings in the camp have been altered, or are no longer extant. The reconstruction of this camp as it appeared in a c. 1960 photo would be possible. This resource might best be detailed in an interpretive brochure.

site # 13

Common/Historic name: Diamond Mill
Themes: Industry
Total Score: 8

A. 2 Historical significance

B. 2 Integrity of site and surrounding area

C. 2 Story interest to visitors

D. 2 Value to site grouping or linking

A. Historical significance: Medium. Diamond Mill was a salvage mill used to extract usable lumber from burned logs in the Tillamook Forest after the major fires. Diamond Logging Company was started by Roy A. Gould, owner of the Atlas Logging Company, founded in 1937. Atlas performed contract work for the Long Bell Lumber Company located near Vader, Washington. Gould bought timber from the Tillamook Burn in Tillamook County and moved his Atlas Company to the Wilson River area. Near Lee's Camp Post Office he built an all electric sawmill. Diamond Lumber Company was organized in 1948. The workers' campsite land was leased to the salvage logging companies by the Reeher family, Wilson River settlers, from 1947-1958. The campsite land reverted to the Reehers after the machinery was removed and the buildings torn down in 1959.

B. Integrity: High. There are several concrete foundations, and remains of the sawmill operations at this site. The area is large and one can visualize the layout of the mill. The surrounding area has been used by motorcyclists, so the road leading to Diamond Mill has large areas of erosion alongside it. Douglas fir and alder surround the site. There is heavy underbrush in the area as well.

C. Story interest: Medium. With many of the concrete foundations intact, one can get a good idea of the mill layout. This site reflects the story of the salvage operations that were an important part of the rehabilitation of the Tillamook Burn.

site # 13

Common/Historic name: Diamond Mill, cont.

The timber salvage companies constructed many logging roads and got rid of the potential fire hazard by removing the many snags remaining in the forest after the fires. The Diamond Mill site relates to the theme of Industry.

D. Site grouping or linking: Medium. The site is fairly isolated, although access is not difficult. The resources near Diamond Mill include Lees Camp and Reeher Bridge. Lees Camp, the site of the Reeher White House, is privately owned. The White House burned in 1918, and Rex Lee acquired the land in 1939. His restaurant at this location catered to the WPA and PWA workers on the Wilson River Highway. Reeher Bridge, located west of Lees Camp, is south of the original bridge site. Apparently, Jennie Reeher, upon hearing that the highway construction included a new bridge near the Reeher homestead, petitioned for the bridge to be named for her family. There is a plaque commemorating "Reeher Bridge in honor of James F. and Jennie A. Reeher • Early Wilson River Pioneers".

With several concrete foundations intact, the Diamond Mill site could be reconstructed. This site would be an ideal location to demonstrate mill and salvage operations that were a vital part of the forest's development. Photos of Diamond Mill are available from the Department of Forestry (1 CAX 7 T16; 1 CAX 11 T16). The land that was used as a camp for the mill workers is not currently owned by the State, but by Reehers Inc.

site # 18

Common/Historic name: University Falls
Themes: Transportation/Industry
Total Score: 9

A. 2 Historical significance

B. 3 Integrity of site and surrounding area

C. 2 Story interest to visitors

D. 2 Value to site grouping or linking

A. Historical significance: Medium. Known also as Preacher Falls and Iler Falls, this natural forest landmark was a resting place for many settlers and vacationers. It was dubbed University Falls by a group of Pacific University students and professors. The Forestry Department's University Falls Road parallels the route of the old Wilson River Stage Road most of the way. A short hike off the main road, University Falls was a welcome detour for travelers. This was a popular camping area as well.

B. Integrity: High. When following the trail to the Falls one passes numerous old stumps, many of them scorched, with springboard holes. At the Falls itself, there are four "seats" placed in the ground. They consist of stumps, approximately three feet in circumference and three feet in height. Douglas fir, cedar and alder are visible. Below the Falls, there is a washed out bridge in the creek.

C. Interest to visitors: Medium. University Falls is historically a significant recreation area by pioneers and travelers in the area. Salvage operations were also conducted in this area by the Consolidated Timber Company. This natural landscape feature is linked to the themes of Transportation and Industry.

D. Site grouping or linking: Medium. The hiking trail into University Falls follows the old wagon road, which can be accessed by going through Rogers Camp

site # 18

Common/Historic name: University Falls, cont.

(Owl Camp). There were some homesteads in this area, Brown's Camp, for example, as well as salvage operations. Consolidated Timber Company used Rogers Camp as a switch point, and two of the trestles associated with Consolidated Timber Company remain. These sites are easily accessed by automobile, or can be part of an involved hiking trail.

There are historical photographs of University Falls located at the Oregon Department of Forestry in Forest Grove (1 AFX 3 T00). The natural landscape feature has changed over time, however has high integrity. University Falls, once a popular camping area for Wilson River vacationers, is an ideal location for day hiking and picnicking. It is also in close proximity to other significant resources in the area.

site # 21

Common/Historic name: Camp Nehalem
Theme: Government
Total Score: 8

A. 2 Historical significance

B. 2 Integrity of site and surrounding area

C. 2 Story interest to visitors

D. 2 Value to site grouping or linking

A. Historical Significance: Medium. Camp Nehalem was the home of Company 2908 of the Civilian Conservation Corps. Construction of this camp was begun in June 1935, and finished in November of the same year. There were originally twenty buildings on this site, including barracks, a mess hall, infirmary and office. The grounds around the camp were designed and well-manicured. Native shrubs were planted on the grounds, a natural swimming hole was improved, rock walkways and rest benches were constructed. A fish pond was built to the left of the office building on the front lawn. Behind the infirmary, a tennis court and improved parking area was constructed. In the spring of 1937, the Nehalem company planted 80 acres of the Hamlet Experimental Forest with Western Red Cedar, Port Orford Cedar, black walnut and black locust. The company also constructed a 225 foot-long steel bridge across the Nehalem River above Batterson.* This was the first steel bridge built by the CCC in Oregon. The bridge was dedicated to Governor Martin (who supported Camp Nehalem's construction) in October 1936. In 1982, the bridge was replaced by a wider bridge a little further downstream than the original bridge. The company also fought forest fires. Company 2908 was known as the "Oregon Company" since all enrollees were from this state.

* In Levesque, page 237, the bridge is referred to as steel. According to Larry Fick and George Martin, the bridge was not steel. The portion of the bridge in the photo on page 237 appears to be wooden.

site # 21

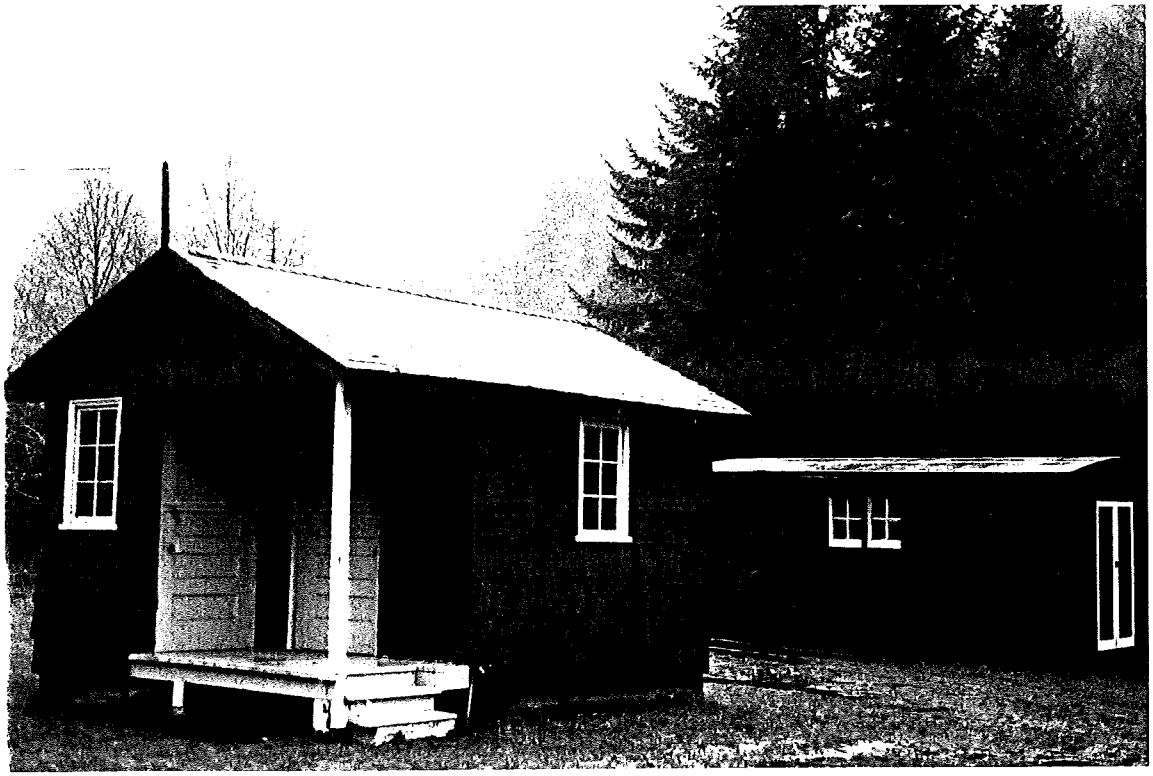
Common/Historic name: Camp Nehalem, cont.

B. Integrity: Medium. There are three extant buildings and several concrete foundations on this site. It is unknown at this time if these buildings are original to Camp Nehalem, or if they were moved here from another location. A large L-shaped structure with a long front porch; a small cabin on joist and blocks with a cedar shake roof, and a small cabin on skids. The Southern Pacific Railroad tracks are situated behind this site. The landscaping, tennis courts, swimming hole, fish pond, and manicured grounds are no longer extant. A flat grassy area with a few cedar trees is what remains of the landscaped grounds of this camp.

C. Story interest: Medium. Camp Nehalem, home to the "Oregon Company," is of interest since the other CCC camps in the study area housed men from all over the country. The high level of landscaping and grounds maintenance that was done to this camp is also significant. The CCC had a significant role in the use and development of the area during the nine years the program was in existence. This site relates to the theme of Government.

D. Site grouping or linking: Medium. This site is not linked to any other resource in the immediate area, except for the re-constructed Governor Martin Bridge. The bridge was the first and the longest steel bridge constructed by the Civilian Conservation Corps in the State at the time. The camp is near the Southern Pacific Railroad tracks, a significant linear resource included in this study. The various roads constructed by this camp can also be linked historically to this site.

The attached photograph of this site shows one aspect of this camp, although the level of detail in the photos is minimal. The landscape design and description of the camp layout, in conjunction with additional photographs available at Oregon Historical Society, Tillamook County Museum, and the Department of Forestry, would make the reconstruction of this resource possible. The camp would be a valuable interpretive resource if it were rehabilitated.



site # 22

Common/Historic name: Southern Pacific Railroad
Total Score: 9

A. 3 Historical significance

B. 3 Integrity of site and surrounding area

C. 2 Story interest to visitors

D. 1 Value to site grouping or linking

A. Historical significance: High. Pacific Railway and Navigation (PR & N) was incorporated in 1905 and began the process of construction of a Railroad from Hillsboro to Tillamook under the direction of E. Lytle. There is a discrepancy as to why the Nehalem route was chosen over the Wilson River route,* however, the first section of the line was begun at the east end in October 1905, reaching the town of Banks on May 24, 1906. Construction in Tillamook was started in November 1906. The PR & N company built several small sawmills in the mountains and cut most of their own timber for bridge and rail construction. The first train from Portland arrived in Tillamook Monday, October 9, 1911. The Tillamook Branch of the PR & N line was 91 miles long from Hillsboro to Tillamook via Rockaway and Nehalem. There were 13 tunnels and 35 bridges over 100 feet in length. The line had cost $5 million to build. The PR & N earned the nickname "Punk Rotten & Nasty" because of the steep inclines, dangerous curves, and frequency of derailments.

The railroad had a significant impact on the development of transportation and industry through the Tillamook Forest. The Trask River Road had been a mail

*According to Paul Levesque, A Chronicle of Tillamook County Forest Trust Lands, initial plans for the line involved construction along the Wilson River from Tillamook, but the Nehalem route was chosen because of the lower grades (Levesque 95). According to John Labbe in Tillamook Memories, page 124, PR & N and Southern Pacific chose the northern route after feuding with Hill's Oregon Traction Company (United Railways) and Northern Pacific, who had rights to the Wilson River route.

site # 22

Common/Historic name: Southern Pacific Railroad, cont.

route for several years. The mail service over the Trask River Road was discontinued the same day the first train rolled into Tillamook. The Wilson River Stage Road had been the primary transportation route from Forest Grove to Tillamook since 1893. The railroad offered more luxurious accommodations and faster service for travelers, and as a result, tourism and commerce increased.

Tillamook farmers could sell more of their goods due to better transportation between Portland and the coast. Several stations were constructed along the rail line, with frequent stops. The logging industry increased dramatically with the railroad, with several logging towns and mills developing along the line. The great stands of timber became more accessible with the introduction of rail service into the forest.

The Southern Pacific Railroad absorbed the Tillamook Line in July 1915, and ran two trains daily between Portland and Tillamook. During the summer, "beach special" excursion trains ran, bringing more tourists to the coast. These excursion trains often had as many as ten to fifteen coaches of tourists bound for the coast. The Tillamook Branch of the Southern Pacific line was closed to passengers in 1933 due to the Depression and the popularity of the automobile.

B. Integrity: High. The railroad line is still intact and operating, however not available for passenger use. The tracks follow the Salmonberry River to the Lower Nehalem River to the coast.

C. Story interest: Medium. The Southern Pacific Railroad spans the major development periods of the Tillamook Forest. It is linked to the themes of Transportation and Industry. Prior to the Depression, the Tillamook branch of the Southern Pacific Railroad was a popular tourist draw. In addition to enhancing tourism, the railroad aided coastal merchants in widening their market. More of

site # 22

Common/Historic name: Southern Pacific Railroad, cont.

their goods could be sent to the valley, allowing an increase in production. The logging industry was affected by the railroad in the same manner. The railroad afforded easier access to the great stands of timber, and encouraged the growth of several mills. The Southern Pacific Railroad was used before, during and after the Tillamook Burn to move timber to market. The Southern Pacific Railroad made a significant impact on assisting with the development of the Tillamook Forest.

D. Site grouping or linking: Low. This linear resource played a vital role in the history of this project area, but it does not link to other resources. The Wilson and Trask Rivers were the main areas of early development in the Tillamook Forest, since the roads along these rivers were the only access from the interior to the coast. The Southern Pacific line, does not afford access to any other primary resources in the forest. The mill towns constructed along the rail line are out of the project area (Timber, Cochran) or are inaccessible (Wakefield, Rector).

This rail line is still in operation. Historic photos of the rail and the Southern Pacific passenger coaches are plentiful. It would not be difficult to reconstruct stations along this line, however, since this is not open to the public, it is not feasible at this time.

site # 23

Common/Historic name: Camp Reehers
Theme: Government
Total Score: 8

A. 2 Historical significance

B. 3 Integrity of site and surrounding area

C. 2 Story interest to visitors

D. 1 Value to site grouping or linking

A. Historical significance: Medium. Camp Reehers was the first CCC camp established in the Tillamook Burn area. Authorization for this camp, located one mile west of West Timber was given April 1, 1934. A crew of 24 people had established a side camp on this land by the end of April, clearing land and constructing all-wood buildings. The camp was designed as a "winter camp." From the Mist CCC Camp in Clatsop County, Company 1313 relocated to Camp Reehers when construction was completed. In October, 1937, a new company was relocated here with enrollees from Tennessee, Georgia, Alabama, Texas, and Mississippi. Camp Reehers boasted a blacksmith shop, and a small sawmill was constructed on this site in 1941. In May 1937, the Camp began publication of a ten page weekly paper, *The Timber Crier*. Round Top and Skyline truck trails were cleared by this crew, in addition to road and trail maintenance, telephone line construction and fire breaks in the Burn. During 1938, 37,856 man hours were spent fighting 31 different fires (including the Big Creek fire on the Columbia River and Smith River fire near Eugene). Camp Reehers was one of the larger CCC camps in the forest, containing approximately 13.86 acres. Reehers CCC Camp was abandoned December 1941, with the remaining enrollees dispersed to other camps throughout the State. Reehers Camp had 38 buildings and one portable barracks, none of which are extant.

B. Integrity: High. There are three concrete foundations and concrete steps and porch foundation which remain on the site. The layout of the camp is apparent, the

site # 23

Common/Historic name: Camp Reehers

land is still clear at the buildings' locations. There is a path leading down to the Nehalem River, and it is surrounded by Douglas fir.

C. Story interest: Medium. This does not span a large period of development, but it does span a significant one. The fire prevention activities of the CCC had an impact on the development of the Tillamook Forest. The camp relates to the theme of Government.

D. Site grouping or linking: Low. This site does not relate to any other theme of development in this area. It is near private land, and consists primarily of a clearing in the woods. This site does not have any significant relationship to other resources in the area.

This area is still relatively clear, reconstruction of this camp would be possible. The buildings were all wooden structures, and the layout is somewhat recognizable by remaining foundations on the site and through historic photo documentation. The interpretive value of this site would be increased if the structures were replaced. The CCC newspaper, *The Timber Crier*, might show photos of the camp as it was originally constructed. The newspaper could be a valuable resource in the reconstruction of this site. Historic photos of Camp Reehers have not been located, it is possible that they are among the uncataloged collection of Larry Fick and George Martin.

CCC Camps Available in
OREGON

F-41 CAMP APPLEGATE, Jacksonville, Jackson County, 34 miles southwest of Medford on unimproved road, not far from paved and graveled highways
20 rigid buildings in fair condition
1 portable barracks, 20 x 130, in good condition
Siskiyou National Forest land

GLO-6 CAMP BRICE CREEK, at Disston, Lane County, 22 miles southeast of Cottage Grove, on paved and graveled road
25 rigid buildings in poor condition
Umpqua National Forest land

F-25 CAMP OAKRIDGE, 2 miles south of Oakridge, Lane County on excellent gravel highway
38 rigid buildings in fair condition, some bad
1 portable Technical Service quarters in good condition
City water and power
Willamette National Forest Reserve

F-96 CAMP ODELL LAKE, 6 miles north of Crescent Lake, Klamath County, on paved highway
15 rigid buildings and 26 tent frames, in good condition for use in place
Deschutes National Forest land

NP-3 CAMP OREGON CAVES, Kerby, Josephine County, 48 miles southwest of Grants Pass, on good paved highway
22 rigid buildings in fair condition, some good
1 portable maintenance shop, 1 portable dispensary, 1 portable blacksmith shop, and 1 portable water tank, all in good condition and economically movable
Siskiyou National Forest land

P-227 CAMP REEHERS, 2 miles west of Timber, near Forest Grove, Washington County, on good graveled highway
38 rigid buildings in fair condition
1 portable barracks, 20 x 130, in good condition
Private land

ASCS-1 CAMP WARRENTON, 1 mile south of Warrenton, Clatsop County, near Astoria on excellent highway
Approximately 26 rigid buildings, 1 or 2 portable, all in fair condition
City water and power
Public land

NP-2 CAMP WINEGLASS, near Union Creek, Klamath County, 90 miles northeast of Medford
9 rigid buildings and 34 rigid tent frames, all of logs and rough lumber, and in poor condition

U. S. Standard Form No. 2 (Revised)
Approved by the Secretary of the Treasury
May 6, 1935

COPY

LEASE

between

Emma A. Kern, Executrix,
Grace Kern, Executrix and
A. D. Kern, Executor of the
estate of Daniel Kern, deceased

and

THE UNITED STATES OF AMERICA

---

1. This LEASE, made and entered into this first day of May, in the year one thousand nine hundred and thirty-nine by and between Emma A. Kern, executrix, Grace Kern, executrix and A. D. Kern, executor of the estate of Daniel Kern, deceased, whose address is 42 S.E. Salmon St., Portland, Oregon

for their heirs, executors, administrators, successors, and assigns, hereinafter called the Lessor, and the UNITED STATES OF AMERICA, hereinafter called the Government:

WITNESSETH: The parties hereto for the considerations hereinafter mentioned covenant and agree as follows:

2. The Lessor hereby leases to the Government the following described premises, viz: Beginning at a point which is south 37 deg. 43 min. east 851.5 feet from the section corner common to sections 29, 30, 31 and 32 of township 3 north, range 5 west W.M., in Washington county, Oregon, and running thence

N. 67	deg.	39	min.	W.	384.1	feet,	thence
S. 30	"	41	"	W.	557.5	" ,	"
S. 69	"	18	"	E.	509.2	" ,	"
N. 76	"	23	"	E.	213.7	" ,	"
S. 73	"	12	"	E.	306.4	" ,	"
N. 69	"	50	"	E.	284.6	" ,	"
N. 55	"	59	"	W.	560.5	" ,	"
S. 79	"	10	"	W.	555.0	" ,	to the point of beginning,

containing 13.86 acres, more or less.

Excepting and reserving from the operation of this lease any of the above tract included in or used as public roads.

to be used exclusively for the following purposes (see instruction No. 3): Site for work camp for Civilian Conservation Corps activities.

3. TO HAVE AND TO HOLD the said premises with their appurtenances for the term beginning May 1st, 1939 and ending with September 30th, 1939

4. The Government shall not assign this lease in any event, and shall not sublet the demised premises except to a desirable tenant, and for a similar purpose, and will not permit the use of said premises by anyone other than the Government, such sublessee, and the agents and servants of the Government, or of such sublessee.

5. This lease may, at the option of the Government, be renewed from year to year at a rental of Five & no/100 Dollars per month

and otherwise upon the terms and conditions herein specified, provided notice be given in writing to the Lessor at least ten (10) days before this lease or any renewal thereof would otherwise expire: Provided that no renewal thereof shall extend the period of occupancy of the premises beyond the 30th day of June, 1940

6. The Lessor shall furnish to the Government, during the occupancy of said premises, under the terms of this lease, as part of the rental consideration, the following: The United States to have for Civilian Conservation Corps purposes, the right of access to said land by existing roadways and trails over adjoining lands owned or leased by the lessors, and to improve and repair such roadways and trails; to take from a well located about 120 feet east of campsite and from a spring located about 2100 feet south of campsite, sufficient water needed in conducting said camp together with a right of way for pipe lines from said well and spring to the campsite; and to use from lands owned or leased by the lessors in the vicinity of the campsite down and standing dead timber for firewood and other camp purposes.

7. The Government shall pay the Lessor for the premises rent at the following rate: Five & no/100 Dollars per month

Payment shall be made at the end of each month

8. The Government shall have the right, during the existence of this lease, to make alterations, attach fixtures, and erect additions, structures, or signs, in or upon the premises hereby leased (provided such alterations, additions, structures, or signs shall not be detrimental to or inconsistent with the rights granted to other tenants on the property or in the building in which said premises are located); which fixtures, additions, or structures so placed in or upon or heretofore erected thereon or attached to the said premises shall be and remain the property of the Government and may be removed therefrom by the Government prior to the termination of this lease, and the Government, if required by the Lessor, shall, before the expiration of this lease or renewal thereof, restore the premises to the same condition as that existing at the time of entering upon the same under this lease, reasonable and ordinary wear and tear and damages by the elements or by circumstances over which the Government has no control, excepted: Provided, however, that if the Lessor requires such restoration, the Lessor shall give written notice thereof to the Government ninety (90) days before the termination of the lease.

COPY

~~9. The Lessor shall, unless herein specified to the contrary,~~ maintain the said premises in good repair and tenantable condition during the continuance of this lease, except in case of damage arising from the act or the negligence of the Government's agents or employees. For the purpose of so maintaining the premises, the Lessor reserves the right at reasonable times to enter and inspect the premises and to make ~~any necessary~~ repairs thereto.

10. If the said premises be destroyed by fire or other casualty this lease shall immediately terminate. In case of partial destruction or damage, so as to render the premises untenantable, either party may terminate the lease by giving written notice to the other within fifteen days thereafter, and if so terminated no rent shall accrue to the Lessor after such partial destruction or damage.

11. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this lease or to any benefit to arise therefrom. Nothing, however, herein contained shall be construed to extend to any incorporated company, if the lease be for the general benefit of such corporation or company.

12. The Government reserves the right to cancel this lease at any time during its life or renewal thereof by giving ten days' advance written notice to the lessor prior to releasing the property.

Paragraph 12 and the words "heretofore erected" line 7, and "thereon or" line 8, Paragraph 8, were added; and paragraph 9 was deleted, prior to signature.

(Address)

UNITED STATES OF AMERICA,

By.....

.....
(Official title)

(If Lessor is a corporation, the following certificate shall be executed by the secretary or assistant secretary.)

I, , certify that I am the

..... Secretary of the corporation named

as Lessor in the attached lease; that .....

who signed said lease on behalf of the Lessor, was then .....

..... of said corporation; that said lease was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

..... [Corporate Seal]

site # 26

Common/Historic name: South Fork Trestle
Theme: Industry
Total Score: 7

A. 2 Historical significance

B. 2 Integrity of site and surrounding area

C. 1 Story interest to visitors

D. 2 Value to site grouping or linking

A. Historical significance: Medium. This large trestle was built by Consolidated Timber Company during their salvage operations in the 1930s. This is one of the largest remaining trestles in the area. Most of the logging trestles in the forest have fallen down due to disrepair. There was a logging camp located on the flat site above the trestle.

B. Integrity: Medium. This trestle is in fair condition. The roads leading to it are old railroad grades, and are passable. The trestle is fairly intact. It spans the South Fork of the Wilson River. The flat logging camp area is in good condition. The valley is surrounded by fairly dense Douglas fir. There is an abundance of logging remains in the area, which include numerous cut logs wrapped with steel cable and several large stumps.

C. Story interest: Low. This trestle is connected with the theme of Industry. It was used by Consolidated Timber Company to haul out salvageable timber. It does not reflect any other period of development in the area.

D. Site grouping or linking: Medium. The trestle can be linked to resources that are nearby, however, these resources also deal with only one theme. There is a smaller trestle north of this one on the same road, which is in poor condition and

site # 26

Common/Historic name: South Fork Trestle, cont.

not included in the final Inventory. This was also used by Consolidated Timber Company. University Falls Road is near the first trestle, and South Saddle Mountain Lookout site, now a radio relay, is also in the area. These resources can all be accessed through Rogers Camp. Three additional intact trestles have been located in this area, but will not be included in this study.

Historic photos of this trestle have not been identified. This trestle can possibly be reconstructed from photos of similar trestles in the area. It can be valuable as a representative logging railroad trestle, and included in an auto tour of this area as has been done in the past.

site # 27

Common/Historic name: Wilson River Stage Road
Theme: Transportation/Industry/Government
Total Score: 10

A. 3 Historical significance

B. 1 Integrity of site and surrounding area

C. 3 Story interest to visitors

D. 3 Value to site grouping or linking

A. Historical significance: High. In 1876, I. W. Alderman, Jacob S. Elliott, and William T. Doughty organized the Tillamook Bay and Washington County Road Company with the intention of building a road from Tillamook Bay to Stout's Mill at Gales Creek. The three men set out to survey the route, became lost for nine days, and consequently decided that there was not enough money available to fund the building of this road. In 1885 the Tillamook and Forest Grove Clay Road Company tried to build the road, but could not obtain enough financing to finish the project. The Wilson River Boom and Toll Road Company negotiated a contract for the construction of a clay road along the Wilson River in 1890. The contract called for a road that was "eight feet wide with convenient turnouts so that teams with loaded wagons could pass each other in safety." The road was completed in 1893, and ran daily stages from Forest Grove and Tillamook. The Stage Road was the main transportation route between Tillamook and Forest Grove, in direct competition with the Trask River Road. The Wilson River Stage Road carried both goods and passengers for many years. With the completion of the railroad in 1911, the Wilson Stage Road fell into disuse, and was virtually abandoned by tourists with the advent of the automobile. The Wilson River Stage Road was subsequently used by fire fighters during the major burns of 1933, and 1939. The Wilson River Highway, completed in 1941 by the WPA, follows some portions of the old stage road.

site # 27

Common/Historic name: Wilson River Stage Road, cont.

B. Integrity: Low. Some of the original portions of the Wilson River Stage Road can be accessed through University Falls and Brown's Camp. The majority of this old route has been altered by fire and highway construction. This portion of the stage road is primarily a hiking trail.

C. Story Interest: High. This stage road is related to the major themes of development of the Tillamook Forest. Vacationers used this stage road during the historic period. It was the only transportation route (other than the Trask River Road, to the south) through the forest to Tillamook. It was also utilized by loggers and fire fighters. The Wilson River Stage Road is linked to the themes of Transportation, Industry, and Government.

D. Site linking or grouping: High. The Wilson River Highway is now the major thoroughfare through the Tillamook Forest. The old stage road is used by hikers and lends one access to other sites relevant to this study including University Falls and Brown's Camp.

There are historic photographs of the original Wilson River Stage Road. The road cannot be rehabilitated to its original form, since the mature trees that bordered the stage road no longer exist. As a significant resource and interpretive tool, the stage road's most valuable interpretive aspect is related to the linkage it provides to other sites and development periods within the Tillamook Forest. The historic hiking trail that follows portions of the original stage road could be rehabilitated, at least to a semblance of its original condition, or perhaps used as the site of an interpretive display. There are photos of the original toll gates from this road, one of these could be reproduced easily, perhaps stationed along this road in a prominent location.

site # 30

Common/Historic name: Trask River Road
Theme: Transportation
Total Score: 9

A. 3 Historical significance

B. 1 Integrity of site and surrounding area

C. 3 Story interest to visitors

D. 2 Value to site grouping or linking

A. Historical significance: High. The Trask River Road was the first wagon road in Tillamook County to be constructed over the Coast Range. The Trask River Wagon Road was established in 1872 by James Quick and was used by a large number of travelers until 1911, when the railroad line was completed. The Tillamook stage left from North Yamhill and traveled through the Tillamook Forest to the Coast, a total of 45 miles. A ride over this road was called "the most awful ride in the world." The Trask House (the site of which is on private land) was a stopping point for stage travelers. Here they would change horses and have a meal, sometimes staying overnight. The Trask River Road was the mail route between Tillamook and the interior until the railroad line took over in 1911.

B. Integrity: Low. Portions of the old wagon road remain, but, like the Wilson River Road, newer, paved roadways have obliterated some parts of the old stage road. From Yamhill to the Trask House site, the Trask Wagon Road is visible. At the Trask House site, the wagon road is on private land and used as a driveway. Portions of the original road are inaccessible. North of the Trask House site is an abandoned log bridge.

C. Story interest: High. The Trask was the first road through the Tillamook Forest, allowing people to travel between the interior portions of the State and the coast. Tillamook's only mail service ran along this route until 1911.

site # 30

Common/Historic name: Trask River Road, cont.

There were stage stops along this route, and many travelers vacationed and fished along the Trask River. Also utilized by logging companies, the Trask River Road was used to haul timber out of the forest. The Trask River Road is linked to the themes of Transportation, Government and Industry.

D. Site grouping or linking: Medium. The Trask River Road was very important to the development of the area, providing a transportation route through very dense forest. This road was used by CCC workers; Trask CCC Camp is currently known as Trask County Park. The Trask road was used by logging companies as well. The site of the Trask House, although on private land, is open to the public. There is an interpretive board put together by the current owner and the Tillamook County Pioneer Museum on the grounds. A few fruit trees remain on this site, as well as the original driveway off the Trask River Road that led to the Trask House and stables.

As with the Wilson River Stage Road, there are historic photos of this route. The natural features bordering the Trask River Wagon Road have been altered through time, fire and logging damage. Portions of the original road need a great deal of repair. If there were other historic sites/resources to provide a link to it this could be a valuable interpretive resource. The Trask House site is not State owned, however, if restored to some degree of historic integrity, this could be a valuable asset in regard to interpretive potential in the Trask River area.

No historic photos of the toll gates along this road have been identified. Trask County Park, once Trask CCC camp, could house some interpretive panels as the Trask House site does. The abandoned log bridge is an interesting feature off this road.

site # 33

Common/Historic name: Hembre Lookout
Theme: Government
Total Score: 7

A. 2 Historical significance

B. 2 Integrity of site and surrounding area

C. 2 Story interest to visitors

D. 1 Value to site grouping or linking

A. Historical significance: Medium. Hembre Lookout was constructed in 1953 by the Forestry Department. It was a 40 foot laminated wooden tower with living quarters in the cabin. This was one of four additional lookouts constructed during the Rehabilitation of the Tillamook Burn and reflects the later building designs. It was constructed to provide more adequate fire protection for the forest. It was demolished in 1965.

B. Integrity: Medium. The concrete footings of this lookout tower remain at the site. The tower was cut down and allowed to fall onto the ridge below. A large pile of wood from the cabin, broken glass windows, and portions of the ladder are on the site. The tower was situated on a flat grassy clearing, and is surrounded by several large stumps and Douglas fir.

C. Story interest: Medium. The extra lookouts were constructed to ensure that the Tillamook Forest had proper protection from the threat of fire. The lookouts were primarily constructed after 1949, to ensure early fire detection. They were later torn down by the Department of Forestry to reduce fire risk, and risk of injury by visitors to the areas. There is a good view of the forest from this site. This lookout tower site is linked primarily to the theme of Government. It does not span a large period development in the Tillamook Forest, but does relate the important story of fire detection.

site # 33

Common/Historic name: Hembre Lookout, cont.

D. Site grouping or linking: Low. This site is isolated, and is not easily linked to anything in the immediate area. It is, however, a good representation of lookout sites that were at one time abundant in this forest. It is linked to other sites by its association with fire detection and rehabilitation of the Tillamook Forest.

There are photographs of this lookout at the Department of Forestry office in Forest Grove. The tower could be reconstructed accurately through photo documentation, which would be a valuable interpretive resource. There are many other lookout sites in the forest. These sites could be displayed on a map showing the general locations, and perhaps displayed here. Many of these lookout sites are now inaccessible by car.

site # 32a,b,c

Common/Historic name: Sites of Fire Origin
Theme: Industry
Total Score: 9

A. 3 Historical significance

B. NA Integrity of site and surrounding area

C. 3 Story interest to visitors

D. 3 Value to site grouping or linking

A. Historic significance: High. The points of origin for the three major fires of the Tillamook Burn area are historically significant. The 1933, 1939, and 1945 fires destroyed a once-majestic old growth forest. Singularly, the fires were devastating enough, however the three major burns occurred so closely together and reburned much of the same area, so the forest became unable to regenerate itself naturally. It required years of human intervention and was part of a tremendous effort to rejuvenate the waste land that remained after these fires. Schoolchildren, volunteers, prisoners, CCC workers and the Forestry Department all banded together to recreate the forest, resulting in the dedication of this area as the Clatsop and Tillamook State Forests in 1973.

B. Integrity: Unknown. The field location of the start of these fires has not been determined. Literature search has identified a map location. There have been no markers found to identify pinpoint locations from the ground.

C. Story interest: High. A significant part of Oregon's history as well as the Tillamook and Clatsop state Forest history makes these sites very interesting to visitors. The Tillamook Burn has long been remembered as the most devastating series of forest fires in the history of the State of Oregon, affecting a large group of people. Schoolchildren and other volunteers came out to these forests and hand planted areas, helping to bring the forest back to life.

site # 32a,b,c

Common/Historic name: Sites of Fire Origin, continued

D. Site grouping or linking: High. These sites are linked to the development of the entire forest. If markers were erected at these sites, and were well-publicized, interpretive panels could be placed here. The forest pre-Burn and post-Burn could be shown, with maps detailing the extent of the damage done. KOIN radio has released phonodisc reproductions of their Tillamook Burn radio dramas "The Phoenix" to the Oregon Historical Society. Although the language of the radio dramas is a bit out dated, there is a tone of panic at the time of these fires, as well as the resulting devastation. They could be used to develop a display; perhaps if these sites were accessible enough to be part of an auto tour, the radio dramas could be incorporated into a cassette tape and played in the car of the visitor. The areas of the forest that were planted by schoolchildren could be marked and included as part of this tour.

site # 35,36,37

Common/Historic name: Hammond Lumber Company Camps
Theme: Industry
Total Score: 9

A. 2 Historical significance

B. 2 Integrity of site and surrounding area

C. 3 Story interest to visitors

D. 2 Value to site grouping or linking

A. Historical Significance: Medium. The Hammond Lumber Company merged with the Continental Lumber Company (formerly Whitney Company, Ltd) in 1927, creating the Hammond-Tillamook Lumber company. This Lumber Company was valued at 5.6 million dollars, owned 41,435 acres of timber and was called the "toughest logging show in the Douglas fir belt." Logs were shipped via the Southern Pacific Railroad to the Hammond-Tillamook mill at Garibaldi. The company constructed a 50 thousand dollar, 200 foot wooden bridge on the south fork of the Nehalem River around 1926-27. The bridge supports were washed away by logs and high water in November 1927.

On October 2, 1932 a fire blew down the Salmonberry River. All that remained of the town of Cochran was a water tank, a depot and four shacks.[145] Logging camps at Ripple, Edwards, Enright and Hammond's camps at Mayo were destroyed.

B. Integrity: Medium. These sites are littered with burned, melted debris from Hammond's logging operations. Over 150 warped iron bedframes, boilers, batteries, kitchen debris, and heavy cables remain at the logging camp site (35). At the loading area (36), the railroad grade includes the remains of railroad ties, visible under the

site # 35,36,37

Common/Historic name: Hammond Lumber Company Camps, continued

low grass. Heavy cable and a great deal of cut timber lay in the valley below. A large stove with three ovens and donkey engine sled remain at the third of Hammond's logging operations sites (37). Much of the surrounding Douglas fir is naturally regenerated. No buildings are extant on these sites.

C. Story interest: High. This site is associated with the theme of Industry. It is evident that these three camp were abandoned in the middle of logging operations. This fire spread rapidly, and the loggers and townspeople in this area were forced to evacuate. These sites also relate to the theme of Industry.

D. Site grouping or linking: Medium. These three sites are in close proximity to each other, but as far as linkage to other sites, this area is too isolated. It is a good representation of 1930s logging operations.

There have been no historic photos found of these sites at this time. Providing that the remnants of these camp and loading areas are left intact, these sites, included together as one interpretive resource, can be valuable as part of a hiking tour of the area. These resources are more valuable as remnants of logging operations rather than reconstructed. The Cochran Fire of 1932 could be detailed as an explanation of the condition of these resources, and would be a valuable educational tool.

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Washington County Museum, miscellaneous photographs.

APPENDIX

TILLAMOOK FOREST COMPREHENSIVE PLAN
RESOURCES NOT SURVEYED*

No.	Resource Name	Location	Theme
A	Murphy Camp	T2S,R7W,S24	Logging/Industry
B	Beverly Hills Camp	Near Hollywood Camp	Logging/Industry
C	Camp 5	T1S,R6W,S22	Logging/Industry
D	Gobblers Knob Lookout	T1S,R7W,S36	Government
E	Kilchis Lookout	T1N,R8W,S17	Government
F	Triangulation Point Lookout	T2N,R8W,S27	Government
G	Gales Creek & Wilson River Railroad terminus	T1N,R6W,S8	Logging/Industry
H	Storey Burn Cabin	T2N,R6W,S14	Early Settlement
I	Bell Camp	T2N,R6W,S1	Logging/Industry
J	Logging camp, 1910-1920	T3N,R5W,S29	Logging /Industry
K	Camp 7, pre 1920	T3N,R6W,S13	Logging /Industry
L	Voltaire-settlement	T3N,R6W,S25	Early Settlement
M	Logging camp	T3N,R5W,S19	Logging /Industry
N	Douty Lumber Co., mill	T3N,R6W,S27	Logging /Industry
O	Camp 5	T3N,R6W,S15	Logging /Industry
P	Wheeler logging camp	T3N,R6W,S20	Logging /Industry
Q	Camp 9	T3N,R6W,S30	Logging /Industry
R	Rector	T3N,R9W,S13	Logging /Industry
S	Wakefield	T3N,R8W,S17	Logging /Industry
T	Tie Mill	T3N,R7W,S26	Logging /Industry
V	Toll Gate	T2N,R5W,S34-35	Transportation
W	Wheeler Pond	T3N,R6W,S9	Logging /Industry
X	Logging camp	T3N,R6W,S18	Logging /Industry
Z	Belding camp	T3N,R7W,S25	Logging /Industry

*These resources, included on the "Points of Interest" list (Fick and Martin) were previously identified during the Literature Search, Phase I of the project. They were not surveyed due to 1) inaccessibility or 2) inability to determine exact location of site.

RESOURCES ON PRIVATE LAND NOTED IN LITERATURE SEARCH

1. John Blodgett Arboretum (just before trolley park)
2. Agaard Road
3. at the Trolley Park:
    - dilapidated houses
    - trash
    - three mobile homes
    - 2 new structures--home and barn
    - 13030-1225: six old homes
4. log jam about 1 mile away from Elk Creek Camp
5. other retaining walls along highway outside Rogers camp
6. Reeher White House site: T1N,R7W,S10
7. Diamond Mill Worker's Camp: T1N,R7W,S4
8. Homestead sites along Wilson River
9. Residences along Wilson River Highway
10. Residences along Trask River Road
11. Trask House site: T1S,R8W,S36
12. Summit House site: T2S,R6W,S19-20
13. Round Top Lookout: T2N,R5W,S12
14. Camp Olsen: T4N,R7W,S26
15. Camp One (Trask): T2S,R6W,S9
16. Camp One (Sunset): T3N,R5W,S9
17. Shingle Mill: T3N,R5W,S16
18. Blue Lake/Standard Logging Company Camp site: T2N,R6W,S16
19. Eagle Lumber Company Mill: T3N,R5W,S32
20. Windy Point Lookout: T1S,R6W,S15
21. Lookout: T2N,R7W,S12
22. Enright: T3N,R8W,S20
23. Cochran: T3N,R6W,S34
24. Camp McGregor: T4N,R6W,S15
25. Wedeberg: T3N,R5W,S31

TOWNSITES OUTSIDE THE BURN AREA

1. Timber
2. Forest Grove
3. Gales Creek
4. Tillamook
5. various mills and logging sites (Hobsonville, Wheeler, Mohler etc.)
6. Scofield

IMPORTANT NAMES AND PLACES

Unless otherwise noted, information on Oregon places is derived from Oregon Geographic Names, by Lewis McArthur.

Bester's Ford

Five miles east of Tillamook on the Wilson River, one mile downstream from the Wilson River Highway bridge over the Wilson River. Stephen Bester took up land around 1880 and developed a ford for use by the settlers further upstream. When the Wilson River wagon road was built, the Besters kept up a toll gate. Stephen Bester's son, Frank, operated a boat at the ford and "accommodated the travel."

Buxton

Henry Buxton, pioneer, settled in Oregon in 1841. His son, Henry T. Buxton settled at this location in 1884, and was appointed first postmaster in 1886.

Cochran

The town was named for two brothers, Judge Joseph W. and J. Henry Cochran. Originally from Ashland, Wisconsin, the two men owned a large tract of timber in the area.

Gales Creek

The site of the 1933 Tillamook Fire, Gales Creek (originally called "Ps-ach-ti" by Native Americans), was named after Joseph Gale, who came to Oregon in 1834.(Forest Grove News-Times March 25, 1976) Gale was born April 27, 1801 near Washington D.C. He settled on the East Tualatin Plain and afterwards at the foot of Gales Peak, Eagle Valley, Union County. Gale was a trapper in the Rocky Mountains, and worked for the Hudson Bay Company. He left the company in 1840 and settled at Prickets Canyon. He was master of "The Star of Oregon," the first ship to be built in Oregon, which was launched in the Willamette River in 1841 and finished in 1842.

Glenora

Glenora, Tillamook County; The name Glenora was applied about 1898 to a weather station near the old Wilson River Wagon Road. Glenora is said to mean vale or glen of gold. One of the first residents was Walter J. Smith, a former member of the Union Army. After his discharge from the armed forces he engaged in mining and is said to have built the first house at Glenora, B.C. Mr. Smith later came to Oregon and in the spring of 1885, he settled near the Upper Wilson River. He liked the name Glenora and eventually tried to have it adopted for a post office, but the authorities objected because of the similarity to the name Glenwood used for an office in Washington County and Glendale. The post office was named Wilson. About 1898 a United States Cooperative Weather Station was established at the James F. Reeher place, with his wife Jennie in charge. Jennie Reeher adopted the name Glenora for the weather station.

Gods Valley

The valley lies southeast of North Fork Nehalem River and was discovered by John Hunt and E.K Scovell. The two men were hunting elk along the north fork and followed a trail over the ridge and into an unknown valley. They found and shot several elk. Apparently they were in dire need of the meat, inspiring one of them into saying, "We needed meat and God led us here, so let's call it God's Valley.

Hobsonville

John Hobson's family were pioneers who settled on the Clatsop Plains. Around 1885, Mr. Hobson and Mr. Leinenweber, arrived via Astoria and constructed a salmon cannery at this location.

Hoquarten Slough

The name could be of Native American origin, it has been in use since the first settlement in the area. Originally spelled Hoquarton. The name now only applies to the slough, although for a time it was used in reference to what is now Fairview.

Idaville

Platted in 1870 by Warren N. Vaughn, the land was part of his Donation Land Claim. He named it for his daughter, Ida Vaughn. The town was also known as Jawbone, after a mill was constructed there with no capital.

Larch

This was a post office named for the forest tree. It was established at the Summit House station on the Trask Toll Road, 17 miles east of Yamhill. The first and only postmaster was Cora Rhude, the daughter of Mr. and Mrs. Oliver Rhude, operators of the Summit House.

Nehalem

Nehalem Indians, of the Salish tribe, lived along the Nehalem River. The Indian word "Nehalem" is said to mean "place where people live, that Ne is [the] Indian prefix meaning place or locality." Other variations include: Nahalem, Naalem, and Ne-ay-lem.

Rector

In 1909, Wheeler Lumber Company established a logging camp here. It was named after the manager of the company, Edward Rector.

Tillamook

Tillamook was the name of a large tribe of Salish Indians who lived near the mouth of the Tillamook River. There have been numerous spellings of this name; *Kilamox, Killamuck, Callemeux, Cal-a-mex, and Callemex.*

Trask River

In Tillamook County, the Trask River was named for Elbridge Trask, a native of Massachusetts who came to Oregon in 1834. He moved a few times, to the Rocky Mountains, Hunt's Mill in Clatsop County and finally to Tillamook County in

August, 1852. His family owned and operated the Trask House, a stage stop on the Trask River Route to Tillamook.

Wilson River

At one time, this river was known as Georgie or Georgia River. The name was changed to Wilson in honor of an early settler who drove the first cows from Seaside into Tillamook County. Apparently, Henry W. Wilson was an English printer, employed on the Oregon Statesman after leaving the Tillamook County. He is attributed with the founding of the dairy industry in the region and his name is signed to the petition to establish Tillamook County.

John McNamer

John McNamer moved with his father and family to Oregon from Iowa. He was a member of the first Oregon Voluntary Infantry during the Civil War, spent some time employed with Wells Fargo & Company as shotgun messenger on stage coaches. He owned and operated McNamer's Halfway Camp on Gales Creek along the Wilson River Stage Route, carrying mail and passengers to Tillamook. McNamer was one of the "pirates" who was in charge of the tolls on this road for a time.(Forest Grove News-Times numerous articles by Helen Reeher Leubke)

James and Jennie Reeher

The Reehers came to Oregon in 1887, first to North Yamhill, then Tillamook and finally their homestead claim on the Wilson River in 1889. The Reeher family lived along the Wilson river Stage Route, Jim Reeher being one of the most outspoken regarding the unfairness of the tolls on this road. The Reehers owned and operated the White House, an inn of sorts, with a campground for vacationers. Lees Camp is on this old homestead property. Jennie was operator of the telegraph line and the weather station, called Glenora.(Forest Grove News-Times numerous articles by Helen Reeher Luebke)

Nelson S. Rogers

Nelson Rogers was born in Vernonia, Oregon and attended Pacific University, Oregon College of Eduction and the Washington College of Education. He graduated from University of Washington in 1930 with a bachelor's in forestry.

In 1911 and 1912, he served as a volunteer fire warden for the Columbia County Fire Patrol Association. He was District Warden for Jackson County in 1923 and 1924. He served as assistant to C.C. Scott in 1925, and was appointed Deputy State Forester under Lynn Cronemiller in 1930. Nelson Rogers was appointed State Forester in 1940.

Following the 1945 fire, Rogers agreed with the people of Oregon that the State could not allow any more fires of this magnitude. He hired J.E. Schroeder as District Forester for the Northwest Oregon State District. Schroeder was to design a fire prevention program for the Tillamook Area.

Mr. Rogers was instrumental in the passage of the bond measure that financed the reforestation effort, and paved the way for the conservation and protection of State Forests. Rogers died September 18, 1949. On May 5, 1955, the 3700 acre Rogers Memorial Forest (formerly Owl Camp) was dedicated in his honor.(Fick and Martin)

J.E. Schroeder

Ed Schroeder spent a considerable amount of time in the forest through his U.S Forest Service employment, involvement in the Civilian Conservation Corps and private logging firms. He worked on all three fires in the burn area, and was appointed by Nelson Rogers as the District Forester for the Northwest area in 1945. He was heavily involved in the reforestation program and authored several documents in regard to this process. He was appointed State Forester in 1965.(Department of Forestry Fact Sheet)

1811 Gales Creek mentioned in "comments" section of Washington County Hatchet; called "Ps-ach-ti" by Native Americans.

Encampment of Indians at Balm Grove.

1834 Joseph Gales comes to Oregon.

1840 Joseph Gales leaves Hudson Bay Co., settles at Prickets Canyon.

1855 United States Congress appropriates $70,000 to build military road from Salem through the coast range to Astoria in 1855-58.

August, Lt. George H. Derby reconnoitered the Astoria Military Road.

Wolf Creek Trail (Sunset Highway) surveyed in 1855-56.

1876 I.W. Alderman, Jacob S. Elliott and William T. Doughty organized the Tillamook Bay and Washington Road company. After getting lost on foot, idea abandoned.

1890 William Reid forms Portland, Nehalem, and Astoria Railway.

March, Claude Thayer, George Runyon, and W.S. Runyon formed the Wilson River Boom, Toll Road and Improvement Company.

1893 Road open to traffic from Tillamook to Tualatin Valley in summer.

1895 "Gales Creek anticipates new stage" (McNamer's Stage).

1901 Timber has post office.

1905 October, Elmer E. Lytle forms PR &N with support from E.H. Harriman, Co.

construction begins on Tillamook Branch.

1906 February 22, ties are strewn on the street at Forest Grove for new electric line.

1907 Picture of Livermore sawmill near Cooper Mtn (WCHS).

Board of Forestry established by Legislative Assembly as temporary advisory board.

1908 December 24, Oregon Electric's first train will arrive in Forest Grove.

1909 Wilkes Brothers Abstract Co. Map shows title of Trolley Park property in name of J.L. Washburn. Consolidated Timber Co. owned this too.

1910 Pacific Railway and Navigation railroad arrives in Timber.

1911 Construction of Railroad from Hillsboro to Tillamook complete, Cost: $5 million.

91 miles of track, previously inaccessible timber land now easy to get to.

Board of Forestry converted to Department of Forestry.

Funding for Department provided under Weeks Law.

1912 Southern Pacific controlled PR & N.

1913 State Forest Patrol Act provides funding for fire-fighting activities by assessing land-owners.

1915 Southern Pacific takes over PR & N officially.

1917 Stimson Mill Co. moves to Washington from Michigan.

1918 White House burns.

1919 John Heisler Sr.'s barn moved for Right of Way.

Trestle spanning valley across Parson Rd.--a spur of SP & S going up to Big Creek logging camp and Agard sawmill near Cooper Mtn.

1922 66,265 Million Board Feet destroyed by fire in this year.

1923 7,179 MBF destroyed by fire this year.

1924 72,421 MBF destroyed by fire this year.

1925 8,886 MBF destroyed by fire this year.

Clarke-McNary Law passed to supersede Weeks Law: it provided expanded funding to states; allowed Department to contract out work to non-state employees.

State Forest Nursery in Elkton created under Clarke-McNary Law: provided reforestation seeds and seedlings and conducted forest genetics research.

1926 164,786 MBF destroyed by fire this year.

1927 1,737 MBF destroyed by fire this year.

1928 16,805 MBF destroyed by fire this year.

1929 263,461 MBF destroyed by fire this year.

Department of Forestry created first State forest on 70,000 acres of land in Douglas and Coos counties. Forest named Elliott State Forest after Oregon's first State Forester, F.A. Elliott.

Legislative Assembly passed Oregon Reforestation Tax Law: this required Department to classify reforestation lands in Oregon. Owners of these lands were exempt from property tax and paid annual forest fee and surtax on harvested forest products instead.

1930 19,744 MBF destroyed by fire this year.

Stimson Mill moved to Tillamook Forest.

1931 156,123 MBF destroyed by fire this year.

1932 Railroad schedules show 2 trains daily each way between Portland and Tillamook on Tillamook Branch of SP line.

Between 1932-1942, Tillamook county loses almost 1/2 its income because the assessed value of timberland drops by 2/3. Counties and private owners give titles to state in lieu of taxes.

638,121 MBF destroyed by fire this year.

1933 Southern Pacific closes Tillamook Branch of electric railway to passenger traffic because of inroads made by Depression and the automobile.

August 14, logging voluntarily stopped (except one camp at Gales Creek) because of strong NE winds and temperature reaching 100 degrees.

August 14, 1pm, Lookout on Hoffman Mtn. reports fire on Gales Creek.

3,000 men turn out to fight fire--275,000 acres burned etc.

Cochran, Ripple, Mayo, Enright camps destroyed.

Map--"New Railroad Grade 'Clatsop County'".

CCC begins some replanting.

11,167,467 MBF destroyed by fire this year.

Stimson sawed logs just two months after fire. Some logs still had "fire in them."

1934 17,501 MBF destroyed by fire this year.

1935 43,285 MBF destroyed by fire this year.

Board of Forest Conservation created to facilitate transfer of lands to Federal Government for creation of National forests. Acquisition made contingent on approval of Board.

Department of Forestry involved in New Deal. Legislative Assembly appropriated funds to create CCC work camps under direction of State Forester.

1936 80,919 MBF destroyed by fire this year.

Nearly 4300 men employed in Forestry camps.

Construction of Department of Forestry's Salem Headquarters begins under Work Projects Administration.

1937 6,290 MBF destroyed by fire this year.

County Classification committees formed to facilitate Oregon Reforestation Tax Law.

1938 Mill at West Timber Razed.

595,833 MBF destroyed by fire this year.

1939 Fire--burned 225 thousand acres in old burn area.

Late 30s, Salvage logging begun because of WWII.

Department of Forestry's Headquarters completed.

508,833 MBF destroyed by fire this year.

1940 Keep Oregon Green Association established. Begun by W.B. Greeley, John B. Woods, and Nels Rogers. Served as Department's de facto publicity agent for forest fire safety and prevention. Nominally independent of Department.

14,066 MBF destroyed by fire this year.

1941 Oregon Forest Conservation Act passed: requires logging operators to reforest harvested lands and allowed State Foresters to make rules to "conserve forest resources."

Forest products research laboratory is established as joint venture of Department and Oregon State University. The Lab's primary research emphasis is on utilization of wood products and wood wastes.

5,113 MBF destroyed by fire this year.

1942 August, closure of O & C lands and public domain lands for forest fire protection.

Youth Civilian Defense (Forest Reserves) starts in San Francisco.

Forest Defense Council formed: serves as an adjunct to Oregon Defense council in matters relating to incendiary forest fires.

Legislative assembly halts funding--CCC program dismantles.

April 24, State Administrator allows transfer of buildings at McNamer's camp in Tillamook to State Forest Service. Building used by Department to house fire crews during fire season; house troops during maneuvers or guard duty; housing men during post-war period for reforestation work.

Department operates several wartime employment programs designed to fill manpower void caused by cessation of CCC and Armed Services requirements.

December, Purchase under 1941 Acquisition Law of Clatsop Land.

December, Forest Code Amended.

1942 to 1943 Up to 46 Aircraft Warning Service observation posts operated by Department.

1943 Research begun on direct seeding of Tillamook Burn.

State has acquired almost 225,000 acres of county and private forest land.

1944 Forest service report "The simplest approach is to regard the entire burn as beyond justifiable human effort, to surround it with a superfireline and let nature take its course."

1945 Fire at South fork of Wilson river. 6 weeks, 110 thousand acres in old burn.

2,000 men, plenty of equipment and water, couldn't keep it from snag spreading.

Many reporters, photographers, etc. at this fire--very much public attention, led to the appointment of a governor's committee to investigate ways to keep this from happening again.

Ed Schroeder starts working in burn areas.

State takes over rehabilitation effort and forest as a whole: destroys buildings to fireproof area.

Mrs. Beula Courtney Clifford takes her class of 8th graders from James John Grade School in North Portland into the burn and had them plant 2000 seedlings acquired from the federal government. Started a tradition that by 1973 was responsible for the planting of 75,000 trees.

1947 Legislature submitted for constitutional amendment to provide for a bond issue to rehabilitate Tillamook Burn.

Forest Research and Experimental Tax Act provided funding for lab by surcharging all forest products harvested.

1948 Bond amendment approved by Oregon voters.

1949 July 18, from stump at Rogers Camp, Governor Gordon McKay declares that reforestation project will begin.

Aerial seeding program begins in fall.

1950 Portland Public schools made reforestation a special science project. For most Portland schools, planting day became mandatory.

1951 Two fires within the Tillamook Burn area; easier to stop because of more accessible roads.

Establishment of minimum security prison camp on South Fork of Wilson River in Burn area--helped the rehabilitation effort.

South Fork Prison Camp of the Oregon State Penitentiary originally provided 50 men to work in snag falling, road building, and tree planting.

1952 Crown-Zellerbach buys out Long Bell Lumber Co.

1957 Forest Management research moves out of Department of Forestry and becomes new state agency at Oregon Forest Research Center in Corvallis.

Trolley Car Museum starts under directorship of Paul Class.

1961 Research center becomes part of Oregon State University as forest Research Laboratory.

Western Oregon Small Tract Optimal Tax Law passes to give tax breaks to owners of under-productive forest lands.

1964 Rural Fire Defense Program was established to link Department of Forestry and State Fire Marshall's Office rural fire fighting programs.

1967 Three seasons, to 1970; Last seeding period--Covered 2003 acres.

1973 July 18, Governor Tom McCall dedicates former burn as Tillamook State Forest (the dedication was held at Rogers Camp).

Cost from inception to 1973--$13 million for reforestation.

1976 Under supervision of State Forestry Dept., project begins to mark and clear trail for hikers and horseback riders along 15 miles of Old Wilson River Wagon Road.

CULTURAL RESOURCE INVENTORY

ARCHAEOLOGICAL REPORT
TILLAMOOK BURN PROJECT

METHODOLOGY

Repositories at Oregon State Universities Department of Anthropology, the Museum of Anthropology at the University of Oregon, and the State Historic Preservation Office in Salem, were queried as to whether they held any information about known pre-historic or historic archaeological sites in the Tillamook Burn area as delineated by the map of the burn provided by Oregon State Parks.

Dr. David Brauner, archaeologist and Chairman of the Anthropology Department at Oregon State, stated that OSU had no information on the study area. Pam Endzweig, curator of archaeological records at the University of Oregon's Museum of Anthropology stated that the museum has only duplicate records of those held by SHPO. The State Historic Preservation Office has record of only a single archaeological site, which is described below.

Undoubtedly there is more than one archaeological site within the burn area, but there has not been any archaeological reconnaissance carried out in the study area, because there have not been any timber sales. Thus the lack of data cannot be construed to imply a lack of archaeological resources.

ARCHAEOLOGICAL SITES CONTAINED WITHIN THE PROJECT AREA

There is only one recorded archaeological site within the Tillamook Burn project area.

SMITHSONIAN NUMBER: 35YA6

SITE NAME: Trask Mt. Tsektsel

TYPE: Prehistoric Prayer Seat

DATE: "This feature was probably used before and during the early period of White contact."

LOCATION: The site is located in a remote area on a boulder-strewn ridgeline below and east of the summit of Trask Mountain in the Coast Range of Yamhill County.

Legal Description - NE 1/4, NW 1/4, Section 29, Township 2S, Range 6W, Willamette Base Meridian. Fairdale 15' USGS quad.

Universal Transverse Mercator - Zone 10, Easting 464,600 m, Northing 5,024,050 m.

OWNERSHIP: BLM

STATUS: Land withdrawn. Nonproductive for timber, too rocky.

PHYSICAL SETTING: The elevation of the site is 3,200 feet. It is flanked on either side by a steeply sloping boulder field. It has a 270 degree panoramic view of the Willamette Valley, the Cascade mountains, and the Coast Range. The boulder-strewn, rocky promontory upon which the feature is situated is geologically unique to this area and is virtually devoid of vegetation. There are two permanent springs nearby. One is located one-quarter mile to the northwest, and a second spring is just 300 feet to the northwest.

DESCRIPTION: The feature is an enclosure made of naturally distributed large boulders and approximately 40 smaller rocks (average size 20 cm x 10 cm) that were placed upon and among the large boulders. The enclosure is V-shaped and measures approximately 3' by 6' on the inside, with a probable height of 3' on the west end. There is some rock rubble on the east end of the enclosure that may have been a low rock wall completing the enclosure. At the present time, the apparent opening of the enclosure is on the northeast end and the feature is oriented 222 degrees - 42 degrees (long axis) by 298 degrees - 118 degrees (short axis).

The small rocks stacked upon and among the boulders are of the same materials as the boulders. The placement of these smaller rocks is considered to be the result of human activity since they are not simply fragments broken off of the larger boulders and they could not have fallen or rolled to their positions from above.

In addition to the rock feature there is a small soil pocket located a few feet below and to the southeast of the enclosure. A portion of the soil is darkened with ash and small bits of charcoal, whereas the rest of the soil is slightly red in color and contains very little ash or charcoal.

The overall size of the site is 32 square feet. The maximum depth of cultural deposits is unknown. The site is in good condition (the east end of the rock enclosure has been damaged by the fall of a snag).

BACKGROUND: Prayer seats, called Tsektsels by the Yurok in northern California, are ethnographically documented and are still used today by Native Americans in northwestern California. The Trask Mountain rock feature at 35YA6 is remarkably like features reported in northwest California (Wylie, 1976) called tsektsels, or prayer seats. Tsektsel is a Yurok word referring to a class of small, hand-piled stone and/or boulder enclosures with several distinctive characteristics.

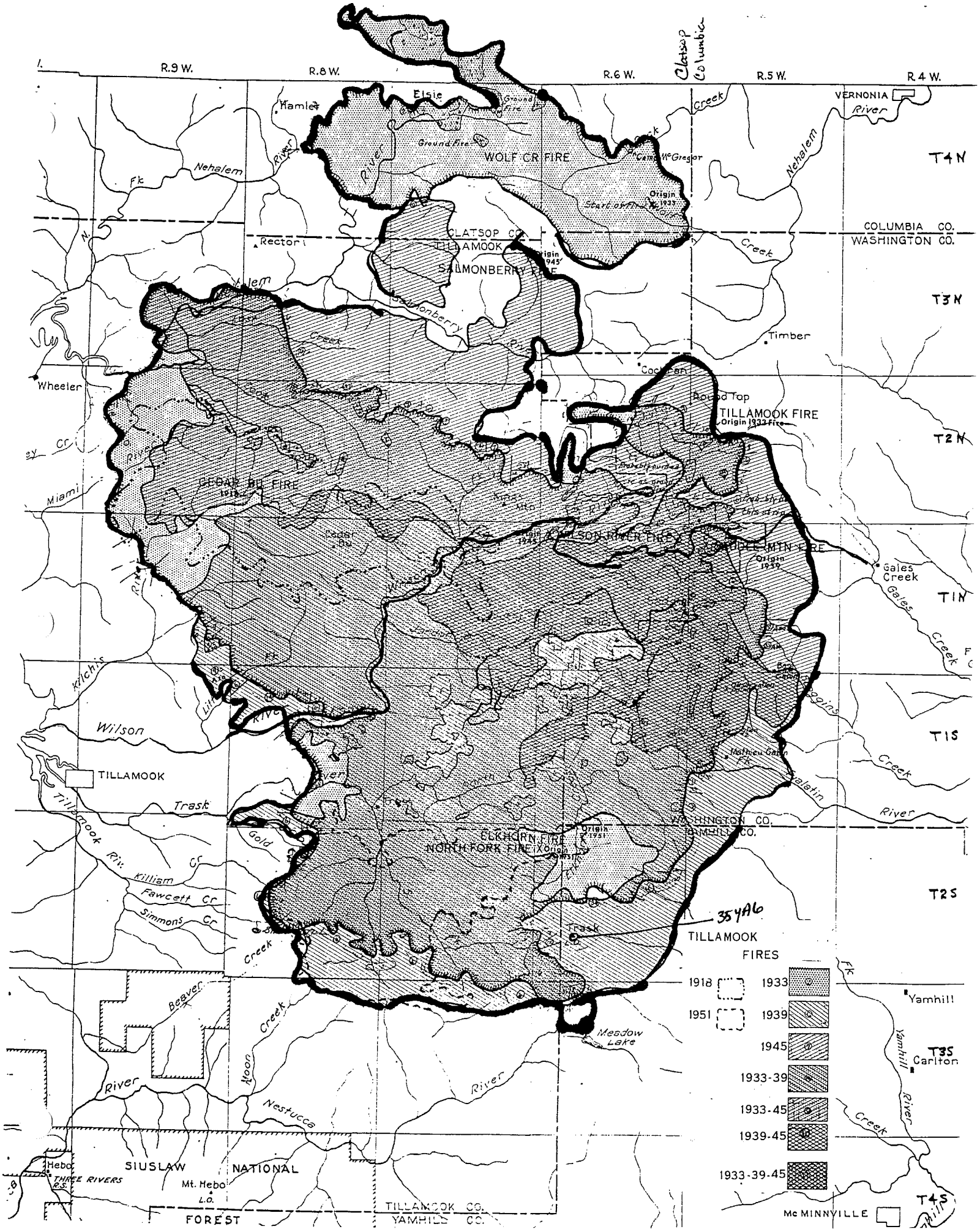
According to Wylie (1976) the following characteristics are common to most of the northern Californian tsektsels:

1. The tsektsels occur in remote mountain locations that provide an unobstructed panoramic view. Most of the tsekstels observed and reported in northern California face east.
2. Commonly, the tsektsel is quite small (10 square feet) and consists of 50 to 100 small stones 2 feet high. The shape of the tsektsel varies to some extent but is usually semi-circular or U-shaped.
3. The tsekstels are commonly associated with a unique geological landscape with a high aesthetic value.
4. There is commonly fire-making associated with the tsektsels.

These characteristics are consistent with those of the Trask Mountain feature.

REFERENCES: The above information is derived from a site report on file at the State Historic Preservation Office in Salem, Oregon. The report was filed by Scott P. Thomas and Gary Stumpf on August 9, 1979.

Thomas and Stumpf cited Henry G. Wylie, 1976: Tsektsels: A Discussion of Prayer Seats in California. USDA - Forest Service, Six Rivers National Forest, Eureka.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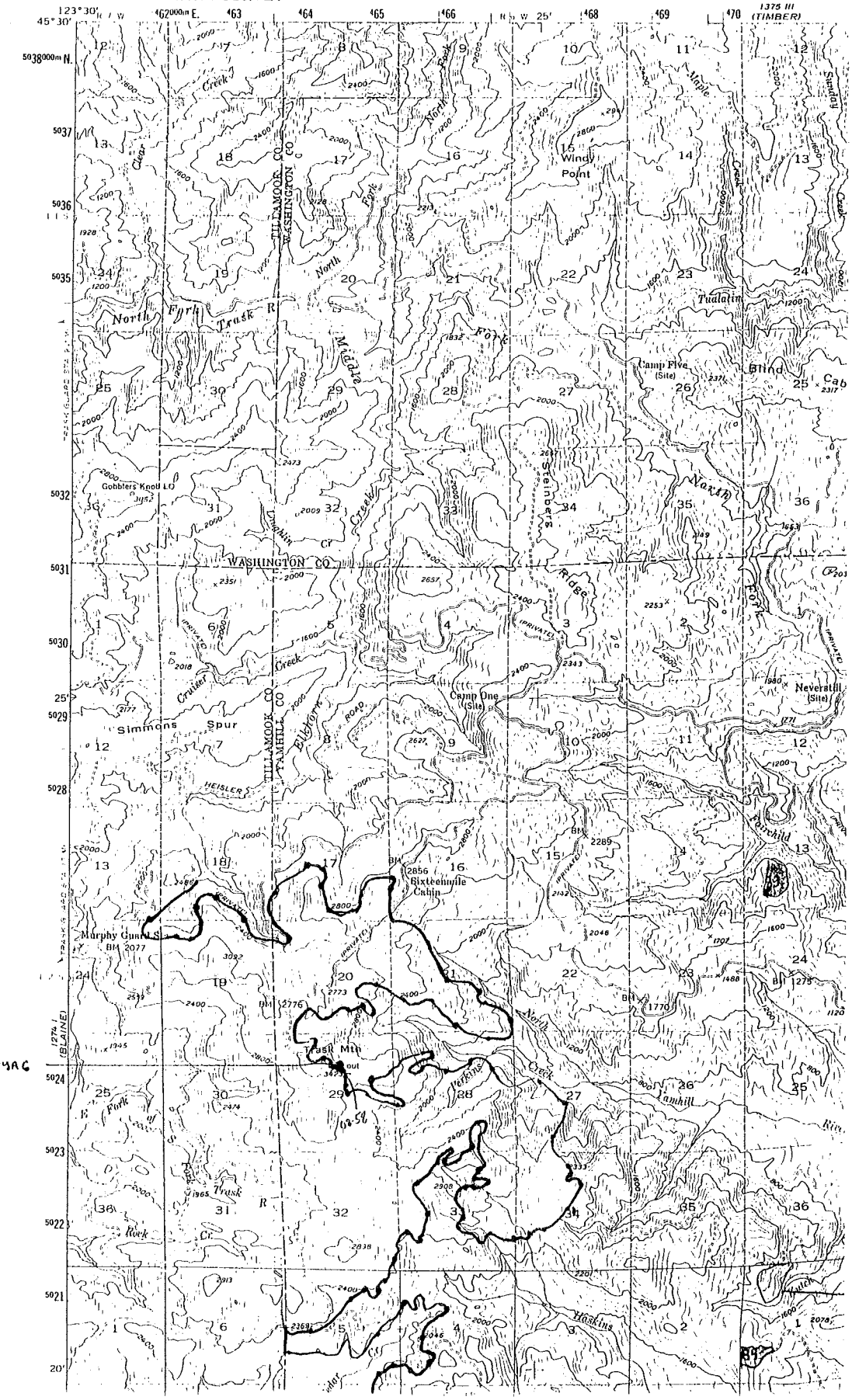
T4S
Clatsop Co
Columbia
VERNONIA
Elsie
Hamlet
Ground Fire
WOLF CR FIRE
Camp McGregor
Origin 1933
Start of Fire
Nehalem
River
Fk
COLUMBIA CO.
WASHINGTON CO.
CLATSOP CO.
TILLAMOOK
Rector
Origin 1945
SALMONBERRY FIRE
Salmonberry
Timber
Cochran
Wheeler
Round Top
TILLAMOOK FIRE
Origin 1933 Fire
CEDAR BU FIRE
1918
Miami
Wilson
Kilchis
Tillamook
Trask
Gold
Killiam
Fawcett Cr
Simmons Cr
Beaver
Moon Creek
Nestucca
Meadow Lake
Gales Creek
Mathieu Gap
Yamhill
Carlton
McMINNVILLE
TILLAMOOK
Origin 1939
Origin 1945
Origin 1951
ELKHORN FIRE
NORTH FORK FIRE
WASHINGTON CO.
YAMHILL CO.
TILLAMOOK CO.
YAMHILL CO.
SIUSLAW NATIONAL FOREST
Hebo
THREE RIVERS R.S.
Mt. Hebo L.O.
354A6
TILLAMOOK FIRES
1918
1951
1933
1939
1945
1933-39
1933-45
1939-45
1933-39-45

fairdale quadrangle
15 minute series
USGS
1955

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GEOLOGICAL SURVEY