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Research Notes Lower Prairie Creek Project

Susie Van Kirk

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Research Notes
Lower Prairie Creek Project
Redwood National Park

June-December 2015

Statement of Work.

Project Description...to conduct Phase 1 of a narrative history project for the Lower Prairie Creek Watershed, funded by Save the Redwoods League. Phase1 of this project will be to compile reference materials, sources, conduct scoping with NPS staff and other local stakeholders to develop historical research themes that will be needed for a future narrative history of the Lower Prairie Creek Watershed. It will result in a detailed chapter outline to be submitted to NPS.

This Phase 1 project will need to consider thematic, regional, and chronological contexts. This study will focus primarily on the period from the gold rush of the 1850s until creation of the park in 1968, and will focus primarily on histories that emerge from written documents.

The geographic area of the study includes roughly 8,000 acres of the Lower Prairie Creek Watershed, 200 acre of currently privately held lands along Highway 101 corridor between Orick and Prairie Creek Redwoods State Park, as well as Orick and Berry Glenn proper.

Project Background. RNP is embarking on a planning effort to develop and evaluate the need for restoring approximately 8,000 acres of formerly logged redwood forest and associated habitats in the LPC watershed....The project area includes the largest expanse of low elevation coastal redwood forest in the national park, much of it logged of its original forests....

Project Purpose and Need. A project this size requires substantial understanding of the logging, mining, ranching, ethnographic and archeological history of the project area. The information from LPC Watershed Historic Resources Study will bring context to the project and provide the basis for an accurate analysis of project impacts to cultural resources. A narrative history for the project area will frame the historical context in which the NPS would determine which historic cultural resources within the project may be significant and that should be protected, preserved and interpreted to the public in accordance with the NPS mission.

Products:

1. Conducting a scoping meeting with NPS staff and other local sources as necessary to develop a thematic approach to conducting project research and accumulating historical sources.
2. A draft chapter outline that identifies key themes and historical source materials.
3. A final and detailed chapter outline that identifies key themes, provides a list of preliminary sources and materials such as archival repositories, newspapers, books, reports, and articles.

4. A copy of all research materials, organized and labeled in a coherent manner, shall be returned to park.

5. Recommendations for additional research and source materials not investigated and further studies needed, as well as a cost and time estimate for completing a comprehensive narrative history.

Schedules:

July 2015, Conduct Scoping Meeting(s) as needed

July 2015-December 2015: Conduct Research, gather source materials

Oct-Nov. 2015: Develop Draft Outline

Nov. 1-Dec. 1: Develop Final Outline

Dec. 1, 2015: Final Outline Deliverable

Meeting with Karin Grantham and Bow O'Barr at RNP conference room, Heindon Lane, Arcata, 20 May 2015.

What are the themes in the project area? What are the properties? Who owned them? There are two hundred acres of private land within the project area. Perhaps a series of context statements might be an approach. Need overall narrative history of the LPC area. My job is to provide an outline for that history, similar to Fred Brown's Historic Resource Study, March 2012. Will need to decide how to organize, i.e., by themes (logging, dairying, mining, etc) or chronologically (from settlement through creation of park in 1968). [Later Susie thought maybe by watersheds for the park land and then along the highway corridor between Orick and Prairie Creek State Park for the private lands] Bow pointed out that it is difficult to separate the geographical area of the LPC project area from what was happening in Orick.

**Large Timberland Ownerships
Scottish Syndicate Properties, David Evans, et al.**

Recorder's Office

Some General Information

Deeds 7:94 (3 Nov. 1882) Charles E. Beach to David Evans, \$1000, in 10N1E.

Deeds 7:98 (4 Nov. 1882) Charles Beach to David Evans in 10N1E, 160 acres.

Deeds 7:102 (20 Nov. 1882) Arthur A. Marks to David Evans, 160 acres in 10N1E.

[more to Evans in Deeds 7, Nov. 1882 to Feb. 1883]

Deeds 9 to Evans, land in 5N2E, 6N2E,

Deeds 10 Aug 1883 to Nov. 1883, 4N1E, 3 N1E

Deeds 11, Jan. 1883, 10N1E

Deeds 13:572 (28 Feb. 1883) William Ayers to David Evans, \$500, lots 1 and 2, E half NW qt sec 19, 9N2E, 154.80 acres, Recorded at request of Robert Smith, 10 July 1884. Fred W. Bell, notary.

Deeds 13:573 (13 March 1883) James A. Archer to David Evans, \$500, SE qt sec 20, 9N2E, 160 acres, recorded at request of Robert Smith, 10 July 1884, Fred W Bell notary

[more like above]

Deeds 13:620 (1 May 1883) Thomas M. Brown to C.E. Beach in 7N2E

Deeds 13:622 (10 May 1883) Nathaniel Brown to Charles E. Beach in 7N2E

13:623 (16 May 1883) Charles E. Beach to David Evans, 800 acres in 7N2E.

Deeds 7, 16 transactions to David Evans, beginning Nov. 1882

Deeds 8: zero

Deeds 9, 19 transactions to David Evans

Deeds 10, 17 transactions to David Evans

Deeds 11, 23 transactions to David Evans

Deeds 12, zero

Deeds 13, 166 transactions, Feb. to March 1883, David Evans as grantee.

Deeds 14, 185 transactions, Feb. to July 1883, David Evans as grantee. Land mostly in 9N1E, 9N2E, 10N1E, 10N2E, 11N1E, and 11N2E and others. All for a consideration of \$500. Mostly 160-acre patents.

Total of 426 transfers of ownership to David Evans from Nov. 1882 to July 1883. Assuming each was for 160 acres, total acreage transferred to Evans was 68,160 acres.

Patents 20:227 (20 Aug. 1884) Hank Hall, cert. 5232, lots 1 and 2, E half NW qt sec 7, 11N2E, 159.99 acres. Recorded at request of H.L. Walden, 2 Dec. 1907.

Transactions for land in 11N1E and in sections 6 and 7 in 11N2E

Project area in 11N1E: sections 3,9,10,11,12,14,15,16,20,21,22,23,27,28

7:96 (20 Nov. 1882) Charles E. Beach to David Evans, \$500, N half SW qt, SW qt NW qt sec 33; SE qt NE qt sec 32, 11N1E, 160 acres.

7:100 (4 Nov. 1882) Harry A. Marks to David Evans, \$900, SE qt NE qt sec 34; S half NW qt, NE qt SW qt sec 35, 11N1E, 160 acres.

7:402 (12 Jan. 1883) William W. Martin to Charles E. Beach, \$500, lot 4, SW qt SE qt sec 32, 11N1E and in 10N1E.

7:512 (16 Jan. 1883) Charles Beach to David Evans, \$600, lot 4, SW qt SE qt sec 32, 11N1E and lots in 10N1E, 174.59 acres.

11:740 (29 Jan. 1883) William Ross to David Evans, \$500, SE qt SW qt, S half SE qt, NE qt SE qt sec 34, 11N1E, 160 acres.

Patents 20:296 (10 April 1883) William Ross, cert. 4835, SE qt SW qt, S half SE qt, NE qt SE qt sec 34, 11N1E, 160 acres, General Land Office 10:372, recording requested by H.L. Walden, 12/2/07.

11:773 (25 May 1883) John D. Marks to David Evans, \$500, N half sec 36, 11N1E, 320 acres.

Patents 18:125 (13 Aug. 1885) State patent to John D. Marks, cert. 5870, N half sec 36, 11N1E, 320 acres,

11:775 (25 May 1883) Joseph P. Marks to David Evans, \$500, S half sec 36, 11N1E, 320 acres.

Patents 18:119 (13 Aug. 1885) State patent to Joseph P Marks, cert. 5871, S half sec 36, 11N1E, 320 acres.

13:583 (23 May 1883) Martin Anderson to David Evans, NW qt sec 28, 11N1E, 160 acres.

Patents 20:322 (20 Aug. 1884) Martin Anderson, cert. 5284, NW qt sec 28, 11N1E, 160 acres, GLO 11:128; recording requested by H.L. Walden, 12/2/07

13:629 (23 May 1883) Edwin A. Bitterby, SW qt sec 24, 11N1E, 160 acres.

Patents 20:310 (20 Aug. 1884) Edwin A. Bitterby, cert. 5270, SW qt sec 24, 11N1E, 160 acres, GLO 11:118, recording requested by H.L. Walden, 12/2/07.

13:634 (2 June 1883) Eugene Brock to David Evans, NW qt sec 22, 11N1E, 160 acres

Patents 20:340 (1 Nov. 1884) Eugene Brock, cert. 5338, NW qt sec 22, 11N1E, 160 acres, GLO 1:295, H.L. Walden, 12/2/07

13:637 (2 June 1883) Robert H. Bunten to David Evans, lots 1 and 2, S half NE qt sec 6, 11N2E, 160.88 acres.

Patents 20:234 (20 Aug. 1884) Robert H. Bunten, cert. 5328, lots 1 and 2, S half NE qt sec 6, 11N2E, 160.88 acres, 11:145 GLO, recording request by H.L. Walden, 12/2/07.

13:641 (6 June 1883) John A Brown to David Evans, lots 3, 4, and 5, SE qt NW qt sec 6, 11N2E, 159.33 acres.

Patents 20:239 (20 Aug. 1884) John A Brown, cert. 5364, lots 3, 4, and 5, SE qt NW qt sec 6, 11N2E, 159.30 acres, GLO 11:64, recording requested by H.L. Walden, 12/2/07.

13:644 (12 June 1883) Charles Beach to David Evans, \$2000, land in 10N1E, also N half SE qt and S half NW qt sec 27, 11N1E, 160 acres, total 617.56 acres.

13:670 (14 March 1883) Daniel Campbell to David Evans, N half NW qt, N half NE qt sec 35, 11N1E, 160 acres.

13:678 (23 May 1883) William Carter to David Evans, SE qt sec 24, 11N1E, 160 acres.

Patents 20:302 (1 Nov. 1884) William Carter, cert. 5233, SE qt sec 24, 11N1E, 160 acres, GLO 11:275, recording requested by H.L. Walden, 12/2/07.

13:650 (30 May 1883) John Caston to David Evans, lots 1 and 2, S half NE qt sec 3, 11N1E, 160 acres.

Patents 20:331 (20 Aug. 1884) John Caston, cert. 5308, lots 1 and 2, S half NE qt sec 3, 11N1E, 160 acres, GLO 11:137, H.L. Walden, 12/2/07 [registered to vote 1880 in Arcata, born Maine c 1835, millman]

13:682 (2 June 1883) Sterling Campbell to David Evans, NE qt sec 28, 11N1E, 160 acres.

Patents 20:341 (20 Aug. 1884) Sterling Campbell, cert. 5339, NE qt sec 28, 11N1E, 160 acres, GLO 11:152, H.L. Walden, 12/2/07

13:683 (2 June 1883) John Clancy to David Evans, lot 3, SE qt NW qt, E half SW qt sec 3, 11N1E, 160 acres.

Patents 20:336 (1 Nov. 1884) John Clancy, cert. 5330, lot 3, SE qt NW qt, E half SW qt sec 3, 11N1E, 160 acres, GLO 11:294, recording requested by H.L. Walden, 12/2/07

13:686 (2 June 1883) Robert Chapman to David Evans, NE qt sec 7, 11N2E.

Patents 20:235 (20 Aug. 1884) Robert Chapman, cert. 5333, NE qt sec 7, 11N2E, 160 acres, GLO 11:148, recording requested by H.L. Walden, 12/2/07.

13:710 (2 June 1883) Eli Dean to David Evans, lots 3 and 4, S half NW qt sec 2, 11N1E, 159.88 acres.

Patents 20:335 (20 Aug. 1884) Eli Dean, cert. 5326, lots 3 and 4, S half NW qt sec 2, 11N1E, 159.88 acres, GLO 11:143, recording requested by H.L. Walden, 12/2/07.

13:712 (2 June 1883) Joseph Dick to David Evans, S half NW qt, S half NE qt sec 24, 11N1E,

Patents 20:339 (20 Aug. 1884) Joseph Dick, cert. 5337, S half NW qt, S half NE qt sec 24, 11N1E, 160 acres, GLO 11:151, recording requested by H.L. Walden, 12/2/07.

13:713 (2 June 1883) Edwin Dick to David Evans, E half NE qt, NW qt NW qt sec 11; NE qt NE qt sec 14, 11N1E, 160 acres.

Patents 20:338 (20 Aug. 1884) Edwin Dick, cert. 5336, E half NE qt, NW qt NW qt sec 11; NE qt NE qt sec 14, 11N1E, 160 acres, GLO 11:150, recording requested by H.L. Walden, 12/2/07.

13:716 (18 June 1883) William Dowling to David Evans, E half NW qt, NW qt NE qt sec 14, 11N1E, 120 acres.

13:723 (18 May 1883) John Erola to David Evans, lots 6 and 7, E half SW qt sec 6, 11N2E,

13:724 (23 May 1883) John Elliott to David Evans, \$500, NW qt sec 12, 11N1E, 160 acres

Patents. 20:306 (1 Nov. 1884) John Elliott, cert. 5243, NW qt sec 12, 11N1E, 160 acres, GLO 11:280, recording requested by H.L. Walden, 12/2/07.

13:725 (30 May 1883) Rolland E. Elliott to David Evans, N half SE qt, NE qt SW qt sec 28, 11N1E, 120 acres.

Patents 20:327 (20 Aug. 1884) Rolland E. Elliot, cert. 5300, N half SE qt, NE qt SW qt sec 28, 11N1E, 120 acres, GLO 11:132, recording requested by H.L. Walden, 12/2/07

13:727 (6 June 1883) George E. Enrick to David Evans, SE qt sec 13, 11N1E, 160 acres.

Patents 20:343 (20 Aug. 1884) George E. Enrick, cert. 5350, SE qt sec 13, 11N1E, 160 acres, GLO 11:156, recording requested by H.L. Walden, 12/2/07

13:736 (23 May 1883) James A. Ferris to David Evans, SE qt sec 23, 11N1E, 160 acres.

Patents 20:305 (1 Nov. 1884) James E. Ferris, cert. 5242, SE qt sec 23, 11N1E, 160 acres, GLO 11:279, recording requested by H.L. Walden, 12/2/07.

13:737 (23 May 1883) William J. Foley to David Evans, NE qt sec 23, 11N1E, 160 acres.

Patents 20:319 (1 Nov. 1884) William J. Foley, cert. 5281, NE qt sec 23, 11N1E, 160 acres, GLO 11:289, recording requested by H.L. Walden, 12/2/07.

13:751 (14 March 1883) Frank A. Goble to David Evans, N half NW qt sec 34, 11N1E, 80 acres.

Patents 20:298 (1 Nov. 1884) Frank A. Goble, cert. 5085, N half NW qt sec 34, 11N1E, 80 acres, GLO 11:271, recording requested by H.L. Walden, 12/2/07.

13:752 (14 March 1883) Caroline Goble, NE qt sec 33, 11N1E, 160 acres.

Patents 20:297 (1 Nov. 1884) Caroline Goble, cert. 5082, NE qt sec 33, 11N1E, 160 acres. GLO 11:270, recording requested by H.L. Walden, 12/2/07.

13:755 (23 May 1883) Frederick Grant to David Evans, lots 3 and 4, SW qt NW qt, SE qt SW qt sec 1, 11N1E, 159.64 acres.

Patents 20:323 (1 Nov. 1884) Frederick Grant, cert. 5285, lots 3 and 4, SW qt NW qt, SE qt SW qt sec 1, 11N1E, 159.64 acres, GLO 11:291, recording requested by H.L. Walden, 12/2/07

13:756 (3 May 1883) Thomas L. Gregory to David Evans, SE qt sec 10, 11N1E, 160 acres.

Patents 20:300 (1 Nov. 1884) Thomas L. Gregory, cert. 5222, SE qt sec 10, 11N1E, 160 acres, GLO 11:107, reporting requested by H.L. Walden, 12/2/07.

13:759 (16 June 183) James Gregory to David Evans, N half SW qt, W half NW qt sec 14, 11N1E, 160 acres.

Patents 20:345 (5 Feb. 1884) James Gregory, cert. 5388, N half SW qt, W half NW qt sec 14, 11N1E, 160 acres, GLO 11:1, recording requested H.L. Walden, 12/2/07

13:780 (21 May 1883) John E. Huestis to David Evans, NE qt sec 25, 11N1E.

Patents 20:304 (1 Nov. 1884) John E. Huestis, cert. 5241, NE qt sec 25, 11N1E, 160 acres, GLO 11:278, recording requested by H.L. Walden, 12/2/07.

13:782 (23 May 1883) Hank Hall to David Evans, \$500, lots 1 and 2, E half NW qt sec 7, 11N2E, 159.79 acres.

Patents 20:227 (20 Aug. 1884) Hank Hall, cert. 5232, lots 1, and 2, E half NW qt sec 7, 11N2E, 159.79 acres, GLO 11:119, recording requested by H.L. Walden, 12/2/07

13:787 (26 May 1883) William R. Harris to David Evans, NE qt sec 12, 11N1E, 160 acres.

Patents 20:328 (20 Aug. 1884) William R. Harris, cert. 5301, NE qt sec 12, 11N1E, GLO 11:133, recording requested by H.L. Walden, 12/1/97

13:788 (26 May 1883) Edwin A. Hanson, SW qt sec 22, 11N1E, 160 acres.

Patents 20:326 (20 Aug. 1884) Edwin A. Hanson, cert. 5299, SW qt sec 22, 11N1E, 160 acres, GLO 11:131, recording requested by H.L. Walden, 12/2/07

13:793 (6 June 1883) Emanuel Hanson to Charles Beach, N half SW qt, S half NW qt sec 27, 11N1E.

14:13 (23 May 1883) Otto Johnson to David Evans SW qt sec 12, 11N1E, 160 acres.

Patents 20:303 (1 Nov. 1884) Otto Johnson, cert. 5240, SW qt sec 12, 11N1E, 160 acres, GLO 11:227, recording requested by H.L. Walden, 12/2/07.

14:17 (6 June 1883) George E. Killen to David Evans, \$500, NE qt sec 10, 11N1E, 160 acres.

Patents 20:342 (20 Aug. 1884) George E. Killen, cert. 5350, NE qt sec 10, 11N1E, 160 acres, GLO 11:153, recording requested by H.L. Walden, 12/2/07.

14:19 (13 May 1883) Matt Knifsund to David Evans SW qt sec 10, 11N1E, 160 acres.
Patents 20:334 (20 Aug. 1884) Matts Knifsund, cert. 5319, SW qt sec 10, 11N1E, 160 acres, GLO 11:140, recording requested by H.L. Walden, 12/2/07

14:20 (26 May 1883) William Killen to David Evans, NE qt sec 15, 11N1E, 160 acres.
Patents 20:329 (20 Aug. 1884) William H. Killen, cert. 5303, NE qt sec 15, 11N1E, 160 acres, GLO 11:134, H.L. Walden, 12/2/07.

14:21 (23 May 1883) John Killen to David Evans, SE qt sec. 12, 11N1E, 160 acres.
Patents 20:320 (1 Nov. 1884) John Killen, cert. 5282, SE qt sec 12, 11N1E, 160 acres, GLO 11:290, recording requested by H.L. Walden, 12/2/07.

14:34 (23 May 1883) George R. Lawson, Jr., to David Evans, SE qt sec 7, 11N2E, 160 acres.
Patents 20:228 (1 Nov. 1884) George R. Lawson, Jr., cert. 5235, SE qt sec 7, 11N2E, 160 acres. Recorded at request of H.L. Walden, 12/2/07 11:276 General Land Office

14:35 (23 May 1883) John Love to David Evans, SE qt sec 3, 11N1E, 160 acres.
Patents 20:307 (1 Nov. 1884) John Love, cert. 5244, SE qt sec 3, 11N1E, 160 acres, GLO 11:281, recording requested by H.L. Walden, 12/2/07.

14:64 (23 May 1883) James T. Marsh to David Evans, N half SE qt, S half NE qt sec 14, 11N1E, 160 acres.
Patents 20:312 (20 Aug. 1884) James T. Marsh, cert. 5272, N half SE qt, S half NE qt sec 14, 11N1E, 160 acres, GLO 11:119, reporting requested by H.L. Walden, 12/2/07.

14:65 (23 May 1883) Harris T. Marsh to David Evans, SE qt sec 26, 11N1E, 160 acres.
Patents 20:311 (1 Nov. 1884) Harris T. Marsh, cert. 5271, SE qt sec 26, 11N1E, 160 acres, GLO 11:287, recording requested by H.L. Walden, 12/2/07.

7:402 (12 Jan. 1883) William W. Martin to Charles E. Beach, \$500 lots in 10N1E, lot 4, SW qt SE qt sec 32, 11N1E, 174.59 acres.
Patents 20:396 (1 Aug. 1883) Wm. W. Martin, cert. 4776, lot 4, SW qt SE qt sec 32, 11N1E, GLO 10:401, recording requested by H.L. Walden, 12/2/07

14:68 (23 May 1883) Anton C. Misselbeck to David Evans, SE qt sec 25, 11N1E, 160 acres.
Patents 20:301 (20 Aug. 1884) Anton Misselbeck, SE qt sec 25, 11N1E, 160 acres, GLO 11:109, recording requested by H.L. Walden, 12/2/07.

14:70 (23 May 1883) Michael Mulligan to David Evans, SE qt sec 6, 11N2E, 160 acres.

14:71 (30 May 1883) Joseph S. Marsh to David Evans, E half SW qt, SW qt SW qt sec 23 and SE qt SW qt sec 21, 11N1E, 160 acres.
Patents 20:333 (1 Nov. 1884) Joseph L. Marsh, cert. 5318, E half SW qt, SW qt SW qt sec 23; SE qt SW qt sec 21, 11N1E, 160 acres, GLO 11:293, recording requested by H.L. Walden, 12/2/07.

14:73 (30 May 1883) John A. Marsh to David Evans, NE qt sec 26, 11N1E, 160 acres.
Patents 11:276 (5 April 1890) John A. Marsh, cert. 6716, SW qt sec 11, 11N1E, 160 acres, GLO 14:92, recorded at request of H.A. Marks, 5/12/1890.

14:74 (2 June 1883) James M. Morrison to David Evans, NE qt sec 13, 11N1E, 160 acres.

14:76 (26 June 1883) Harry A and Lizzie Marks to David Evans, \$3000, N half NE qt sec 34; SW qt NE qt, W half SE qt, SE qt SE qt sec 27, 11N1E, 240 acres.

Patents 20:346 (5 Feb. 1884) Harry A. Marks, cert. 5390, SW qt NE qt, W half SE qt, SE qt SE qt sec 27, 11N1E, 160 acres, GLO 11:2, recording requested by H.L. Walden, 12/2/07.

14:92 (16 June 1883) Harry B. McKenna to David Evans, S half SW qt sec 13; NE qt NW qt, NW qt NE qt sec 24, 11N1E, 160 acres.

Patents 20:344 (30 Feb. 1884) Harry B. McKenna, cert. 5387, S half SW qt sec 13; NE qt NW qt, NW qt NE qt sec 24, 11N1E, 11N1E, 160 acres, GLO 10:497, recording requested by H.L. Walden, 12/2/07.

14:101 (23 May 1883) Archie McKendry to David Evans, NW qt sec 10, 11N1E, 160 acres.

Patents 20:318 (1 Nov. 1884) Archie McKendry, cert. 5280, NW qt sec 10, 11N1E, 160 acres, GLO 11:288, recording requested by H.L. Walden, 12/2/07.

14:103 (23 May 1883) Richard McChristian to David Evans, N half NE qt sec 22, 11N1E, 80 acres.

Patents 20:324 (20 Aug. 1884) Richard McChristian, cert. 5288, N half NE qt sec 22, 11N1E, 80 acres, GLO 11:129, recording requested by H.L. Walden, 12/2/07.

14:124 (23 May 1883) Herbert H. Neff to David Evans, W half SW qt sec 35, 11N1E, other parcels in 10N1E, 160 acres.

Patents 20:395 (20 Aug. 1884) Herbert H. Neff, cert. 5059, W half SW qt sec 35, 11N1E; NE qt NE qt sec 20; SW qt SE qt sec 8, 10N1E, 160 acres, GLO 11:115, recording requested by H.L. Walden, 12/2/07.

14:125 (23 May 1883) Samuel E. Nevers to David Evans, \$500, N half SW qt sec 13, NW qt NW qt, NE qt NE qt sec 24, 11N1E, 160 acres.

Patents 20:314 (20 Aug. 1884) Samuel E. Nevers, cert. 5274, N half SW qt sec 13; NW qt NW qt, NE qt NE qt sec 24, 11N1#, 160 acres, GLO 11:121, recorded at request of H.L. Walden, 12/2/97.

14:125 (23 May 1883) Charles Parker to David Evans, SW qt sec 26, 11N1E, 160 acres.

Patents 20:309 (20 Aug. 1884) Charles Parker, cert. 5264, SW qt sec 26, 11N1E, 160 acres, GLO 11:117, recording requested by H.L. Walden, 12/2/07.

14:147 (23 May 1883) Alfred H. Pruitt to David Evans, SE qt sec 21, 11N1E, 160 acres.

Patents 20:316 (20 Aug. 1884) Alfred H. Pruitt, cert. 5276, SE qt sec 21, 11N1E, 160 acres, GLO 11:123, recording requested by H.L. Walden, 12/2/07.

14:148 (30 May 1883) William F. Pine to David Evans, SE qt sec 1, 11N1E, 160 acres.

14:162 (23 May 1883) Frank Robertson to David Evans, NW qt sec 26, 11N1E, 160 acres.
Patents 20:321 (20 Aug. 1884) NW qt sec 26, 11N1E, 160 acres GLO 11:127, recording requested by H.L. Walden, 12/2/07.

14:163 (23 May 1883) Ruel Russ to David Evans, SW qt sec 25, 11N1E, 160 acres.
Patents 20:315 (20 Aug. 1884) Ruel Russ, cert. 5275, SW qt sec 25, 11N1E, 160 acres, GLO 11:122, recording requested by H.L. Walden, 12/2/07.

14:166 (26 May 1883) Nelson Russ to David Evans, NW qt sec 13, 11N1E, 160 acres.
Patents 20:325 (20 Aug. 1884) Nelson Russ, cert. 5297, NW qt sec 13, 11N1E, 160 acres, GLO 11:130, recording requested by H.L. Walden 12/2/07

14:167 (18 June 1883) William C. Robertson to David Evans, S half SW qt, S half SE qt sec 14, 11N1E, 160 acres.
Patents 13:510 (3 Nov. 1891) William C. Robertson, cert. 5395, S half SW qt, S half SE qt sec 14, 11N1E, 160 acres, GLO 1:143.

14:187 (23 May 1883) Robert C. Soper to David Evans, NW qt sec 15, 11N1E, 160 acres.
Patents 20:308 (1 Nov. 1884) Robert C. Soper, cert. 5248, NW qt sec 15, 11N1E, 160 acres, GLO 11:282, recording requested by H.L. Walden, 12/2/07.

14:189 (23 May 1883) Wesley Smith to David Evans, NE qt sec 21, 11N1E, 160 acres.
Patents 20:299 (20 Aug. 1884) Wesley Smith, cert. 5221, NE qt sec 21, 11N1E, 160 acres, GLO 11:106, H.L. Walden, 12/2/07.

14:195 (26 May 1883) Rudolph Surben to David Evans, SW qt sec 2, 11N1E, 160 acres.

14:202 (2 June 1883) Joseph M. Stuart to David Evans, NW qt SW qt sec 23; SE qt SW qt sec 28; W half SW qt sec 3, 11N1E, 160 acres.
Patents 20:337 (20 Aug. 1884) Joseph M. Stuart, cert. 5331, NW qt SW qt sec 23; SE qt SW qt sec 28; W half SW qt sec 3, 11N1E, 160 acres, GLO 11:147, recording requested by H.L. Walden, 12/2/07

14:220 (30 May 1883) Benjamin T. Tibbetts to David Evans, SE qt sec 15, 11N1E, 160 acres.
Patents 20:332 (20 Aug. 1884) Benjamin F. Tibbets, cert. 5313, SE qt sec 15, 11N1E, 160 acres, GLO 11:139, H.L. Walden, 12/2/07 [Registered to vote 1876, Eureka, born Maine c, 1833, age 43, Teamster]

14:221 (23 May 183) Howard Van Nest to David Evans, NW qt sec 25, 11N1E, 160 acres.
Patents 20:313 (20 Aug. 1884) Howard Van Nest, cert. 5273, NW qt sec 25, 11N1E, 160 acres, GLO 11:120, recording requested by H.L. Walden, 12/2/07.

14:243 (23 May 1883) Alexander Welch to David Evan, lots 3 and 4, E half SW qt sec 7, 11N2E, 159.88 acres.

14:250 (23 May 1883) John Wright to David Evans, SW qt sec 15, 11N1E, 160 acres.
Patents 20:317 (20 Aug. 1884) John Wright, cert. 5277, SW qt sec 15, 11N1E, 160 acres, GLO 11:124, recording requested by H.L. Walden, 11/2/07.

14:252 (26 May 1883) Columbus C. Wolcott to David Evans, lots 1 and 2, S half NE qt sec 2, 11N1E, 159.64 acres.
Patents 20:330 (20 Aug. 1884) Columbus C. Wolcott, cert. 5305, lots 1 and 2, S half NE qt sec 2, 11N1E, 159.64 acres, GLO 11:135, H.L. Walden, 12/2/07. [married 19 May 1884, Eureka, to Maggie Morrison]

14:262 (18 Aug. 1883) John Webb to David Evans N half NW qt, SE qt NE qt, NE qt SE qt sec 27, 11N1E, 160 acres.

14:267 (18 Oct. 1883) Adolphus Harmon to Harry A. Marks, W half SW qt, NE qt SW qt, SE qt NW qt sec 1, 11N1E, 160 acres.

Deeds 17:79 (11 Dec. 1882) David Evans to James D. Walker, San Francisco, \$2500. 10N1E, 360.03 acres and in

11N1E:

N half SW qt, SW qt NW qt sec 33, 120 acres

SE qt NE qt sec 32, 40 acres

N half SW qt, SW qt SW qt, SE qt NE qt sec 34, 120 acres

SE qt NE qt sec 34, 40 acres

S half NW qt, NE qt SW qt sec 35, 120 acres

E half SE qt sec 32, 80 acres

10N1E, 320.27 acres

Whole: **1,200.30 acres**

Recorded 27 July 1885 at request of W.F.&Co.

Deeds 17:81 (1 Feb. 1883) David Evans to James D. Walker, San Francisco, \$3000, **960 acres** in 10N1E. Recorded 27 July 1885 at request of W.F.&Co. Fred W. Bell, notary.

Deeds 17:83 (3 Feb. 1883) David Evans to James D. Walker, S.F., \$2000, **775.75** acres in 10N1E, **one-half** interest in **320** acres in 9N1E. Recorded 27 July 1885 at request of W.F.& Co., Fred W. Bell, notary.

Deeds 17:85 (7 Feb. 1883) David Evans to James D. Walker, S.F., \$3000. **1278.67** acres in 10N1E. Recorded 27 July 1885 at request of W.F.& Co., Fred W. Bell, notary.

Deeds 17:87 (14 Feb. 1883) David Evans to James D. Walker, \$15,000, Land in 9N1E and 10N1E. **4801.25 acres.** Recorded 27 July 1885 at request of W.F.& Co., N. Bullock notary.

Deeds 17:89 (16 Feb. 1883) David Evans to James D. Walker, S.F., \$2500, land in 10N1E.

800 acres. Recorded 2 July 1885 at request of W.F.&Co. A Bullock, notary

Deeds 17:90 (23 Feb. 1883) David Evans to James D. Walker, S.F., \$1000, **2714.11** acres in 9N2E and 10N1E. Recorded 27 July 1885 at request of W.F.& Co., A. Bullock, notary.

Deeds 17:92 (26 Feb. 1883) David Evans to James D. Walker, \$2500, land in 10N1E, and SE qt SW qt, S half SE qt, NE qt SE qt sec 34, 11N1E.
Whole **800 acres.** Recorded 27 July 1885 at request of W.F.& Co., N. Bullock, notary.

Deeds 17:94 (26 Feb. 1883) David Evans to James D. Walker, \$1000, land in 10N1E and Lot 4, SW qt SE qt sec 32, 11N1E.
Whole: **336.90 acres.** Recorded

Deeds 17:95 (28 Feb. 1883) David Evans to James D. Walker, \$2000, **3571.33 acres** in 9N1E, 9N2E, and 10N1E. recorded 27 July 1885 at request of W.F.& Co., N. Bullock, notary.

Deeds 17:97 (6 March 1883) David Evans to James D. Walker, \$1000, 9N2E, 10N1E. **1901.58** acres. Recorded 27 July 1885 at request of W.F.& Co., N. Bullock, notary.

Deeds 17:99 (16 March 1883) David Evans to James D. Walker, \$10,000, 8N2E, 9N1E, 9N2E, 10N1E, and in **11N1E:**
NE qt sec 33, N half NW qt sec 34, N half NW qt, N half and SE qt NE qt sec 35. Whole **7,112.67 acres.** Recorded 27 July 1885 at the request of W.F.& Co., N. Bullock, notary.

Deeds 17:102 (23 March 1883) David Evans to James D. Walker, \$5000, 9N1E, 9N2E, 10N1E, whole **3,476.69 acres.** Recorded 27 July 1885 at request of W.F.& Co., N. Bullock, notary.

Deeds 17:104 (26 May 1883) David Evans to James D. Walker, \$5000, 10N1E, 10N2E, 11N2E, and in **11N1E:**
Lots 1 and 2, S half NE qt, SW qt sec 2, 319.64 acres
NE qt sec 12, 160 acres
NW qt sec 13, 160 acres
NE qt sec 15, 160 acres
SW qt sec 22, 160 acres
Sec 36, 640 acres
Whole **2,559.64 acres** Recorded 27 July 1885 at request of W.F.&Co.

Deeds 17:106 (30 May 1883) David Evans to James D. Walker, \$7000, 10N1E, 10N2E, 11N2E and in **11N1E:**
SE qt sec 1, 160 acres
Lots 1 and 2, S half NE qt sec 3, 160.14 acres
SW qt sec 10, 160 acres
SE qt sec 15, 160 acres
SE qt SW qt sec 21, 40 acres
E half SW qt, SW qt SW qt sec 23, 120 acres
NE qt sec 26, 160 acres

N half SE qt, NE qt SW qt sec 28, 120 acres
Whole **2,517.85 acres**. Recorded 27 July 1885 at request of W.F.&Co., N. Bullock, notary in presence of Robert Smith.

Deeds 17:108 (2 June 1883) David Evans to James D. Walker, \$10,000, 10N2E, and in **11N1E:**

Lots 3 and 4, S half NW qt sec 2, 159.88 acres
Lot 3, SE qt NW qt, SW qt sec 3, 240.06 acres
NW qt NW qt, E half NE qt sec 11, 120 acres
NE qt sec 13, 160 acres
NE qt NE qt sec 14, 40 acres
NW qt sec 22, 160 acres
NW qt SW qt sec 23, 40 acres
S half NW qt, S half NE qt sec 24, 160 acres
SE qt SW qt, NE qt sec 28, 200 acres

11N2E:

Lots 1 and 2, S half NE qt sec 6, 160.88 acres
NE qt sec 7, 160 acres [more in 11N2E]

Whole **3,028.17 acres** Recorded 27 July 1885 at request of W.F.&Co., Fred W. Bell, notary.

Deeds 17:110 (6 June 1883) David Evans to James D. Walker, \$6000, 10N2E, and in **11N1E:**

NE qt sec 10, 160 acres
SE qt sec 13, 160 acres

11N2E:

Lots 3,4, and 5, SE qt NW qt sec 6, 159.30 acres [more in 11N2E]

Whole: **1906.84 acres**. Recorded 27 July 1885 at request of W.F.&Co., Fred W. Bell, notary

Deeds 17:76 (11 June 1883) David Evans to James D. Walker, San Francisco, for \$20,000.
Total land **8,818.94 acres** in 10N1E, 10N2E, 11N1E, 11N2E, and in.

11N1E:

Lots 3 and 4, SW qt NW qt, SE qt SW qt sec 1, 159.64 acres
SE qt sec 3, 160 acres
NW qt, SE qt sec 10, 320 acres
S half, NW qt sec 12, 480 acres
N half SW qt sec 13, 80 acres
S half NE qt, N half SE qt sec 14, 160 acres
W half sec 15, 320 acres
E half sec 21, 320 acres
N half NE qt sec 22, 80 acres
E half sec 23, 320 acres
S half, NW qt NW qt, NE qt NE qt sec 24, 400 acres
Sec. 25, 640 acres
S half, NW qt sec 26, 480 acres
NW qt sec 28, 160 acres
W half SW qt, SE qt SW qt, SW qt SE qt sec 35, 160 acres

11N2E:

Lots 6 and 7; E half SW qt, SE qt sec 6, 319.75 acres

Lots 1, 2, 3, and 4, E half NW qt, E half SW qt, SE qt sec 7, 478.84 acres

[more in 11N2E] Recorded 27 July 1885 at request of Page & Ells, A. Bullock, notary

Deeds 17:112 (13 June 1883) David Evans to James D. Walker, \$2000, 10N1E and in **11N1E:**

N half SW qt, S half NW qt sec 27, 160 acres

Whole **617.56 acres. Recorded 27 July 1885 at request of W.F.&Co., Fred W. Bell, notary.**

Deeds 17:113 (9 July 1883) David Evans to James D. Walker, \$500 [?] 9N1E, 9N1W, 9N2E, 10N2E, 11N2E, and in

11N1E:

S half SW qt sec 13, 80 acrs

W half, S half SE qt, NW qt NE qt sec 14, 440 acres

NW qt sec 23 (160 acres

NE qt NW qt, NW qt NE qt sec 24, 80 acres

SW qt NE qt, W half SE qt, SE qt SE qt sec 27, 160 acres

N half NE qt sec 34, 80 acres.

Whole **2,099.40 acres** Recorded 27 July 1885 at request W.F.&Co., Fred W. Bell, notary in presence of Robert Smith.

Deeds 17:115 (25 Aug. 1883) David Evans to James D. Walker, \$10,000, **one-half** interest in lands in 5N2E, 6N2E, 7N2E, 12N1E, whole **7842.56 acres.** Recorded 27 July 1885 at request of W.F.&Co., Fred W. Bell, notary.

Total acres from Evans to Walker, 51,277.65, plus one-half interest in 8,162.56 between Dec. 1882 and Aug. 1883.

Deeds 17:118 (16 July 1885) James Davidson Walker of Marin County to H.W. Swift and Turlington Walker Harvey, both of Chicago, and Robert S. Walker of New York City, all real property in Humboldt County...10N1E, 10N2E, 9N1E, 9N2E, 9N1W, 5N2E, 6N2E, 7N2E, 12N1E, one-half interest, whole 8,162.56 acres, excepting 1/10 interest in certain of said lands granted by grantor to H.C. Putnam of Eau Claire, Wisconsin.

11N1E:

SE qt, SE qt SW qt, SW qt N half NW qt sec 1

NE qt, NW qt, SW qt sec 2

NE qt SE qt, SW qt, E half NW qt sec 3

Sec 10

NW qt NW qt, E half NE qt sec 11

Sec 12

Sec 13

Sec 14

Sec 15

SE qt SW qt, E half sec 21

W half, NW qt NE qt sec 22

Sec 23

Sec 24

Sec 25

Sec 26

SE qt, W half SE qt, N half SW qt, SW qt NE qt, S half NW qt sec 27

N half SE qt, E half SW qt, N half sec 28

SE qt NE qt, NE qt SE qt, S half SE qt, lot 4, sec 32

SW qt NW qt, N half SW qt, NE qt sec 33

N half NW qt, N half, SE qt NE qt, SW qt, S half, NE qt SE qt, sec 34

NW qt, SW qt, N half, SE qt NE qt, SW qt SE qt sec 35

Sec 36

11N2E:

All sections 6 and 7 [more]

Deeds 17:473 (9 Oct. 1885) James D. Walker to W.H. Swift and Turlington Harvey both of Chicago, and Robert S. Walker of New York City, 9N1E, 9N2E, 10N1E, whole **4,155.32 acres.**

55,173.30 acres from Walker to Swift, et al., plus half interest in 8,162.56 and excepting one-tenth interest granted to H.C. Putnam.

Deeds 17:485 (19 Oct. 1885) James D. Walker of San Rafael to H.C. Putnam of Eau Claire, Wisconsin, 1/10 interest in lands in 10N1E, 9N2E, 10N2E, and in

11N1E:

SW qt SW qt, NE qt, W half NW qt sec 1

N half sec 2

NE qt, E half NW qt, S half sec 3

Sec 10

NW qt NW qt, E half NE qt sec 11

Sec 12

SE qt, W half sec 13

NE qt, S half NE qt, N half SE qt, N half SW qt, W half NW qt sec 14

Sec 15

SE qt SW qt, E half sec 21

W half, N half NE qt sec 22

NE qt, S half sec 23

Sec 24

Sec 25

Sec 26, N half, N half SE qt, E half SW qt sec 28

SW qt, E half SW qt sec 23

SE qt SW qt, SW qt E half SE qt sec 34

11N2E:

N half sec 6

N half, SE qt sec 7, [more]

Deeds 18:753 (17 Feb. 1886) James D. Walker, formerly of San Rafael, County of Marin, California, now of London, England, correction of Swift from H.W. to William Henry Swift.

Deeds 31:569 (20 Feb. 1889) William Henry Swift and Turlington Walker Harvey of Chicago, and Robert S. Walker of New York City to the American Lumber Company, organized under laws of State of Illinois. 10N1E, 10N2E, 9N1E, 9N2E, 9N1W, 8N2E. Whole 55,173.30 acres. Also half interest in land in 9N1E, 320 acres.

11N1E:

SE qt, SE qt SW qt, SW qt N half NW qt sec 1

NE qt, NW qt, SW qt sec 2

NE qt SE qt, SW qt, E half NW qt sec 3

Sec 10

NW qt NW qt, E half NE qt sec 11

Sec 12

Sec 13

Sec 14

Sec 15

SE qt SW qt, E half sec 21

W half, NW qt NE qt sec 22

Sec 23

Sec 24

Sec 25

Sec 26

SE qt, W half SE qt, N half SW qt, SW qt NE qt, S half NW qt sec 27

N half SE qt, E half SW qt, N half sec 28

SE qt NE qt, NE qt SE qt, S half SE qt, lot 4, sec 32

SW qt NW qt, N half SW qt, NE qt sec 33

N half NW qt, N half, SE qt NE qt, SW qt, S half, NE qt SE qt, sec 34

NW qt, SW qt, N half, SE qt NE qt, SW qt SE qt sec 35

Sec 36

11N2E:

All sections 6 and 7 [more]

Deeds 34:134 (20 Feb. 1889) Humboldt Redwood Company, organized and existing under laws of Great Britain, to the American Lumber Company, existing under the laws of State of Illinois for \$455,000, 9N1E, 9N2E, 9N1W, 10N1E, 10N2E, 9N1E, one-half interest 9N1E, and in

11N1E:

Lots 3 and 4, SW qt NW qt, SE qt SW qt sec 1

Lots 1,2,3, and 4, S half NE qt, S half NW qt sec 2

Lots 1,2 and 3, SE qt, S half NE qt, SE qt NW qt E half SW qt, S half SW qt sec 3

Sec 10

E half NE qt, NW qt NW qt sec 11

Sec 12

N half SW qt, NW qt, SE qt, S half SW qt sec 13

N half SE qt, S half NE qt, NE qt NE qt, N half SW qt, W half NW qt sec 14

Sec 15

Ne qt, SE qt, SW qt SW qt sec 21

N half NE qt, SW qt, NW qt, sec 22

SE qt, NE qt, E half SW qt, SW qt SW qt, NW qt SW qt sec 23

SE qt, SW qt NW qt NW qt, NE qt NE qt, S half NW qt, S half NE qt, NE qt NW qt, NW qt NE qt sec 24

Sec 25

SW qt, SW qt, NW qt sec 26

SW qt NE qt, W half SE qt, SE qt SE qt sec 27

NW qt, N half SE qt, NE qt SW qt, SE qt SW qt, NE qt sec 28

Lot 4, E half SE qt, SW qt SE qt sec 32

NE qt sec 33

N half NE qt, SE qt SW qt, S half SE qt, NE qt SE qt, N half NW qt, SE qt NE qt, N half SW qt, SW qt SW qt sec 34

W half SW qt, S half NW qt, NE qt SW qt sec 35

Sec 36

11N2E:

Lots 1,2,3, 4, and 5, S half NE qt, SE qt NW qt sec 6

Lots 1 and 2, E half NW qt, SE qt, NE qt sec 7, [more]

Signed, sealed, and delivered in the presence of A.R. Archibald of 123 George St., Edinburgh.. The Humboldt Redwood Company, Limited, by Edward L.I. Blyth, president and J. Campbell Penney, secretary. U.S. Consulate for Leith, Kingdom of Great Britain and Ireland, City of Edinburgh in Scotland., Wallace Bruce, Consul of U.S.A.

Deeds 50:503 (10 Oct. 1889) Henry O. Putnam of Eau Claire, Wis. to American Lumber Company, 1/10th, \$45,000.

Deeds 77:346 (15 May 1902) Agreement between American Lumber Company, 1st party, and Hammond Lumber company, William H. Gratwick and Clark L. Ring, 2nd party. American Lumber Co. agrees to sell timber lands at \$24 per acre, one-third paid before 30 days from date hereof, the balance in five equal payments before expiration of 1, 2, 3, 4, and 5 years with interest at 4% per annum. \$10,000 was paid upon the first installment of purchase price on 30 April 1902. Total acres 35,241.60. Subject to trust deed 1 July 1889 made by American Lumber Co. to "Central Trust Co. of New York" for \$300,000. Also subject to county roads and highways, taxes, etc. To Hammond of New Jersey, 50%, to William H. Gratwick of Buffalo, New York, 40% and to Clark L. Ring, of Saginaw, Michigan, 10%. Before timber is cut, 2nd party will pay 1st party \$1.00 per 1000 feet stumpage. The American Lumber Company, W.H. Swift, secretary; Hammond Lumber Company, William B. Goodwin, president, William H. Gratwick and Clark L. Ring. Attachment to agreement listed parcel by parcel.

11N1E

Entry No.	Description	Acres
5285	Lots 3 and 4, SW qt NW qt, SE qt SW qt sec 1	159.64
5326	Lots 3 and 4, S half NW qt sec 2	159.88
5305	Lots 1 and 2, S half, NE qt sec 2	159.64
5308	Lots 1 and 2, S half NE qt sec 3	160.04
5244	SE qt sec 3	160.00
5330	Lot 3, SE qt NW qt, E half SW qt sec 3	160.06
5319	SW qt sec 10	160.00
5280	NW qt sec 10	160.00
5222	SE qt sec 10	160.00

5350	NE qt sec 10	160.00
5336	E half NE qt, NW qt NW qt sec 11, NE qt NE qt sec 14	160.00
5282	SE qt sec 12	160.00
5301	NE qt sec 12	160.00
5243	NW qt sec 12	160.00
5240	SW qt sec 12	160.00
5274	N half SW qt sec 13	80.00
	NW qt NW qt, NE qt NE qt sec 24	80.00
5297	NW qt sec 13	160.00
5356	SE qt sec 13	160.00
5387	S half SW qt sec 13	80.00
	NE qt NW qt, NW qt NE qt, sec 24	80.00
5272	N half SE qt, S half NE qt, sec 14	160.00
5395	S half SW qt, S half SE qt sec 14	160.00
5288	N half SW qt, W half NW qt sec 14	160.00
5277	SW qt sec 15	160.00
5248	NW qt sec 15	160.00
5313	SE qt sec 15	160.00
5303	NE qt sec 15	160.00
5276	SE qt sec 21	160.00
5221	NE qt sec 21	160.00
5288	N half NE qt sec 22	80.00
5299	SW qt sec 2	160.00
5338	NW qt sec 22	160.00
5242	SE qt sec 23	160.00
5281	NE qt sec 23	160.00
5331	NW qt SW qt, sec 23; SE qt SW qt sec 28;	
	W half SW qt sec 3	160.00
5318	E half SW qt, SW qt SW qt, sec 23; SE qt SW qt sec 2	160.00
5270	SW qt sec 24	160.00
5337	S half NW qt, S half NE qt sec 24	160.00
5233	SE qt sec 24	160.00
5241	NE qt sec 25	160.00
5273	NW qt sec 25	160.00
5275	SW qt sec 25	160.00
5223	SE qt sec 25	160.00
5271	SE qt sec 26	160.00
5264	SW qt sec 26	160.00
5283	NW qt sec 26	160.00
5390	SW qt NE qt, W half SE qt, SE qt SE qt, sec 27	160.00
5284	NW qt sec 28	160.00
5339	NE qt sec 28	160.00
5300	N half SE qt, NE qt SW qt sec 28	120.00
1553	SE qt NE qt sec 32	40.00
	N half SW qt, SW qt NW qt sec 33	120.00
4582	E half SE qt, sec 32	80.00

4776	Lot 4, SW qt SE qt sec 32	86.46
5082	NE qt sec 33	160.00
4533	N half NE qt sec 34	80.00
4835	SE qt SW qt, S half SE qt, NE qt SE qt sec 34	160.00
5085	N half NW qt sec 34	80.00
1567	SE qt NE qt sec 34	40.00
1547	N half SW qt, SW qt SW qt sec 34	120.00
1567	S half NW qt, NE qt SW qt sec 35	120.00
5259	W half SW qt sec 35	80.00
State Lands	Sec 36	640.00

11N2E

5364	Lots 3, 4, and 5, SE qt NW qt sec 6	159.30
5328	Lots 1 and 2, S half NE qt sec 6	160.88
5235	SE qt sec 7	160.00
5232	Lots 1 and 2, E half NW qt sec 7	159.79
5333	NE qt sec 7	160.06

[more in sec. 18, 19, 20, 29, 30, 31, and 32]

Deeds 102:143 (4 March 1908) Charles A. Smith and Johanna A. Smith of Minnesota to C.A. Smith Lumber Company, a corporation of Coos County, Oregon,

11N1E

SW qt sec 2

W half NW qt sec 3

E half E half sec 4

E half sec 9

NE qt sec 13

SE qt SE qt sec 20

E half NW qt NE qt SW qt, SW qt SW qt sec 21

E half NE qt sec 29

Also timber and trees lying or standing in 9N2E, 10N2E, also fee title to land in 10N2E, 7N3E, 8N3E, 9N3E

11N2E

SE qt sec 6, SW qt sec 7, and more.

Deeds 107:331 (31 Dec. 1908) Merrill & Ring Lumber Co., a corporation organized and existing under the laws of State of Washington, Seattle office and William H. Gratwick and E.V.M. Gratwick, his wife, of Buffalo, New York to Hill-Davis Company, Ltd., a partnership association, State of Michigan, Saginaw, for \$100,000

11N1E, one-half interest

Lots 3 and 4, SW qt NW qt, SE qt SW qt sec 1

Lots 1-4, S half NE qt, S half NW qt sec 2

Lots 1-3, S half NE qt, SE qt NW qt, S half sec 3

All sec 10

E half NE qt, NW qt NW qt sec 11

All sec 12

NW qt, SW qt SE qt sec 13
NE qt NE qt, S half NE qt, W half NW qt, SW qt, SE qt sec 14
All sec 15
NE qt SE qt sec 20
NE qt, W half NW qt, NW qt SW qt, SE qt SW qt SE qt sec 21
N half NE qt, NW qt, SW qt sec 22
NE qt, SW qt SE qt sec 23
All sec 24
All sec 25
NW qt, SW qt, SE qt sec 26
SW qt, NE qt, NW qt SE qt, S half SE qt sec 27
NE qt, NW qt, E half SW qt, N half SE qt sec 28
Lot 4, SE qt NE qt, NE qt SE qt S half SE qt sec 32
NE at, SW qt NW qt, N half SW qt sec 33
N half NE qt, SE qt NE qt, N half NW qt, SW qt, NE qt SE qt, S half SE qt sec 34
S half NW qt, NE qt SW qt, W half SW qt sec 35
All sec 36

11N2E

Lots 1-5, S half NE qt, SE qt NW qt sec 6
Lots 1 and 2, NE qt, NE qt NW qt, SE qt NW qt, SE qt sec 7 [more]
Also land in 10N1#, 10N2E, 9n2E, 9N1W, total 35,881.60 acres
Also one-quarter interest in 320 acres in 9N1E. This conveyance is made in complete fulfillment of certain land contract of 5 Oct. 1905 between parties of first part and Wright-Blodgett Co., Ltd., and Arthur Hill of Saginaw. The one-half interest represent $\frac{1}{4}$ of Merrill and Ring and $\frac{1}{4}$ Wm. Gratwick, where $\frac{1}{4}$ is indicated by $\frac{1}{8}^{\text{th}}$ each.

Deeds 135:118 (2 Aug. 1916) C.A. Timber Co. and Charles A. and Johanna Smith to The Sage Land and Improvement Co., New York State, executed in Alameda County, Calif.

11N1E

SW qt sec 2
Lot 4, SW qt NW qt sec 3
Lot 1, SE qt NE qt, E half SE qt sec 4
E half sec 9
NE qt sec 13
SE qt SE qt sec 20
E half NW qt, NE qt SW qt, SW qt SW qt sec 21
E half NE qt sec 29

11N2E

SE qt sec 6
NE qt SW qt, lots 3 and 4, SE qt SW qt sec 7 [more]

Deeds 186:248 (30 March 1925) The Sage Land and Improvement Company, New York, to Hammond Lumber Company and Hill-Davis Company, Ltd.

11N1E

SE qt SE qt sec 20
E half NW qt, NE qt SW qt, SW qt SW qt sec 21

E half NE qt sec 29

280 acres

Also 798.52 acres in 10N1E, 753.64 acres in 10N2E, 720.50 acres in 9N1E, 2234.03 acres in 9N2E, 154.30 acres in 9N3E, 1,002.56 in 8N2E, also timber in 9N2E, 9N3E, 10N2E.

Henry Sage, vice-president.

Deeds 174:5 (17 July 1925) Hammond Lumber Co. to Sage Land and Improvement Co.

SW qt NW qt sec 11, 11N1E, 40 acres

Lot 2, sec 33, 12N1E, 15.29 acres

Deeds 176:233 (28 Jan. 1926) Superior Court, Hill-Davis Co., Alfred L. Kroeber, Robert and Laura Johnson, Isaac S. Foster, John Graham, Jr., Lawrence Graham, Charles Melvin, Frank Hufford, Siren Kring and Maren Kring, Theodore Kring and Mads Peter Kring, Elvin P. Hilton, Giuseppe Antonioli, Ray Rambo, James Irvine, Floyd A. Hufford, Amy Ethel Gilis, Willard M. and Pearl F. Thompson Peugh, Mary E. Morrill, The Little River Redwood Company and Earl P. Barnes, vs.

Merrill and Ring Lumber Co., Richard Merrill, Timothy Jerome, Thomas D. Merrill, Clark L. Ring, Oscar Swanson (as administrator for Lizzie Ring, deceased and later Thomas Merrill, deceased) and State of California.

Judge ruled that Hill-Davis was owner in fee simple of one-half interest in much, much land, including land in 11N1E.

He also ruled that the individual plaintiffs also were owners in fee simple of their respective parcels.

Deeds 186:256 (10 March 1926) The Sage Land and Improvement Company to Hammond Lumber Co. and Hill-David Company, Ltd.

11N1E

SE qt SE qt sec 20

E half NW qt, NE qt SW qt, SW qt SW qt sec 21

E half NE qt sec 29, 280 acres

Also 798.52 acres in 10N2E

Deeds 177:277 (30 March 1926) Hammond Lumber Co. to The Sage Land and Improvement Co.

1N1E

Lots 3 and 4, S half NW qt, SW qt sec 1

Lots 1-4, S half N half sec 2

Lots 1-3, SE qt NW qt, S half NE qt, S half sec 3

N half N half sec 10

NW qt NW qt sec 11, 1,399.26 acres.

11N2E

Lots 1-5, SE qt NW qt, S half NE qt sec 6, 289.14 acres.

Deeds 186:245 (16 July 1926) Hill-David Co., Michigan, to Hammond Lumber Co., Delaware.

One-half interest in 160 acres in 9N1E, 633 acres in 9N2E, 240 acres in 10N1E

NW qt NE qt, E half NW qt sec 14, 120 acres

John Blodgett, chairman Hill-Davis Co., Ltd. Mark Norris, secretary.

Deeds 254:404 (20 March 1942) Indenture of Partition, Hammond to Hill-Davis, one-half interest

11N1E

S half N half, S half sec 10

E half NE qt, S half sec 11

All sec 12

NW qt, S half sec 13

N half, N half N half SW qt, SE qt, that part of S half N half SW qt and S half SW qt that lies east of center line of U.S. Highway 101 sec 14

N half, N half NE qt SE qt, N half N half NW qt Se qt sec 15

NE qt, S half sec 23

All sec 24

All sec25

NW qt, S half sec 20

S half NE qt, SE qt sec 27

N half NE qt, NE qt NW qt sec 34

That part of S half NW qt and N half SW qt that lies on same side of Redwood Creek as the right bank thereof and to the thread of stream sec 35

All sec 36

Excepting:

A. land conveyed to William and Margaret Nyberg, being part of S half sec 11, 11N1E, 2 Nov. 1940 Deeds 249:94)

B. Tract with right of way conveyed to Dept. of Natural Resources, Division of Fish and Game, being part of sections 14 and 23, 11N1E (Deeds 228:65, 29 July 1936)

11N2E

NE qt, E half NW qt, lots 1 and 2, SE qt sec 7 [more]

Land in 10N1E, 10N2E, 10N2E, 9N2E. Hammond to Hill-Davis lands bordering Redwood Creek, right bank being looking downstream in 10N1E, 9N1E, 9N2E.

Hill-Davis to Hammond

11N1E

That part of S half N half SW qt, S half SW qt that lies west of center line of U.S. Highway 101, sec 14

SW qt, S half NE qt SE qt, S half N half NW qt SE qt, S half NW qt SE qt, S half SE qt sec 15

E half SE qt sec 20

All sec 21

N half NE qt, W half, also all timberland and timber thereon in S half NE qt and W half SE qt sec 22, 107 acres, with rights of way for logging purposes, being same conveyed to James Cable by Arthur S. Davison and wife (76:101, 25 March 1901).

N half NW qt sec 27

N half, E half SW qt, N half SE qt sec 28

E half NE qt sec 29

SE qt NE qt, SW qt sec 34, excepting W half SW qt sec 34 lying west of the Trinidad and Crescent City wagon road, as constructed on west side Redwood creek in March 1917, which excepted parcel, 86 acres; also NE qt SE qt S half SE qt sec 34.

That part of S half NW qt, N half SW qt, SW qt SW qt sec 35 that lies on same side of Redwood creek as left bank, looking downstream.

10N1E, 10N2E, 9N1E, 9N2E, Hill-Davis to Hammond, ¼ interest in lands in 9N1E. Also lands on left bank Redwood Creek.

Other considerations, SW qt sec 34, 11N1E and NW qt sec 3, 10N1E become property of Hammond, devoted to or susceptible of farming.

That part of S half N half SW qt and S half SW qt sec 14, 11N1E, that lies westerly of U.S. highway. Hammond owner but Hill-Davis reserves right of way from S line of part of N half N half SW qt sec 14 that lies westerly of 101, southerly through land to highway. Hill-Davis becomes owner of S half NE qt and SE qt sec 27, 11N1E, but Hammond reserves right of way. PG&E line, Book 246:179 and 185....more regarding transmission lines, line trees and removal, taxes, highways, warranty of title, assignability, omnibus settlement and conveyance.

W.S. Burnett, vice-president, Hammond Redwood Co. James R Lowe, chairman, Hill-Davis Co., Ltd.

Deeds 277:314 (22 June 1942) The Sage Land and Improvement Co. to California Barrel Co., Ltd, sale of fir timber, 360,000 M feet fir timber on real property of seller, long list of townships and sections. Nothing in 11N1E

11N2E, sec 6

Lot 1, 43.59 acres, 620 M feet fir

Lot 2, 44.18 acres, 450 “

SW qt NE qt, 40 acres 400

SE qt NE qt, 40 acres, 930

Lot 3, 44.48 acres, 405

Lot 4, 18.63 acres, 165

Lot 5, 17.06 acres, 115

SE qt NW qt, 40 acres, 380

Piece between sec 1 and 6, 24 acres, 55

NE qt SE qt, 40 acres, 930

NW qt SE qt, 40 acres, 665

SW qt SE qt, 40 acres, 1,150

SE qt SE qt, 40 acres, 1,016

Total 423 acres, 7,281 M feet fir timber

Sec. 7

NE qt SW qt, 40 acres, 316

Lot 3, 23.69 acres, 210

Lot 4, 24.78 acres, 271

SE qt SW qt, 40 acres, 312

A wedge between the Haugh and Gilerest surveys, 35 M ft.

Total 128.47 acres, 1,044 M ft.

Deeds 268:310 (3 Sept. 1943) The Sage Land and Improvement Co., New York, to Hill-Davis Co., Michigan. NE qt sec 13, 11N1E; SW qt sec 7, 11N2E.

Deeds 268:310 (3 Sept. 1943) The Sage Land and Improvement Co., New York Corp.) to Hill-Davis Co., Ltd., NE qt sec 13, 11N1E and other land in 11N2E.

Deeds 268:312 (7 June 1944) Quit Claim, Sage Land and Improvement Co. to Hill-Davis Co., sections 12,13, 24, 25, 36, 11N1E. Also beginning NE corner sec 7, 11N2E, th westerly along N line t E line of 11N1E, th southerly for 5 miles to SE cor sec 36, 11N2E, etc. E.O. Holter, Jr., president Sage, Dean Sage, secretary.

Deeds 268:312 (9 June 1944) Quitclaim Deed. The Sage Land & Improvement Co. to Hill-Davis Co., Ltd., whole of sections 12,13,24,25,36, 11N1E, according to official U.S. Government plat approved 15 Dec. 1882; survey by John Haughn. Also description for land in sec 7, 11N2E, according to Gilcrest survey, 30 Jul 1889.

OR 516:364 (12 Dec. 1958) Hill-Davis to Arcata Redwood Co., no descriptions of property, simply “all.”

DHT (17 May 1902) Immense Tract of Timber Land Sold; A special dispatch to the Call from New York, dated May 14^h says:

“The largest transfer of timber lands ever made in California has just been consummated by the sale of the lands of the American Lumber company on Redwood Creek in the northern part of Humboldt county, to A.B. Hammond of San Francisco and his associates.

“This tract contains over 2,500,000,000 feet of standing timber and embraces an area of over 35,000 acres. In the amount of money involved and the stumpage conveyed, the transaction is, with the exception of the Weyerhaeuser syndicate purchase in 1899 from the Northern Pacific Railroad, the largest single transaction in timber ever consummated on the Pacific coast.

“This deal gives Mr. Hammond and his associates control of all available timber land in the northern part of Humboldt county.”

The exact amount of timber land involved in the deal was 36,314.27 acres and is located on Redwood and Prairie creeks in townships 9N1W, 9N1E, 9N2E, 10N1E, 10N2E, [11N1E] 11N2E, 13N2E. It contains some of the finest lot of trees in the entire redwood belt. This immense tract was gathered together some 18 years ago by the late David Evans of this city, H.C. Putnam of Chicago, and others, but since that time no attempt has ever been made to develop it.

Two abstracts of the land have been made out in this city within the last week or so, one by S.I. Allard and the other by the Belcher and Crane Company, and they are said to be about the largest instruments of their kind ever drawn up in this county to cover one transfer.

It is not known at present just what plans Mr. Hammond has for the future, but it is possible that this great tract will furnish timber for another big saw mill plant to be located on Humboldt Bay.

AU (12 March 1925) Eastern Millionaire Lumberman Visits Humboldt—Henry M. Sage of Albany, New York, one of the largest lumbermen in the country and a holder of considerable acreage in Humboldt county and his party arrived Thursday and registered at the Eureka Inn. In the Sage party are Mr. and Mrs. H.M. Sage, Albany, N.Y.; Mr. and Mrs. G.E. Holter, NY City; and Miss Betty Holter, also of NY City.

For just ten years, 1911 to 1920, Sage was a New York Senator representing Albany county....E.G. Holter, his brother-in-law, is an eminent N.Y. attorney and one of the leading members of the NY City bar.

Mr. Sage states that the sole purpose of their visit is to show the famous redwoods of Humboldt county to the members of the party....On Friday, the Sage party went up the coast to Orick and the Klamath river where the Sage Land and Development Co. owns thousands of acres of redwood timberland.

**S.A.D. Puter Parcels in 11N1E
(Looters of the Public Domain)**

Patents 15:219 (24 March 1894) Adelaide Levitt, W half NE qt, W half SE qt sec 9, 11N1E, 160 acres, cert. 8138, GLO 154:424, recorded by J.C. Gamble 31 Jan. 1896.

Patents 16:176 (25 Jan. 1896) cert. 8286, Gertrude A. Crane, NE qt sec 13, 11N1E, 160 acres.

Deeds 72:166 (11 May 1900) Adelaide Levitt to James B. Watkins, W half NE qt, W half SW qt sec 9, 11N1E, 160 acres.

Deeds 72:151 (15 June 1900) W.H.H. Heckman and Horace E. Love to S.A.D. Puter, Lot 4, SW qt NW qt sec 3; Lot 1, SE qt NE qt, E half SE qt sec 4, 11N1E.

Deeds 72:133 (18 June 1900) Edmond Bond to S.A.D. Puter, SW qt sec 2, 11N1E [more elsewhere]

Deeds 72:141 (20 June 1900) Gertrude A. Crane to S.A.D. Puter of Oregon, NE qt sec 13, 11N1E and parcel in 12N1E.

Deeds 72:152 (19 June 1900) S.A.D. Puter of Oregon to Charles A. Smith, Minnesota, SW qt sec 2 (160 acres), Lot 4, SW qt NW qt sec 3 (80.08), Lot 1, SE qt NE qt, E half SE qt sec 4 (150.10), NE qt sec 13 (160), total 560.18 acres in 11N1E.

72:150 (20 June 1900) James B. Watkins to S.A.D. Puter, parcels in 12N1E and W half E half sec 9, 11N1E.

Deeds 72:160 (20 June 1900) John W. Janes to S.A.D. Puter, E half NE qt, E half SE qt sec 9, 11N1E.

Deeds 72:165 (22 June 1900) Obadiah Silkwood to S.A.D. Puter, Lots 3 and 4 sec 7, 12N2E, 99.20 acres.

Deeds 72:163 (23 June 1900) James B. Watkins to S.A.D. Puter, W half NE qt, W half SW qt sec 9, 11N1E.

Deeds 72:168 (23 June 1900) S.A.D. Puter to Charles A. Smith, E half sec 9, 11N1E, 320 acres, plus other land.

Deeds 72:383 (2 July 1900) Alfred Barnes to S.A.D. Puter E half SW qt, lots 3 and 4 sec 7, 11N2E, 128.45 acres.

Deeds 72:385 (5 Sept. 1900) S.A.D. Puter to Charles A. Smith, Lots 3 and 4, E half SW qt sec 7, 11N2E, 128.45 acres

Deeds 72:553 (22 Sept. 1900) James B. Watkins to S.A.D. Puter, SE qt sec 6, 11N2E, 160 acres [more]

SMALL PARCELS

Miscellany

Patents 15:410 (30 April 1896) To David J. Dutch, cert. 8304, Lots 6 and 7, E half SW qt sec 6, 11N2E, 119.57 acres. GLO 17:12, recorded by Dutch 28 Nov. 1896.

Patents 15:380 (1 Aug. 1896) To David J. Dutch, cert. 1160 Homestead application 3494, SE qt sec 1, 11N1E, 160 acres. GLO 4:120, recorded by R. McIntosh, 6 Oct. 1896.

Patents 17:88 (30 Dec. 1899) William Strehlow, E half NW qt, NW qt NE qt sec 14, 11N1E, 120 acres, cert. 1420, GLO 180:437, recorded by H.A. Olesten, 27 Feb. 1900).

Deeds 95:215 (18 Nov. 1905) William Strehlow, unmarried, of Sonoma county, to H.A. Marks, E half NW qt, NW qt NE qt sec 14, 11N1E, 120 acres. Also 160 acres in 9N1E.

Deeds 94:243 (20 Feb. 1906) H.A. Marks and Lizzie Marks to Eben N. Briggs, NW qt NE qt E half NW qt sec 14, 11N1E. Also 160 acres in 9N1E.

Deeds 99:29 (10 Aug. 1906) Eben N. Briggs to Hill-Davis Co., Ltd. Total of 520 acres including NW qt NE qt, E half NW qt sec 14, 11N1E.

Deeds 133:71 (26 Jan. 1916) Hammond Lumber Co. and Hill-Davis Co. to James Irvine of San Francisco, lot 4 and that portion of SW qt SE qt sec 32 lying N and W of a line connecting the qt sec cor on S line sec 32 with NE cor SW qt SW qt sec 32, 11N1E, 66.46 acres.

Mining

Patents 4:584 (14 Aug. 1878) General Land Office No. 2948; Mineral Certificate No. 19. Letters Patent from USA to Union Gold Bluff Placer Mining Co., in pursuance of the provisions of the Revised Statutes of the U.S. Chapter 6, Title 32. There has been deposited in the General Land Office the plat and field notes of Survey of the placer mining claim of Joseph Greenbaum, John Chapman and George H. Tilley, accompanied by the certificate of the register of the land office at Humboldt....Greenbaum, Chapman and Tilley did on 31 Oct. 1874 enter and pay for said claim being mineral entry Number 19 as Lot No. 37, embracing a portion of the unsurveyed public domain in County of Humboldt, containing 194.15 acres. Begin at SE cor of the claim,

the same being a cast iron mineral monument 8 inches in diameter and 3 feet high marked with raised letters "Union Gold Bluff" from which the qt sec cor common to sections 20 and 29, 11N1E, bears S 18 degrees....long description...Plat on pg. 589, lot No. 37 embracing a portion of the unsurveyed land...list of stipulations.

Patents 14:288 (20 Nov. 1891) GLO No. 18952; Mineral Certificate No. 96—USA to John G. Chapman, Sigmund Greenbaum, and Gussie Greenbaum; they did enter and pay for placer mining claim, Lots 38-43 on 30 Sept. 1889; known as Chester Consolidated Placer Mining Claim, embracing portions of sections 4,8,9,16,17 and 20, 11N1E. Descriptions mentions: Pioneer Placer Mine; Union Placer Mine; Union Gold Bluff Placer Mine. Lot 47 of Wilmington Location; Lot 40 of Coos Bay Location. Claim containing 894.97 acres.

Patents 14:295 (9 April 1892) GLO No. 20696; Mineral Certification No. 97. USA to John G. Chapman, Sigmund Greenbaum, and Mrs. Gussie Greenbaum. On 30 Sept. 1889, they did enter and pay for lots 49 and 50 known as Arcata Consolidated Mining Claim. Description mentions Pioneer, Union and Squashan Creek. Claim containing 292.55 acres.

The most important sand-bearing beaches extended from just south of the Klamath to Redwood creek, although Stone Lagoon, Big Lagoon and Little River beaches were mined at various times. When Gold Bluff was discovered in 1851, it caused much "speculation and excitement" (Cronise 1868). By 1894 there were five claims at what was considered the Gold Bluff district: Johnston, Union Gold Bluff Company at the Lower Bluff, Ramona, Pioneer Gold Bluff Company at the Upper Bluff and Swan (Division of Mines and Geology 1894). The two companies with sustained production were Union and Pioneer. During the eight-year-period between January 1875 and January 1883, the Union netted \$93,333 and since the Pioneer was considered to be of the same "character," its production would have been similar (U.S. Bureau of the Mint 1885). The mention of "Swan," as one of the five claims is significant in the history of the Redwood creek valley and more will be said about Mr. Swan.

Cronise, Titus F.

1868 The Natural Wealth of California. H.H. Bancroft & Co., San Francisco.

Division of Mines and Geology

1894 Report of the State Mineralogist, 15 Sept. 1894, Vol. 12; California State Mining Bureau, Division of Mines and Geology.

United States Bureau of the Mint

1885 Report of the Director of the Mint upon the Production of the Precious Metals by the United States during 1884. Washington, D.C.

Thelma Hufford and Savina Barlow. Gold Rush Changes Primitive Orick Valley. The Union, 29 July 1976. A bicentennial look at Northern Humboldt.

....Gold Discovered. In 1850 gold was discovered at Gold Bluffs and Orick Valley....Men traveling along the beaches from Trinidad to Klamath City observed the gold in the black sands at Gold Bluffs. In the fall of 1850 Maxwell and Richardson filled buckskin bags with black sand and gold and carried them up to the bluff to work out the gold.

News reached San Francisco of the wonderful beach of gold, and in Jan 1851 the “Pacific Daily News” announced the gold discovery. The schemers went to work, companies were formed, and shares sold at \$75. An amazing number of vessels headed up the coast. Pack mule trains came up the coast from Trinidad.

Wilson & Collins formed the Pacific Mining Company. Hundreds of miners and speculators reached Trinidad. They were met with the news the gold was difficult to separate from the sand. Still, hundreds of miners headed for Gold Bluffs.

Every year a few men worked there and some made wages. John Chapman was one fortunate operator who worked the black sands at Lower Gold Bluffs. He built a house, barns, mill and flumes. Edson Adams invested in the Upper Gold Bluffs and built a little town on the bluff above Fern Canyon. At one time of the boom, 2000 people lived at Gold Bluffs.

Miners from Cornwall. A tunnel was built by Edson Adams Mining Co. to bring water from upper Prairie Creek to the headwaters of Butler Creek where a reservoir was constructed. The company imported miners from Cornwall, England to build the tunnel which was 600 feet long by 6 feet square. The tunnel opening on Prairie Cree side was on the Joe Stockel homestead about eight miles north of Orick near the apple tree on 101 highway. The tunnel was in use in 1889. Hydraulic mining of the bluffs was not successful.

Another grandiose plan was to bring water from upper Redwood Creek through flumes and ditches that wound around the mountain and over to the bluffs at a high enough elevation to wash down the gravel from the bluffs. The survey was actually made.

To work the black sand, miners would lead six or eight pack mules with bags on their backs to the places where black sand showed when the tide went out, shovel fast into the bags, trot the mules to a “sand cache” above the tide line, trot back down, fill up the sack, trot back until the tide came in. The sand cache could be worked over later. Beach watchers would scout for black sand to work.

In 1872 Gold Bluffs Submarine Mining Co. was organized to pump sand from the ocean floor, but it found no paying gold. By 1881 gold mining activities at Gold Bluffs had dwindled away. After the Gold Bluffs bubble burst, the miners who had come to get rich homesteaded in the area from Oregon Creek to Stone Lagoon. Others went to the Trinity diggings and some stayed in the Orick area....

AC (8 Jan. 1851) From the Klamath Expedition--....The Chesapeake arrived off the Klamath on the 25th, but finding it impossible to land, on account of a bar having formed across the mouth, it was concluded to proceed to Trinidad and there land passengers and provisions. On the 26th the company landed at Trinidad, leaving directions for the boat to be there on the 4th inst.

The company left for “Gold Bluff” the day after landing, with seven pack mules. Some accounts were receiver, rather flattering than others. A company of seven are already at work, making from eight to ten dollars per day each man. They confirm the report that there is gold in the white and grey sand.

Numerous private letters confirm the reports heretofore received of the auriferous nature of “Gold Bluff.”

AC (9 Jan. 1851) A New El Dorado--....Twenty-seven miles beyond the Trinity [Trinidad] there is a beach several miles in extent, and bounded by a high bluff. The sands of this beach are mixed with gold to an extent almost beyond belief. The sand is of two kinds—a fine black sand and a grey sand. The grey sand can be separated very easily from the black sand, and this seems

to be a desirable object. The gold is mixed with the black sand in proportions of from ten cent to ten dollars the pound. At times when the surf is high, the gold is not easily discovered, but in the spring of the year, after a succession of clams, the entire beach is covered with bright and yellow gold. Mr. Collins, the Secretary of the Pacific Mining Company, measured a patch of gold and sand, and estimates it will yield to each member of the Company the snug little sum of \$43,000,000—and this estimate is formed upon a calculation that the sand holds out to be one-tenth as rich as observation warrants them in supposing.

The Pacific Mining Company—[the adventurers of the Chesapeake have banded themselves together under this title]—found some nineteen men at these diggings. The men had no disposition to dig, for the gold was all ready for them whenever they felt disposed to take it. Besides, such is the character of the roads that they could not take away more than 75 or 100 pounds apiece—an amount too trifling for their consideration. They had erected a comfortable log cabin and designed watching this claim until spring, and then take a ship load of the gold, and travel to some country where the metal was not so abundant. Mr. Collins saw a man who had accumulated fifty thousand pounds or fifty thousand tons—he did not recollect which—of the richest kind of black sand.

Gen. Wilson says that thousands of men cannot exhaust this gold in thousands of years and he gives all who doubt his statements the liberty of going and ascertaining these facts for themselves.

The company will send up 100 additional laborers as speedily as they can be embarked. They also design purchasing a steamer and running her up to the “Gold Bluffs.” Sixty men are now at the scene of operations. We await with anxiety further reports. Numerous specimens of sand and gold were exhibited to the stock—holders at the meeting last evening.

AC (10 Jan. 1851) For Trinidad Bay and the Gold Bluffs. The fast sailing new and clipper built schooner Lydia, Cooley master, will positively sail for Trinidad Bay on Saturday the 11th inst. As Trinidad is the nearest point to the newly discovered Gold Bluffs, and the rich diggings on the head waters of the Klamath River and Salmon Creek, this is the most desirable route for all persons wishing to embark for any of these places. The well known fast sailing qualities and excellent accommodations of the schooner Lydia renders this a favorable opportunity for all those who wish to visit the newly discovered but richest mines in California. Passengers by this vessel will be landed at Trinidad City, which place is within eight hours journey of the Gold Bluffs. For freight or passage, apply to the master on board to Annan, Lord & Co., 275 Montgomery St.

AC (11 Jan. 1851) The Chesapeake—This steamer has been purchased by the Pacific Mining Company and will be dispatched to the “Gold Bluffs” early next week.

AC (11 Jan. 1851) For the Gold Bluffs District—The splendid steamer Gold Hunter, Captain T.A. Hall, ...will be dispatched for the above place on Tuesday next, the 14th inst., at 4 o'clock, p.m. Her accommodations are unsurpassed, and from her well known speed, passengers by her may rely upon arriving at the new El Dorado before those by any other vessel....

AC (11 Jan. 1851) For Klamath, Trinidad Bay and the Gold Bluffs—The fast sailing, nearly coppered clipper brig Vesta, lying alongside Clark's Point wharf, will be dispatched on Wednesday, 15th inst....

AC (11 Jan. 1851) First Vessel for the Gold Bluff—The A No. 1 new Bedford built schooner Eagle, Swazy, master, will sail for the above place, and will land her passengers as near the Gold Bluff as possible....

AC 11 Jan. 1851) First Vessel for Gold Bluff—The richest diggings in California—The favorite and fast sailing schooner Fayaway...Capt. Mark H. Leeds, will leave on Monday for Klamath River, the nearest point to the newly discovered mines....

AC (11 Jan. 1851) For Klamath River Gold Bluff and the Klamath Mines—The splendid fast saioing schooner Odd Fellow, Capt. Engham, who has just returned from the above port, will sail on Tuesday next....

AC 11 Jan. 1851) For Trinidad and Humboldt Bay—The A-1 schooner Susan Wardwell, Capt. C. Westgate, will leave for the above place in a few days....

AC 12 Jan. 1851) The new El Dorado—The “Gold Bluffs” excitement has extended to all classes of our citizens, and the desire to see the show prevails so generally that there is little doubt that the vessels which have been put up will find plenty of passengers. The “Pacific Mining Company” placed a few shares of their stock in the market. It was all taken in a few hours, and yesterday commanded a premium. If there is such an abundance of gold that thousands of men cannot exhaust it in a thousand years, there is no necessity of being in a very great haste to get a share of the stuff, and the correct news which is sure to come may be worth waiting for.

[more about vessels and transportation to the Gold Bluffs]

AC (26 Jan. 1851) \$1,000,000—is the supposed sum that any individual can make in a very short time at the Gold Bluffs. Whether it be true or not appears at this time to be a matter of some doubt. The existence of the gold at the Bluffs is not for a moment questioned—but whether it exists in large quantities spoke of, yet remains to be proven. And in order to be informed of the true value of said Bluffs, a number of gentleman have resolved themselves into a company, and have purchased the clipper barque Chester, and have placed on board of her a full three months’ supply of provisions, with a large supply of building materials and bedding for the use of the company during their stay here.

The stores and all the material belong to the passengers each one of which will be a member of the company. Every passenger will also have the privilege of taking a reasonable quantity of freight free.

The vessel, which is of very light draught of water, is to convey the company to the “nearest possible point” to the Bluffs, there to remain until the company have sufficient time to examine the Bluffs for themselves, and if found satisfactory, the provisions and materials to be landed for them free; and if not found satisfactory, and they should return, either all or any of them, then the vessel to bring them back to San Francisco free of charge.

Passengers availing themselves of this opportunity will have the privilege of stopping at the Bluffs with the full three months’ supply of provisions, or that of returning to San Francisco free of charge.

The whole expense to them, with all the privileges and supplies, will not be more than is charged by other lines. Call and examine for yourselves at the Secretary's office, where a few shares can be had, and where every information will be given by Edward Cole, Secretary, Office No. 10, Central Wharf, Lower Block.

AC (2 Feb. 1851) From the Gold Bluffs, Our Special Reporter—Herewith, we give the account of our reporter whom we sent up on the Chesapeake for the special purpose of seeing and reporting the facts respecting that region which has caused so much excitement lately....

The Chesapeake arrived at Trinidad on the 21st, making the run from San Francisco in sixty hours. Most of her passengers were landed at Trinidad, and she proceeded to the Gold Bluffs, for which place she had a large quantity of freight for the Pacific Mining Company. Trinidad bids fair to become a town of importance, especially should the Gold Bluffs be worked to any considerable extent. Within the last month, it has received a large addition to its population, and the proposition to make it the seat of justice of Trinity County will undoubtedly be seconded by the Legislature....

The Bluffs are about thirty miles north of Trinidad, and to reach them is a matter of no slight fatigue. High hills and deep gulches are quite a relief after traveling twenty miles ankle deep in beach sand. The Gold Bluffs present to the ocean a perpendicular front of from one to four hundred feet in height, and extend a distance of about six miles. At the base there is an abundance of talus slate mixed with quartz, and we were shown specimens of quartz gold, though in very small quantities. At times the ocean breaks against the bluffs, rendering traveling along the beach a very hazardous matter, for several days together; but in ordinary weather the beach at the foot of the bluffs is from twenty to fifty yards in width. The beach is a mixture of grey and black sand. In some places the black sand covers the surface to the depth of an eighth of an inch, and can be easily gathered, though we must say that during our stay at the bluffs, the exhibitions of black sand in any great abundance were rare. It is found mixed with scales of gold, very fine, so fine that it cannot be separated by ordinary washing. The beach changes with every tide and occasionally, no black sand is to be seen on the surface. In digging into the beach, the grey and black sand is found mixed together, the grey largely predominating. In the rills which trickle down the bluffs, the gold is to be found, in quantities, perhaps greater than in the black sand. It is probable that the gold has been washed from the bluffs into the ocean and is cast upon the beach by the action of the waves.

The scenery in the region of the bluffs is really magnificent. The stupendous height of the bluff, the cascades—the water rushing over the top of the bluff and meeting no impediment until it strikes the beach at the base, two hundred feet or more—form scenes which an artist might study with profit. The bluffs are broken by three gulches in which the Pacific Mining Company have located their log houses and tents. The bluffs appear to be of a sandstone formation and exhibit many traces of iron....

The Chesapeake landed several tons of goods at the bluffs, by means of lines extending from the steamer to the shore, and to which casks containing the goods were attached. The surf rendered the landing boats impracticable. The steamer was anchored nearly half a mile from the shore....

We conversed with several intelligent miners, men who remained near the bluffs for several months. They say that occasionally they find the gold abundant, and at other times little or none is visible.

The Pacific Mining Company lay claim to a large portion of the beach, and have erected three logs cabins, and laid in a large store of provisions, preparatory to working the bluffs on an extensive scale. They have a large number of laborers on the ground, and have employed a chemist to extract the gold from the sand, and are sanguine in the belief that their enterprise will yield them a handsome percentage. If the sand yields anything like the quantity of gold which has been represented, we cannot doubt the ultimate success of the Company, if their affairs are managed prudently.

But for individuals, single handed, we have no word of encouragement. The expense of reaching the Gold Bluffs is nearly one hundred dollars and the cost of getting provisions there more than fifty cents per pound. Even suppose they succeed in getting large quantities of the so-called black sand, without some economical method of separating the gold, it will be valueless. We saw men in the vicinity of the bluffs who had expended all their means in reaching there, and are now unable to return.

AC (23 Feb. 1851) Trinidad, Feb. 20, 1851....The accounts from Gold Bluffs are favorable. A machine has been constructed by the means of which from 600 to 1000 pounds of sand per day can be washed out. They have also gathered some very rich sand.

AC (26 Feb. 1851) The Chesapeake sailed for Gold Bluff on Monday afternoon, heavily freighted, and took a large number of passengers. The Chesapeake has been lately thoroughly repaired and is now in first-rate condition.

AC (31 March 1851) From Trinidad—The steamer Chesapeake arrived from Trinidad yesterday with sixteen passengers....The news from the Gold Bluffs is very favorable. WE are informed that a rich lead of gold has been discovered, and that one machine washed out 32 ounces of gold in one day. On another day \$1000 was taken out. The gold is found upon the bed rock from two to ten feet below the surface. One bucket of dirt yielded eight ounces; \$138 has been taken from twenty-three pounds of the surface sand—an average of six dollars to the pound.

AC (20 May 1851) The Chesapeake—We perceive by an advertisement in another column that the Chesapeake has been transferred to better and more competent hands and will run as usual to Trinidad and the other ports. She has been purchased by Captain Hasty from the subscribers to the late Gold Bluff Mining Company....

WCS (14 March 1877) Correspondent from Trinidad-....I understand that Robt. Swan and Griffith [Griffin] are panning out the precious metal near Redwood creek to their entire satisfaction. The lower and upper bluffs mining companies have received good results on their investments....

WW (22 Nov. 1890) Up the Northern Coast [Editor Ayres reporting on his trip]....From the Prairie [Elk], it is five miles to the Upper Gold Bluff mine. The place looks like a deserted village with its 16 buildings, all unoccupied by one or two. The old block house and rifle tower built in times of Indian troubles is a prominent feature, and could it speak would doubtless tell an exciting story. Only one or two men are here looking after the property.

AU (24 Feb. 1894) Trinidad—Mr Hanrahan's eldest son, John, has been home from Gold Bluff the past ten days with...."grip."

WW (19 May 1894) From Redwoods--....The Lower gold Bluff Co. is packing some very rich sand from the beach. They are employing about 15 men.

WW (26 May 1894) From Redwood---....Mr. Ed Chapman of Union Gold Bluff has returned from a visit in Arcata.

AU (30 June 1894) Trinidad—Mr. Hightower, the manager of the Gold Bluff mining operations, was in town. He reports everything progressing favorably in that place.

WW (7 Sept 1895) Up the Coast Orick—Mrs. Capp of San Francisco and her husband are visiting her brother Mr. Ed Monahan of Union Gold Bluff.

AU (20 Oct. 1894) Trinidad—....John Chapman passed through town on his way to his old home at the Bluff. It was his first visit for nearly two years.

WW (7 Dec. 1895) Orick—Seven Japanese were seen trudging up the coast trail last Friday intending to go to work at Gold Bluff mine. Fifteen men employed there would not stand it and made them trudge back again. Miss Nellie Brown is cooking at the Gold Bluffs with Miss Bell Hogan as assistant.

AU (7 Dec. 1895) Trinidad--....On the same day there arrived in town from Arcata, a stage loaded with seven Japanese who were en route to Gold Bluff to take the place of the white miners employed there... They left here for the Bluff the next day and on Saturday night they were all back here safe and sound, having found that the air of Northern Humboldt was not congenial to the health of people reared so far east as Asia. The facts are that on their arrival at the Bluff, they were quietly notified that they could not stay there, but must leave the next morning to return whence they came....

Messrs. Cornell, Hightower and Co. have discharged every white man at the Bluff, which they have an undoubted right to do if they so desire, but by so doing, they have only aggravated the situation and placed themselves in a position before the public which will not be conducive to a successful business career in this county....

AU (21 Dec. 1895) Trinidad—The Gold Bluff Mining Company seems to have got into financial difficulties, as the Sheriff passed through here yesterday en route to the Bluff for the purpose of levying upon the company's possessions at that place. The attaching parties are said to be Robert Swan, the McDonald boys, and Ed Chapman, and the amount about \$900.

WW (21 Dec. 1895) Orick—Mr. Ed Chapman of Gold Bluffs departed for Arcata, his mother being ill.

FE (3 Jan. 1896) Robt. Swan has commenced two attachment suits in the superior court for claims aggregating \$942.02, the property attached consisting of the Union Gold Bluff, 194.15

acres; the Chester Consolidated, 894.97 acres; and the Consolidated Arcata, 299.55 acres, placer mining claims in Gold Bluff district, being the same in each suit.

AU (17 Oct. 1896) The lower Gold Bluff company has suspended operations and no further work will be done under the present management. The lease will expire the last of next month when the property will revert to its San Francisco owners.

AU (31 July 1897) John Chapman of Gold Bluff is lying seriously ill at that place. His family is with him. Dr. Menefee, who is camping at Stone Lagoon, is attending him....Ed Chapman came upon the Pomona and went through to the Gold Bluffs, being called hence by the illness of his father.

AU (7 Aug. 1897) [Ed Chapman returned to San Francisco where he is working.]

AU (16 Oct. 1897) John Chapman, who has been seriously ill at Gold Bluffs for some months, is now at home in Arcata. He came down the forepart of the week accompanied by his wife. He stood the trip well....

AU (5 March 1904) Orick--Mr. E.J. Frey has accepted the position as General Manager of the North Pacific Coast Mining and Development Co. at their new mine. The company is now awaiting for some lumber and freight to arrive and will soon have a plant in operation with which they can handle the black sand and save the gold....

AU (2 April 1904) Orick--E.J. Frey has shut down the mine of the N.P.C.M.&D. Co. on account of breaking a shaft to one of the big barrels.

AU (26 April 1905) Death of John G. Chapman—Deceased was born in Hudson, New York on May 28, 1832. He came around the Horn in 1849 and to Humboldt in 1860 though he had lived and been in business on the Klamath for a few years before that time. All through his busy life, he was a persevering, active man. He had followed mining, store keeping in the mines, stock raising, livery business and was for a few years an owner and manager of the Lower Gold Bluff property. His last business venture in Arcata was as a member of the firm of Greenbaum and Chapman. The firm did a large business, being located in the same store as that now occupied by A. Brizard, Inc.

Coming to California when a mere boy, and being thrown into the wheel of excitement existing at the time in the mining sections, it is no wonder that deceased passed a somewhat eventful life. The part he took in our Indian wars and his association and business connection with the military authorities during the time brought him face to face with many dangers and trials. He was a cool, calculating man, and ever ready to face danger when necessity required.

Deceased leaves a wife and five children and a sister, Mrs. Best, to mourn his loss. Besides the widow are Edward H., John G., Jr., Elizabeth B., and Juliette Chapman, also Emma Chapman, a half sister to the other children.

BLA (1 April 1939) Orick, March 28—....A company from Seattle has resumed work on the Gold Bluff mining claim.

AU (9 Sept. 1949) Gold Bluffs of Orick Once Known as Beach of Gold by Savina Antonioli...During the 1890s mining was still carried on by different individuals, and according to a reliable source, a three-quarters of a mile tunnel was constructed through the mountain from Prairie Creek to the Gold Bluffs. This is approximately located near the Indian House Redwood Tree near the state highway. The tunnel was built by twelve Cornishmen, laboring for the ones who had an interest in mining the sand. The tunnel's purpose was to carry water from the creek, by mule pack train, to the Bluffs for washing the gold from the sand.

AU (10 Aug. 1951) Obit Edward Chapman, native of Arcata; left area at 18 and lived in San Francisco for a number of years. At the time he was stricken with his last illness, his home was in Klamath, where he had lived for past 25 years. He was engaged in stock raising and real estate. Survived by wife, Ann, sisters Juliette Croyley of Arcata and Mrs. Elizabeth Gatliff of Eureka.

AU (8 May 1964) Photo—Giant 75,000 dredge that will be used in the first operation of mining gold and platinum from the rich sands of the Gold Bluff Beach north of Orick is pictured here. It will be the first of ten dredges to be put into operation this year. Ultimate plans call for 21 dredges.

AU (11 March 1976) Orick News—It's intriguing to wonder where the tunnel was located when driving north of Orick. A fascinating bit of local history was the construction of a tunnel through the mountain during the gold mining days at Gold Bluffs. One of the mining companies had a tunnel built that carried the waters from the head of Prairie Creek into the headwaters of Butler Creek and into a reservoir. The opening was on the Joe Stockel homestead, where the apple tree stands along highway 101

The water was to be used for hydraulic mining to wash down the upper bluffs to get the millions of dollars worth of gold reported to be in the bluffs. The company imported miners from Cornwall, England to build the tunnel which was 600 feet long and six feet square. It was in operation in 1889. However, the venture was not successful. Mr. Robert Davison remembers that when he was a very young boy, and he and his father, Arthur Davison, were going to Klamath, they stopped and looked into the tunnel.

Another grand scheme was to run the water from upper Redwood Creek through flumes and ditches that followed around the mountain at a high enough elevation that would go over the bluffs to wash the bluffs down to be able to retrieve the gold. The survey was actually made, but that's as far as that project went.

AU (15 Sept. 1994) Orick Log—Miners homesteaded Orick area--....Orick businesses were featured topic at the annual Orick Get Together Sept. 11. Businesses in the area go back to the 1860s when miners were finding gold in the black sands at Gold Bluffs Beach. There was John Chapman's Union Gold Bluff Placer Mine at Major Creek and Edson Adams' Gold Mining business at Home Creek, where Fern Canyon is located....

References

HT (29 March 1967) Early Settlers of Orick in Old, Forgotten Graveyard by Savina Barlow, Orick—It is spring again, a lone plum tree is in bloom, the spruce trees are half grown, wild blackberry vines cover the area, Orick's pioneers rest eternally nearby.

For along U.S. Highway 101, across from the old Bald Hills bridge and road, near the mouth of Prairie Creek, an old pioneer cemetery is located....

Among those who rest there is Charlie Jewell, who was Orick's first homesteader. He lived in a small cabin in a clearing on what is now the Hunt ranch....he later sold his homestead to Robert Swan and George Griffin....

Jewell worked as a carpenter. He constructed the first Orick school on the hillside near where he rests. He is reported to have built the first school at Klamath and the Emil Frey home, now the home of Mrs. Eunice White and husband. One day while salmon fishing at the mouth of Redwood Creek, he was drowned. He was buried [and] in later years, others were also laid to rest, and according to reports, about 12 individuals lie in the old and un kept cemetery....speeding cars and trucks below and large spacious homes rise above the cemetery.

AU (17 April 1980) Orick News—[re schools, 29 Aug. 1894, Frank Goble sold 1 ½ acres overlooking Prairie Creek/Redwood Creek to Big Lagoon School Trustees in sec 27, 11N1E, school there built in 1898; burn down in 1917; Nov. 1919 Swan sold District 1 acres in sec 4, present location of school.]

Palmgren/Davison/Leach

Patents 8:238 (5 Feb. 1884) Mathias Palmgren, cert. 5396, E half SE qt sec 22; N half NE qt sec 27, 11N1E, 160 acres. GLO 11:4, recorded by Palmgren 25 June 1884.

Deeds 13:560 (8 July 1884) Mathias Palmgren to Charles Anderson, \$600, NE qt NE qt sec 27, 11N1E, 40 acres.

Deeds 39:41 (7 Aug. 1891) Whereas Board of Supervisors on 15 July 1891 established a public highway in 23rd road district on the petition of Adams, Johnston and others, therefore Mathias Palmgren for \$500 grants to County of Humboldt the right of way, begin at stake No. 35 on the 3rd mile of Klamath Road survey at a point situated 5.56 chains W of corners to sections 22-23-26-27, 11N1E and being a strip of land 40 feet wide, 20 feet on each side of center described....

Patents 17:136 (12 Jan. 1898) To Arthur S. Davison, cert. 1300, S half NE qt, W half SE qt sec 22, 11N1E, 160 acres. GLO 110:201, recorded A.S. Davison, 28 March 1901.

Deeds 75:282 (24 Sept. 1900) Janet McDonald to Irene Davison.

Deeds 66:119 (17 Dec. 1898) M. Palmgren and A.S. Palmgren, his wife, to Arthur S. Davison, begin in the center SE qt sec 22, 11N1E, th E 800 ft to W line Klamath Wagon Road; th S on

said line 16 ft; th W 800 ft to subdivision line; th N on said line 16 ft to place of begin. The above strip of land is to be used as a road by Davison. Palmgren reserves the right to use and travel over said road subject at this date to the mortgage of Charles Anderson.

Deeds 76:101 (25 March 1901) Arthur S. and Irene M. Davison to James Cable, all the timbered land and timber thereon described as the S half NE qt, W half SE qt sec 22, 11N1E, reserving all bottom land and the land on which the Davison house stands. Also giving all necessary rights of way over bottom land for logging purposes. The timbered land conveyed amounts to 107 acres.

Deeds 116:391 (3 Feb. 1912) Mathias and Anna Sophia Palmgren to E.A. Leach, SE qt SE qt sec 22; NW qt NE qt sec 27, 11N1E. The right of way 10 feet wide which was reserved by Palmgren in his deed to Charles Anderson, 8 July 1884 (Deeds 13:560) over NE qt NE qt sec 27. A parcel of land beginning 16 feet S of center SE qt sec 22; th S along subdivision line 800 feet; th W 16 feet; th N 800 feet; th E 16 feet to beginning. A parcel beginning at center SE qt sec 22 as located by Herrick survey Aug. 1906; th NW to cor or end of fence on Watkins' survey which point is 800 feet W of J.B. Walkins survey from County Wagon Road (Klamath Wagon Road); th E along line of Watkins survey as marked and designated by the fence built by M. Palmgren and David Dutch (which fence in June 1907 constituted the N line of the lane or road) to the said wagon road; th SWly to S following the line of Klamath Wagon Road to where the road is intersected by the S line of SE qt sec 22; th W following said S line to SW cor SE qt SE qt sec 22; th at right angles N following subdivision line to place of beginning.

This deed is made subject to such rights as were acquired by Arthur S. Davison by deed in Palmgren to Davison, 17 Dec. 1898 (Deeds 66:119) over the following land: beginning in center SE qt sec 22; th E 800 feet to W line Klamath Wagon Road; th S 16 feet; th W 800 feet to subdivision line; th N on said line 16 feet to place of beginning.

The deed is also subject to grant by Palmgren to County of Humboldt, 7 Aug. 18910 (Deeds 39:41) for public highway.

Also subject to Southern Pacific Co. right of way, 7 July 1909 (Deeds 110:12,14).

Deeds 117:407 (3 Feb. 1912) Mathias and Anna S. Palmgren to E.A. Leach, beginning 16 feet S of center SE qt sec 22, 11N1E; th S along subdivision line 800 feet; th W 16 feet; th N 800 feet; th E 16 feet to beginning.

Deeds 117:408 (3 Feb. 1912) Charles Anderson to E.A. Leach, NE qt NE qt sec 27, 11N1E, 40 acres. This deed is made subject to right of way reserved by M. Palmgren in deed to Anderson July 8, 1884 (Deeds 13:560).

Surveys 7:47 (18 Sept. 1917) Survey 153 for E.A. Leach, parcel 243:470 shown as 4.07 acres; Klamath Wagon Road borders property on south and east; also shows Davison Lane intersecting with wagon road.

Deeds 142:227 (4 Oct. 1917) E.A. Leach to Arthur S. Davison, in 11N1E, beginning 16 ft S of center SE qt sec 22; th S along subdivision line 800 ft; th W 16 ft; th N and parallel to subdivision lien 800 ft; th E 16 ft to place of beginning.

Also a parcel, beginning at center SE qt sec 22, as such central point was located by F.E> Herrick, Aug. 1906; th NW to cor or end of the fence on the Watkins survey which cor is 800 ft

W on said J.B. Watkins survey from the county wagon road which is known as the Klamath Wagon Road; th E along the line of J. B. Watkins survey as marked and designated by the fence built by Mathias Palmgren and David Dutch (which fence in June 1907 constituted the N line of the lane or road)_ to the said county wagon road; th Sly following the Klamath Wagon Road to where said road is intersected by N line of SE qt SE qt sec 22; th along a lane survived by F.E. Herrick, Aug. 1917 (Survey 153, Surveys 7:47) as follows: S 8 degrees 10 minutes W 59.6 ft; S 37 degrees 10 minutes W 615 ft; S 13 degrees 50 minutes E 270 ft; S 15 degrees 35 minutes E 293 ft and S 2 degrees 50 minutes W 300 ft to intersection with S line of sec 22; th along sec line S 81 degrees 59 minutes W 420 ft to SW cor SE qt SE qt sec 22; th N 1 degrees 26 minutes W along the subdivision line 1388.2 ft to point of begin.

Also begin at SW cor SE qt SE qt sec 22; th S 81 degrees 49 minutes W along the sec line 581.4 ft; th S 11 degrees 15 minutes W 128 ft; th S 10 degrees 10 minutes W 168 ft; th S 34 degrees 40 minutes W 194 ft; th S 15 degrees 40 minutes W 177 ft; th S 49 degrees 30 minutes W 218 ft; th N 85 degrees 30 minutes W 73 ft; th S 49 degrees 55 minutes W 367 ft to W line NE qt sec 27; th along line S 54 minutes W 287 ft to SW cor NW qt NW qt sec 27; th along subdivision line N 84 degrees 38 minutes E 736 ft; th N 37 degrees 30 minutes E 100 ft; th N 42 degrees E 445 ft; th N 19 degrees 20 minutes E 468 ft; th E 56.3 ft to E line NW qt NE qt sec 27; th along said E line N 1 degree 15 minutes E 440.8 ft to point of begin. (Surveys 7:47)

This deed subject to such rights as Arthur Davison has in a 16-foot strip running Wly from county road by virtue of deed from Palmgren 17 Dec. 1898 (Deeds 66:119) or by virtue of decree in suit of Palmgren against Davison.

Also subject to Southern Pacific Co. deed from Palmgren 7 July 1909 (110:12,14) Excepting 100-foot right of way for railroad [logging?] to be determined.

References

BLA (12 June 1943) Orick, June 10—The recent rain did some damage to newly-planted crop on the A.S. Davison ranch. Prairie Creek went over its bank.

AU (11 Dec. 1953) Obit Arthur Davison, 97, Orick; two sons John Davison, Eureka, and Robert of Orick; two sisters, six grandchildren and three great grandchildren.

AU (29 March 1984) Gold Bluffs Beach History; the building of Davison Road to Fern Canyon by Thelma Hufford. photo

Case and Chittenden Mill

Deeds 233:141 (31 Jan. 1938) Agreement between Nicholas Carson, Catherine Carson, Patra Soter, James D. Angel and Daphne Angle, all of Eureka, doing business under firm name of Angel and Carson Lumber Co., parties of first part, and Peter T. Angel and C.D. Calogieris of San Francisco, parties of second part. Whereas Nicholas Carson is owner, and claims to have an interest in a certain Agreement of Sale, 10 Nov. 1936, between D.C. McDonald and Alice B McDonald, as sellers, and James D. Angle, as buyer, which said Agreement of Sale has heretofore been conveyed to Carson, and McDonald agreed to sell and said Angel agreed to buy,

NW qt NW qt, NE qt NW qt, NW qt NE qt, NE qt NE qt, SE qt NE qt sec 35, 11N1E, together with timber thereon.

Whereas first parties have conducted logging operations on property for purpose of marketing timber and entered into and now have agreement with M.V. Case and Newton A. Chittenden who have erected a mill, which is their property and are now sawing timber heretofore logging on property.

Whereas there is pending action in Superior Court, P.M. Matsiros vs. First parties and Peter Soutsos vs. first parties, resulting in attachments against property and various artisans and mechanics have placed liens on property.

Whereas attachments and liens have stopped logging and lumbering, and parties of second part who have advanced moneys to first parties are now desirous of advancing further sums and enabling first parties to remove attachments and assist them in carrying on lumbering and logging.

Whereas Nicholas Carson owns machinery, engines, logs, lumber, on premises, located approximately one mile easterly from Redwood Highway and one-half mile northerly of Orick.

Agreement: To form corporation to be known as Redwood Creek Lumber Co., 50,000 shares....Second Parties will procure release of attachments and liens...Stockholders Nicholas Carson, P Soter, Peter Angle and C.D. Calogaris and 5th person to be selected...Case and Chittenden to manufacture lumber [more]

Deeds 233:216 (14 March 1938) Nicholas and Catherine Carson to P.T. Angel and C.D. Calogaris, N half NW qt, N half NE qt, SE qt NE qt sec 35, 11N1E, 200 acres.

Deeds 286:357 (24 Feb. 1944) M.V. Case and wife Cora Case and N.A. Chittenden and wife Zelda Chittenden to Orick Lumber Co., a co-partnership of Henry Harding and Phillip Gosslin, N half NW qt, N half NE qt, SE qt NE qt sec 35, 11N1E, 200 acres.

Official Records 26:467 (29 Nov. 1947) Orick Lumber Co., a partnership of H.H. Harding and Phillip Gosslin, to Arcata Redwood Company, N half NW qt, N half NE qt, SE qt NE qt sec 35, 11 N1E, 200 acres together with sawmill, equipment, machinery.

OR 196:289 (2 Jan. 1952) H.H. Harding and wife and Phillips Gosslin and wife, firm of Orick Lumber Co., to Arcata Redwood Co., all that portion of NE qt SE qt sec 22, 11N1E, containing 7 acres which lies on SEly side of old county road known as the Klamath Wagon Road.

OR (196:291 (2 Jan. 1952) S.T. and Evelyn Harding to Arcata Redwood Co., commencing at NW cor NW qt NE qt sec 27, 11N1E, described....together with right of way across the tract of 20.97 adres adjoining the above on the east, which right of way was reserved in deeds from Leach to Davison (Deeds 142:227).

References

BLA (19 April 1947) Orick—Amos Case of the Harding mill of Orick....

HT (20 July 1947) Log and Saw—Installation of a new trim saw and resaw should diversify and improve the quality of production at the Orick Lumber co., located on the Weitchpec Road just north of Orick.

The mill, oldest in the area, is the successor of the old Case and Chittenden operation which burned down after two years in 1939. Presently, it is owned and operated by H.H. Harding of Eureka and cuts in the vicinity of 40,000 board feet a day.

Harding has built an extension on the western portion of the plant which will house the band resaw and the 24-foot air operated trimmer. Under separate housing, Orick Lumber Co. has its own planer and a matcher capable of handling up to 3 by 12s.

Power for the mill is derived from a combination of diesel and steam. A 12 by 36 steam engine drives the double circular headrig and its 60 and 64-inch saws. A 175-horse diesel powers the rest of the mill, including the 8 by 60 edger and the two trim saws now in operation.

One of the outstanding features of the Orick mill is the self-styled “Humboldt” kicker, unique in that area. The kicker operates with a chain to turn logs before passing through the headrig.

Essentially the kicker is composed of two arms, operated by the sawyer which can be placed at any angle. When used in conjunction with the chain, the kicker butts the log in place or serves as a backdrop to roll the log against. It is friction-driven off the steam-powered shaft.

A donkey bring logs from the cold deck down the hill adjacent to the mill for placing on the carriage. In back of the mill is a skyline used for stacking the logs on the deck.

The mill site is located on the timber property owned by Harding, and because of the down-hill pull, loggers use exclusively tractors. Leisure Bros. logging contractors use two Allis-Chalmers 114s, one of them for skidding to the highline. All logs are bucked and peeled at the deck using three men. A potential cut of about 7,000,000 feet remains on the 200-acre tract, although it was learned that Harding has recently purchased additional timber. Harding employs about 17 men in the mill, while in the woods, operating under the direction of the Leisure Bros., are about six men doing the logging and two sets of choppers.

AU (25 Dec. 1947) Early History and Growth of Orick Related...The first mill was built and operated by Case and Chittenden. H. Harding is the present owner. Since then we have had several smaller mills and two large mills in operation. The Geneva mill is an all steel mill, one of the few ever built. The Lumberman's Supply Company is located on the Bald Hills. Companies logging here are the California Barrel Company, the Arcata Redwood Company, The Arrow Mills and Puckett Company...

AU (29 June 1951) A housing site has been purchased by the Holmes-Eureka Lumber Co. from J.G. Blankenship, according to Orick Chamber of Commerce officials, who have been assisting on the negotiations for some time.

The transaction involves approximately eight acre of the Blankenship dairy ranch property, located near the Orick Theatre. It is reported also that the Yuba City Lumber Co., who have leased the Harding Orick Lumber Co. mill, plan to construct homes on the hillside of the property, with excavations and clearing of the area to begin soon. The Holmes-Eureka Lumber co. is interested in building houses here due to their large timber holdings which will require about 15 years to log.

BLA (17 July 1952) Orick—The Yuba City Lumber Co. have started to build their new mill near the surf-fishing beach on land they purchased from Lawrence Graham. They also bought the Harding mill, which was operating before the big boom and that mill is furnishing lumber for the new mill. Another mill to be on the John Graham property has started to bulldoze a log pond on the property.

AU (2 Oct. 1953) employees of Orick Lumber Co. (Henry Harding) voted against joining union.

AU (19 Nov. 1981) Orick News—Photo: Orick Lumber Co., owned by H.H. Harding in 1948. It was located on the north bank of Redwood Creek about two miles east of the highway. First built by Case and Chittenden in late 1930s and then owned by H.H. Harding.

“The Wreck of the *Yellowstone*” by Melvin Krei in the Nov. 5 *Union* prompted H.H. Harding to tell about the boiler that used to be on the *Yellowstone*, when the steam lumber schooner *Yellowstone*, when the steam lumber schooner *Yellowstone* sank in 1933 in Humboldt Bay. Breeden salvaged it a few years later. Case and Chittenden built a mill n Orick on the north bank of Redwood Creek—a parking area for Redwood National Park now stands on the site. Case and Chittenden bought the boiler from Breeden and set it up in their mill. The mill burned two years later and was rebuilt by Harding in 1941 and the old boiler was used until 1951 when it was finally replaced.

The old boiler was a Babcock and Wilcox, said Mr. Harding, America’s premium boilermaker water tube boiler. The water in the tubes perched on top of the fire and was sometimes called a Dutch oven. Paul Oakes was fireman for Harding for several years. He started firing up at 4 a.m. and the crew started work at 7 a.m. Some others who worked at the mill, Mr. Harding recalled, were Greely Richards, Paul Leazer, Beeb White, Emil White, Melba and Lloyd Bosch and later Voyles men. After Harding bought the mill from Case and Chittenden, they patched and re-patched the boiler. With time, it had become corroded and finally it couldn’t hold its pressure any longer. Cal Pacific leased the Harding mill for a couple of years in 1951 and 1952 before they built the mill on Orick Beach. They bought another larger boiler out of a tug boat at the Navy wrecking yard in Napa. The old boiler from the *Yellowstone* lasted from 1907 when the *Yellowstone* was built until 1951 where it provided power to run a mill in Orick.

AU (8 July 1982....There was Harding’s Mill up Redwood Creek where the National Park now has a parking area for walkers up Redwood Creek....

Nyberg Property

Deeds 249:94 (27 Nov. 1940) Hammond Redwood Co., formerly Hammond and Little River Redwood Co., Ltd., and Hill-Davis Co., Ltd. to William and Margaret Nyberg, commencing on W line State highway at a point located 2829.65 ft E and 267.66 ft S from qt sec cor on W line sec 11, 11N1E, th W 583.65 ft to E line of old county road; th N 18 degrees 37 minutes W along E line of said road 226.92 ft to qt sec line; th S 88 degrees 37 minutes E along said qt sec line 679.96 ft to W line State highway; th Sly along W line 200 ft to point of beginning, containing 3.02 acres.

Moseley Property

OR 22:97 (29 Oct. 1947) Robert and Arthur Davison to Laurence Moseley and Gertrude Moseley, his wife, begin at concrete monument on W line of Highway 101 opposite Engineers station 150 plus 16.93 and which is 942.79 ft. S and 592.20 ft. W of qt cor common to sections 22 and 23, 11N1E, th along W line of highway S 17 degrees 13 minutes W 255 ft., th at right angles N 72 degrees 47 minutes W 100 ft., th N 17 degrees 13 minutes E 255 ft.; th S 72 degrees 47 minutes E 100 ft. to point of begin, consisting of .585 acres.

OR 1326:195 (2 Jan. 1976) Laurence Moseley and wife Gertrude Moseley to John P and Mischelle L. Saffron, beginning at concrete monument on W lne highway opposite Engineer's station 150 plus 16.93 and which is 942.79 ft. S and 592.20 ft. W of qt corner common to sections 22 and 23, 11N1E; th N 72 degrees 47 minutes W 120 ft.; th S 17 degrees 13 minutes W 400 ft. to N line county road; th Ely along Nl ine of road to intersection with highway 101; th N 17 degrees 13 minutes E along W line highway 400 ft. to point of beginning.

OR 1322:519 (1 Feb. 1976) Bulk Transfer. Moseley's Prairie Creek Motel to John and Mischelle Saffron, of Strout Realty, Crescent City.

AU (15 July 1949) Orick—Gloria Lewis to marry Darrel Nelson...Miss Lewis was feted at a prenuptial shower at the Valley Green Lodge by Mrs. Laurence Moseley and Mrs. Frank Getchell.. Laurence Moseley is having a number of cabin and garage units constructed on his property near the Valley Green Lodge. He is planning to build a new home later.

AU (28 Oct. 1949) Orick—Lawrence Moseley has completed the construction of three modern housekeeping cabins and garages which are beautifully finished both in the interior and exterior in the ever increasing in popularity, stained natural redwood. Foundations for three more similar cabins have been laid, and will be constructed in the near future on Moseley's property near the Valley Green Lodge....

AU (7 July 1950) Auto Court Opens in Orick Locality—Mr. and Mrs. Laurence Moseley recently completed construction of the second unit of three cabins and opened the Moseley Court for tourists, located in Orick. The court is the first in the community finished in the modern rustic style of stained natural redwood. The court is near the Valley Green and its rustic architecture blends well with the natural surroundings.

The Moseley Court consists now of two, three-cabin units, finished on the outside with the stained tongue and groove redwood with cream trimming. The walls of the interior are finished in cream plaster, varnished pine floors and include modern gray furniture. A kitchenette and shower is provided for the convenience of the overnight guests. The Moseleys plan to build a three bedroom home for themselves, which will be located in the center of the cabin units. This also will be finished in the same rustic style architecture.

A woven redwood lumber fence enclosing the cabin units is an outstanding feature of the court. The grounds are to be planted with lawns in addition to the many colorful flowers and ferns which will complete the rustic outdoor landscaping.

AU (20 Oct. 1951) Construction Is Booming in Orick Vicinity—The modern California style redwood finished, flat-top home is the predominant trend in the construction of new homes in the community. Business firms and old homes undergoing remodeling are also following this trend. Among the new homes, apartment houses and tourist cabins completed or nearing completion is the two-story apartment of Roy Duncan. It is located in the southern end of the community overlooking Orick valley.

A flattop home completes the auto court of the Donald Tiptons. The Laurence Moseleys have recently moved into their new home and office combined; theirs is a flattop, rustic style auto court near Valley Green Lodge. The Dan Wells home is under construction and features large view windows, overlooking the north end of the community. Four cabin units are under construction by Joe Foster along the north end of the new highway. These are flat-top with cement brick foundation walls.

Country Style. Other homes completed in the redwood finish are the large and beautiful country style residence of the William Calverts of the Geneva Lumber Company near the Prairie Creek fish hatchery, the Glenn Hilton home in Orick proper, and the Arcata Redwood Co.'s four homes for their employees, three of which are located near Bald Hills road and the other south of the Prairie Creek State Park. Numerous other buildings are under construction ranging from Batrel's Berry Glen to Orick proper.

AU (12 Feb. 1976) Orick News—Mr. and Mrs. Lawrence Moseley are retiring from the motel business and the new owners, Mr. and Mrs. Siffon have bought the court.

The Moseleys came to Orick in 1945 when Mr. Moseley started to work for Mr. Weir of Arcata Redwood Co. He operated the cat for 22 years, logging along May Creek and back of the present cat shop. After that he ran the LeFourneau, loading a feeding the mills at Mill B and A. In 1968, he retired from Arco and went salmon fishing in his boat.

Mrs. Moseley remembers when they moved to Orick in the boom years and first lived a few months at McBride's just south of the school. Mr. Weir ask her to come cook at Valley Green where Arcata Redwood Co. had cabins for crew and a cookhouse (present offices). So she cooked at Valley Green for 7 ½ years. The meals were served family style and cost 65 cents in the beginning. She started with a regular crew of eight men and ended with 28 regulars. It was at her suggestion Mr. Libbey started to have the board of directors meet at Valley Green. The office crew came each year also.

In 1949 the Moseleys started to build the motel adding three units every year until completed. In the back of the motel was a beautiful garden they call Ann's garden because Ann Moseley worked hard in it...Moseleys active members of Orick's little Catholic Church.

Mr. and Mrs. John Siffon and daughter Johnna, 9, are now residents of Orick. February 1 they became the new owners of Moseleys Court north of Orick where the Davison Road turns west to Fern Canyon and Gold Bluff beach. Mr. Siffon has done construction work for U.S. Steel, working on bridges, buildings and powerhouses, etc.

AU (9 Dec. 1976) Orick News—Mr. and Mrs. Floyd Byler are the owners of Moseley's Prairie Creek Motel some five miles north of Orick. They bought the motel from Mr. and Mrs. Seffron Oct. 20 and the Seffrons returned to Nebraska.

AU (19 July 1984) Orick News—Arcata Redwood Co. office buildings and two cabins at Valley Green have been painted a soft attractive beige with brown trim. The old Geneva office building, now belonging to Arcata Redwood Co., was painted the same color. This building will be Caltrans offices when bypass work begins.

Arcata Redwood Co. office building at Valley Green was built in the 1930s by Lambersons for a dining room and had a row of cottages in back for tourists. Mrs. Lamberson managed the Valley Green dining room then and served guests fancy dinners. Many local Orick girls worked there summers earning college money.

After WWII, Arcata Redwood bought the buildings. Woods workers rented the cabins and the big building was the cookhouse. Mrs. Gertrude Moseley ran the cookhouse and was famous for her delicious meals. Mr. and Mrs. Moseley built Prairie Creek Motel in 1949 and when they left, the cookhouse at Valley Green ceased to exist as such. Arcata Redwood Co. now uses the big building for offices for its logging operations in Orick and north.

AU (14 April 1989) Orick News—Fire at Prairie Creek Motel; office and manager's quarter burned. In front of motel are three dawn redwoods, planted by the Mosleys when they built the motel in early 1950s.

Berry Glen

Deeds 243:470 (18 April 1940) Emma Richl Leach to George A. and Jean L. Battrell, beginning at NW cor NE qt NE qt sec 27, 11N1E, th on subdivision line S 1 degree 15 minutes W a distance of 440.7 feet to N line county road, known as the Klamath Wagon Road; th following N line of road S 87 degrees 30 minutes E 220 feet and N 55 degrees E 194.5 feet and N 6 degrees 40 minutes E 400 feet to N line sec; th along sec line S 81 degrees 59 minutes W 420 feet to point of beginning, all as located in Survey No. 153, made Aug. 1917 by F.E. Herrick (Surveys 7:47), 4.07 acres on survey map.

Also right to use water of creek running through premises so long as said waters are not already in use by grantor. Also except highway right of way granted by E.H. Leach (Deeds 176:446). Also except right of way necessary for removal of timber from remaining land in NE qt sec 27 owned by E.A. Leach in 1936.

OR 59:27 (30 June 1948) Lease George A. and Jean L. Batrel to General Petroleum Corporation for 60 months, property described in Deeds 243:470.

OR 200:241 (1 March 1952) Notice of Intended Sale of Business and Transfer of Stock in Trade—George Alfred Batrel and Jean L. Batrel, residing at Berry Glen near Orick, Humboldt county, vendors, intend to sell to John L. Rudick and Alice J. Rudick, residing in Eureka, vendees, the following described personal property: certain grocery and service station business designated as “Berry Glen.” Sale to be consummated at office of J. Thomas Fraser, attorney, 611 4th St., Eureka, on 17 March 1952.

OR 582:10 (18 April 1960) Notice of Transfer of Stock-In-Trade. Jean Batrel of Orick does intend to sell and transfer to James Smith of Orick all that certain personal property, stock-in-trade business and good will of that store known as the Berry Glen Grocery, north of Orick

OR 606:400 (30 Sept. 1960) George A. Battrell and Jean L. Battrell to Ora Jean and Paul Phillip Leazer, beginning at NW cor NE qt NE qt sec 27, 11N1E; th on subdivision line S 1 degree 15 minutes W a distance of 440.7 ft. to N line county road, known as Klamath Wagon Road; th following N line of road S 87 degrees 30 minutes E 220 ft. and N 55 degrees E 1945 ft.; and N 6 degrees 40 minutes E 400 ft. to N line of section; th along sec line S 81 degrees 59 minutes W 420 ft. to point of beginning.

Also right to use waters of creek running through premises so long as said waters are not already in use by Emma Richl Leach, as reserved in deed to George and Jean Battrell by Leach, 18 April 1940 (Deeds 243:470).

BLA (2 Dec. 1944) Orick, Nov. 30—Mr. and Mrs. Amos Cooper of Berry Glen are the parents of a baby girl.

BLA (23 March 1946) Orick—A crew of workmen for the PG&E have been in Orick for several weeks putting in poles and extending the power lines to the coast and north to Prairie Creek State Park. Among the new customers are Elvin Hilton, Dale Shamps, Siren Kring, Alex Bane, the Hufford Ranch, and the Ed White stock farm. The State Park area will serve Jack Robinson, Vernon Peugh, George Batrel, Robert Davison, the Libby logging works and cook house at Valley Green and the State Park.

BLA (20 Sept. 1947) Orick—Mr. and Mrs. Jack Batrel returned Monday from a two-week trip to their old home in the Ozark Mountains in Missouri. They took the northern route via the Columbia River highway, saw Yellowstone Park, etc., but found the climate too hot in the east and were happy to return to the cool redwoods. Their daughter, Mrs. Daniel Poe, was in charge at Berry Glen during their absence.

AU (20 Oct. 1951) Construction Is Booming in Orick Vicinity—The modern California style redwood finished, flat-top home is the predominant trend in the construction of new homes in the community. Business firms and old homes undergoing remodeling are also following this trend. Among the new homes, apartment houses and tourist cabins completed or nearing completion is the two-story apartment of Roy Duncan. It is located in the southern end of the community overlooking Orick valley.

A flattop home completes the auto court of the Donald Tiptons. The Laurence Moseleys have recently moved into their new home and office combined; theirs is a flattop, rustic style auto court near Valley Green Lodge. The Dan Wells home is under construction and features large view windows, overlooking the north end of the community. Four cabin units are under construction by Joe Foster along the north end of the new highway. These are flat-top with cement brick foundation walls.

Country Style. Other homes completed in the redwood finish are the large and beautiful country style residence of the William Calverts of the Geneva Lumber Company near the Prairie Creek fish hatchery, the Glenn Hilton home in Orick proper, and the Arcata Redwood Co.'s four homes for their employees, three of which are located near Bald Hills road and the other south of the Prairie Creek State Park. Numerous other buildings are under construction ranging from Batrel's Berry Glen to Orick proper.

HT (22 June 1966) Batrel, George A., June 20, 1966, Orick. Husband of Mrs. Jean O. Batrel of Orick. Father of Mrs. Ora Leazer of Orick, brother of Charlie Batrel of Marysville, Mrs. Rose Anderson of Eureka, Mrs. Sarah Kittjmilller of Pasadena, Mrs. Mae Bishop, Norwalk, Mrs. Laura Hauworth. Grandfather of Sonja Poe, Ora Poe and Paul Leazer, Jr., all of Orick, Sandra Griffith, Arcata. Great grandfather of Robert Griffith, Jr., Orick. Honorary member of Orick Valley Grange. Native of Washington, age 80, burial Trinidad cemetery.

AU (13 Jan. 1977) Orick News—more about fern picking...Ora Leazer picked on own land at Batrel's north of Orick. Mr. and Mrs. Jack Batrel had a grocery store and gasoline pumps at Berry Glen. Other pickers mentioned...

HT (15 Oct. 1986) Jean L. Batrel died Oct. 13 in Eureka at the age of 86. She was a native of Newville and a resident of Orick. Mrs. Batrel came to this area in 1931. She was a devoted homemaker. Mrs. Batrel was co-owner of Berry Glen Grocery Store in Orick for over 40 years. She enjoyed her home, garden and ranch work.

Mrs. Batrel is survived by her daughter, Ora Leazer of Orick, her brother, Glen Oakes of McKinleyville and her grandchildren, Sandra Omstead, Sonja Page, Ora Bensin, Pearl Leazer, Robert Griffith, Kimberly Griffith, Mechael Omstead, Amanda Omstead and Tracy Benson. She was preceded in death by her husband, George Alfred Batrel in 1965 [1966] and by two brothers Paul A. and Ralph F. Oakes. Inurnment Ocean View Cemetery.

Valley Green

Deeds 229:143 (9 April 1937) Irene M. and Arthur S. Davison to Ray G. and Hazel C. Lamberson, beginning at a point on sec line located S 1 degree 17 minutes E 511 feet from quarter sec corner between sections 22 and 23, 11N1E, this being the intersection thereof with E side California State Highway distant S 32 degrees 10 minutes E 50 feet from Highway Engineers station 157+59.72; running thence along E side of highway S 57 degrees 50 minutes W 259.72 feet to a point distant S 32 degrees 10 minutes E 50 feet from Highway Engineers station 155; th S 36 degrees 36 minutes W 328.95 feet to a point on E side of the highway distant S 72 degrees 47 minutes E 50 feet from Highway Engineer's station 149; th S 17 degrees 13 minutes W along E line of highway 350 feet to subdivision line running E and W through center sec SE qt sec 22; then Ely on line 670 feet to sec line between sections 22 and 23; th on sec line N 1 degrees 17 minutes W 813 feet to place of begin, all lying in NE qt SE qt sec 22, 11N1E, 7.31 acres. Excepting all timber of every species both standing and down upon that portion of said land which lies east of the Klamath Wagon Road, with right of entry and right of way for logging roads which may be necessary for the purpose of removing said timber as granted by Davison to E.A. Leach 4 Oct. 1917.

Deeds 242:314 (24 Nov. 1939) Arthur S. and Irene M. Davison to Ray G. and Hazel C. Lamberson, commencing at qt sec cor on E line sec 22, 11N1E; th S 1 degrees 17.25 E along sec line 394.58 feet to highway as deeded (Book 173:10); th along highway S 57 degrees 50 minutes W 411.14 feet; th continuing along highway on a curve to left with radius of 600 feet through angle 17 degrees 59 minutes a distance of 188.32 feet; th leaving highway N 5 degrees 9 minutes

W 100 feet; th from a tangent that bears N 39 degrees 51 minutes E on a curve to the right with radius of 700 feet through on angle of 17 degrees 59 minutes a distance of 219.71 feet; th N 57 degrees 50 minutes E 121.48 feet; th N 1 degrees 17.25 minutes W parallel with sec line 850 feet to center of Prairie Creek; th Nely along center of creek to E line sec 22; th S 1 degrees 17.25 minutes E along sec line 560 feet to point of begin. 7.5 acres.

Deeds 271:462 (30 Jan. 1945) Hazel and Ray Lamberson to Howard A. Libbey [Arcata Redwood Co.] Parcel 1, 7.31 acres per Deeds 229:143; Parcel 2, 7.5 acres per Deeds 242:314.

BLA (29 July 1933) Orick, July 24—Mr. and Mrs. George H. Lamberson and daughter Catherine, and David Gault of Portland, are visiting the R. Lamberson home at Valley Green.

BLA (18 Nov. 1933) Orick, Nov. 19—Mrs. Ray Lamberson was hostess to a group of her friends Tuesday afternoon, when she entertained at a bridge party at her home in Valley Green. Guests were Mrs. J. Webster, Mrs. Pete Kring, Mrs. Charles Boyes and Mrs. Leo Carr.

BLA (15 Nov. 1934) The inter-club meeting held Tuesday evening at Valley Green Lodge near Orick by the Crescent City and Eureka Business and Professional Women's Clubs, proved a huge success both from the standpoint of attendance and entertainment.

Dinner was served out of doors at tables arranged around a mammoth bonfire which cast its glowing warmth and light on the guests....Mrs. E. Lamberson of the lodge was hostess in charge of arrangements....

BLA (24 July 1943) Orick—Ray Lamberson, genial host of Valley Green Lodge, was home for a couple of days. He is employed in one of the defense plants in the bay area....

Mrs. Ray Lamberson of Oakland was home from several days and conducted a very successful sale of the equipment of Valley Green Lodge about [illegible] miles north of Orick.

BLA (17 Nov. 1945) Orick, Nov. 15—Mrs. Peter Beaver is working for a few days as cook for the boarding house for the Libby Company.

BLA (23 March 1946) Orick—A crew of workmen for the PG&E have been in Orick for several weeks putting in poles and extending the power lines to the coast and north to Prairie Creek State Park. Among the new customers are Elvin Hilton, Dale Shamps, Siren Kring, Alex Bane, the Hufford Ranch, and the Ed White stock farm. The State Park area will serve Jack Robinson, Vernon Peugh, George Batrel, Robert Davison, the Libby logging works and cook house at Valley Green and the State Park.

BLA (26 March 1949) It is learned that Ray G. Lamberson died at his home in Draen, Oregon. Mr. and Mrs. Lamberson owned and operated the Valley Green Lodge three miles north of Orick for a number of years, closing shortly after World War II began, when food commodities became scarce. Afterwards the resort was sold to the Arcata Redwood Company who uses the lodge as logging headquarters.

AU (29 April 1949) Orick--....Mr. and Mrs. Melvin Palascini of the Valley Green Lodge have new son.

AU (19 July 1984) Orick News—Arcata Redwood Co. office buildings and two cabins at Valley Green have been painted a soft attractive beige with brown trim. The old Geneva office building, now belonging to Arcata Redwood Co., was painted the same color. This building will be Caltrans offices when bypass work begins.

Arcata Redwood Co. office building at Valley Green was built in the 1930s by Lambersons for a dining room and had a row of cottages in back for tourists. Mrs. Lamberson managed the Valley Green dining room then and served guests fancy dinners. Many local Orick girls worked there summers earning college money.

After WWII, Arcata Redwood bought the buildings. Woods workers rented the cabins and the big building was the cookhouse. Mrs. Gertrude Moseley ran the cookhouse and was famous for her delicious meals. Mr. and Mrs. Moseley built Prairie Creek Motel in 1949 and when they left, the cookhouse at Valley Green ceased to exist as such. Arcata Redwood Co. now uses the big building for offices for its logging operations in Orick and north.

AU (15 July 1949) Orick—Gloria Lewis to marry Darrel Nelson...Miss Lewis was feted at a prenuptial shower at the Valley Green Lodge by Mrs. Laurence Moseley and Mrs. Frank Getchell..

AU (6 May 1988) Orick News—Some Orick residents were surprised to learn of Simpson Timber Company's plans to buy out Arcata Redwood Co. Others say they had been hearing rumors for quite awhile. Those who work for Arcata Redwood Co. are certainly wondering what happens after June 30.

Arcata Redwood Co. was formed in July 1939 with Howard Libbey as its first president. The first mill was in Arcata—that's how Arcata Redwood Co. got its name. Barney Miller was the second president and Bernette Henry was the third. Harry Weir became first logging superintendent for Arcata Redwood in September 1942, when Hill-Davis sold the first logs to ARCo. In 1948, property at Brainard mill site was acquired and offices built there in 1952 and 1956, said the secretary at the offices. Harry Weir was woods superintendent until 1968.

Mill B, which was located on Davison Road just west of highway 101, was completed in November 1952, and shut down in October 1970.

Mill A in Orick on Bald Hills Road just east from Highway 101 was built in 1960. Mill A has been operating since then.

Arcata Redwood Co. Logging Headquarters are located at Valley Green about 2½ miles north of Orick on Highway 101. The main building and cabins were built in the 1930s by Mr. and Mrs. Ray Lamberson for a dining room and tourist cabins. Arcata Redwood Co. bought the property during World War II and Mr. Weir was logging superintendent at the time. Mrs. Gertrude Moseley was cook at Valley Green for 7½ years. She cooked for the crew who lived in the cabins and for the directors when board meetings were held at Valley Green. Later Arcata Redwood built houses for employees across the highway from the logging headquarters and those houses at that site are called Valley Green houses.

Arcata Redwood also bought property at the old Geneva Mill site and built and managed houses for employees there. The site is now known as Old Geneva.

Jim Brown is land and timber manager for Arcata Redwood and has offices at Valley Green logging headquarters with his staff of foresters.

AU (18 April 1990) Orick News—Property known as Valley Green Houses and the old Geneva Mill sites owned by Simpson (formerly Arcata Redwood Co.) was sold March 29 to Dave Schneider of Pacific Affiliates in Eureka. The sale included property on the west side of Highway 101 (north of Davison's fields) with the houses and Blankenships truck garage and land where Tutor Saliba's equipment yard and barns and office are located and the two-story building used by Caltrans.

Alms Davison said that land in years gone by was owned by Arthur Davison. North of Skunk Cabbage was the Palmgren Place bought by the Davisons. The Geneva mill site long ago was Bob McIntosh's place.

Prairie Creek Fish Hatchery

Deeds 228:65 (29 July 1936) Hammond and Little River Redwood Co., Ltd. and Hill-Davis Co., Ltd. to State of California, Dept. of Natural Resources, Division of Fish and Game, beginning at qt sec cor between sec 14 and 23, 11N1E, as established by survey No. 365, Surveys 10:66 (26 July 1935); the Wly along S line sec 14 608 ft to Ely line of State highway right of way; th Nwly along Ely line 305.5 ft to a point which is distant 270 ft from said sec line, measured at a right angle to same; th Ely parallel with sec line 947.6 ft to a point which is distant 200 ft Ely and 270 ft Nly from qt sec cor, measured Ely along said sec line and Nly at right angles from same; th Sly at right angle to said sec line 420 ft; th Wly parallel with said sec line 200 ft to intersection with the qt sec line at W boundary of NE qt said sec 23; th Nly along qt sec line 150 ft to point of beginning, 5.8 acres.

With right of way for and maintenance of a pipe line, flume or other conductor of water from Lost Man Creek to the parcel....

Excepting and reserving to grantor...The right to muddy, roil or otherwise obstruct, pollute or disturb the waters of Prairie Creek or any tributary thereof that may be necessary or caused by any of the operations of grantor, their successors or assigns in logging the real properties of said grantors their successor or assigns.... releases grantor, etc. and/or officers, employees or agents thereof, from any and all damages and/or injury to grantee....and reserving to grantor the right to use all water in Prairie Creek and its tributaries which may be necessary or proper in any of the logging operations of grantor, except three second feet from Lost Man Creek, as covered by provision (1) of permit No. 461

BLA (8 Oct. 1927) Fish Hatchery Near Orick To Be Built

AU (13 Oct. 1927) Hatchery at Prairie Creek; State Fish and Game Commission Takes Steps to Establish Hatchery for Propagation of Trout and Salmon on Prairie Creek North of Orick; Location is Ideal; Robert McIntosh Cooperates with Commission—It seems to be a settled fact that a new fish hatchery will be established on the Robert McIntosh place on Prairie Creek, about three miles above Orick.

The first step, the finding of a site, has been accomplished with the announcement that Robert McIntosh, owner of the land, has leased to the State an acre of land at the junction of Prairie Creek and Lost Man Creek. McIntosh leased the land for a 24-year period at the low price

of a dollar a year, showing a fine public spirit and cooperation with the fish and game commission in the establishing of the hatchery.

At the hatchery, which will be the most northern one in the state, it is planned that cut-throat trout, Chinook salmon, and possibly steelhead and silverside, will be hatched.

If the egg supply will permit, the hatchery at Prairie Creek will be as large as any in the state and it has been established that 85,000,000 salmon eggs will be available there. At the present time, the collection of cut-throat trout eggs is hardly more than an experiment. This year, 166,000 cut-throat have been planted from the hatchery near Fort Seward on Eel River, 100,000 in Prairie Creek and 66,000 in Maple Creek, a tributary to Big Lagoon. If enough eggs can be obtained at the new hatchery, the streams of northern California will be kept well stocked. This would aid greatly in attracting tourists as the streams in this part of the state do not go dry in the summer time.

The construction of the new hatchery is in line with the idea that it is more economical to have the hatchery near the streams where the fish are to be planted and that the hatchery at Fort Seward is not large enough to supply all of the streams in this section of the state.

J.C. Lewis from the Steelhead hatchery, about eight miles from Fort Seward, has charge of the northern district.

It is expected that a hatchery will be established in Del Norte county in the near future, but a location has not yet been determined. The Del Norte chamber of commerce has been working on the project.

AU (10 May 1928) Prairie Creek Fish Hatchery—The *Union* man recently had the pleasure of visiting the fish hatchery at Prairie Creek, conducted under the auspices of the California Fish Commission and was shown through the plant by the accommodating foreman, George Null.

At the present time, the hatchery contains some 215,000 steelhead fry and 65,000 silver salmon, the fry being several weeks old, some eggs still being in the process of hatching at the time of the visit. The hatchery, which is a branch of the hatchery at Steelhead on Eel River, is under direct management of Superintendent J.C. Lewis and was ready for business in September of last year. The traps were built on Prairie Creek for the principal purpose of securing trout eggs for stocking the various streams of the county, but before the trout run commenced the high water of November cut around the traps making it necessary to rebuild them. Only a very small quantity of trout eggs were taken but the catch of steelhead and silverside salmon was quite satisfactory.

The baby fish are all doing well and with a loss of less than three percent of the hatch, which is considered good, and the commission will have a fine lot of fry ready for distribution in the fall. The fish are fed three times daily on a diet of fresh whole milk and raw beef liver, the liver being ground up fine in a meat grinder. The milk is supplied from the Arthur Davison dairy ranch nearby, the fish traps being located on the Davison property.

The hatchery troughs are housed in a temporary building, 24 by 80 feet, with a tent roof, and the water is carried down Prairie Creek for 1800 feet from a dam in wooden troughs, 12 inches square. The water is returned to Prairie Creek through a central trough and deposited in a deep hole. The trout population of the creek was not long in learning where to look for free lunch as a portion of the food introduced into the troughs for the fry is not consumed and is cleaned up in short order by the trout in the hole near the building. Several hundred trout are congregated here, some fine big speckled fellows being among the number and when food is thrown into the hole, the surface of the water fairly boils with the gamey fellows. This would be a favorite

fishing pool for anglers but the fish are protected, the entire stream being set aside for the capture of eggs for propagation. Several eager anglers visited the stream on opening day and later and had to be informed of the new rule, much to their regret.

Mr. Null is assisted in caring for the fish by his son, Virgil Null, who lives at the hatchery with his family. Two other employees are assisting at present but will return to Steelhead shortly.

All the eggs that could be accommodated in the temporary hatchery were hatched this season and, in addition, 752,000 steelhead eggs were sent to the present hatchery at Steelhead together with a few silverside salmon eggs. It is hoped that this fall at least a million and a half eggs will be secured for hatching, as the traps have been put in good condition for a big run. The hatchery at present is more or less of a temporary proposition, but if the catch this fall is large, it is more than likely that permanent buildings will be erected and hatching conducted on a considerable scale. The streams and lagoons on the northern portion of Redwood Hatchery need restocking badly and people in this end of the county hope that Prairie Creek will prove to be an important stream for egg collecting and hatching and that the commission will see fit to establish a permanent hatchery.

John Davison, one of the new "dollar a year deputies" takes a live interest in protecting the fish life of that section and deserves the thanks of the writer for courtesies extended while in the vicinity.

BLA (15 July 1933) Prairie Creek Hatchery Makes Large Plantings--.....Young rainbow trout in Little River last week; among other waters, fish will be placed in the Long Prairie pond of the California Barrel Co. at their camp on North Fork Mad River, where 25,000 rainbow fry will be placed. In all 200,000 or more rainbows will be planted and the entire lot of fish now being carried to the Prairie Creek hatchery must be in streams by August to make room for the fall hatching of cutthroat trout.

A total of two million salmon fry will also be liberated in Redwood Creek which were propagated at the Prairie Creek hatchery and sportsmen are to be congratulated at the planting the state is doing in this end of the county, which should insure good sport for the future.

BLA (15 Sept. 1934) Orick, Sept. 13—Mr. Evans and assistant V. Null of the Prairie Creek hatchery planted 5,000 salmon trout in Freshwater Lagoon.

BLA (30 Nov. 1935) Construction of a new state fish hatchery at Orick and a renewal of activity in building a wing dam at the mouth of the Klamath river are to be undertaken at once, under a new program worked out, the Requa camp for homeless single men, which this week is being transferred from the State Relief Administration to the Works Progress Administration.

The hatchery will be a \$15,000 job, and the wing dam project will cost about \$60,000, according to Charles P. Smith, WPA administrator of Eureka....part of the hatchery site has been cleared by the 100 men residing at the Requa camp....The new hatchery will have about three times the capacity of the old one it replaces.

BLA (21 Dec. 1935) Work is expected to get underway soon on the big fish hatchery site at Orick, according to Charles Smith of the Eureka WPA office.

The hatchery, which will be located at the mouth of Lost Man creek, will be able to handle a capacity of 5,000,000 fry. The project is being sponsored by the state department of natural resources and will cost \$67,000.

An 80-trough hatchery, three cottages for attendants, a four-car garage with lighting system will be built and will cost \$50,914. Clearing of the property will cost \$17,000. According to present plans, 200 men will be employed for a period of ten months.

BLA (7 March 1936) Work on the Prairie Creek fish hatchery has been started, Capt. J.D. Dondero, chief of the Humboldt district fish and game patrol, reported.

The hatchery is to be a modern and attractive group of buildings located just north of Orick on the Redwood highway. It will cost about \$50,000. Construction is under the supervision of Capt. Dondero and the labor is being provided by the WPA....

Robert McIntosh Property

Patents 17:175 (8 May 1901) To Robert McIntosh, NW qt sec 23, 11N1E, 160 acres.

Deeds 176:195 (10 Dec. 1925) Robert McIntosh to State for highway, being portion of NW qt sec 23, 11N1E, 100 feet wide, 7.28 acres, \$3,500. Grantor agrees to construct fence along sides of highway and to move the building now situated on right of way.

Deeds 267:319 (3 June 1944) Estate of Robert McIntosh [K Shannon, administrator] to Arcata Redwood Company, NW qt sec 23, 11N1E, for \$18,005.00, subject to State highway right of way (Deeds 176.195).

Deeds 268:15 (14 July 1944) Decree of Distribution Robert McIntosh Estate. Sister Kathryn Shannon, executor. Cash on hand, \$16,920.12; 100 acres in 9N3E, heirs: Kathryn Shannon, sister; Margaret McIntosh, deceased sister; nephews Frank Harris, John McIntosh, Ray Crawford, Robert Crawford; niece Violet Herman; grandnephews Gordon Crawford, Warren Crawford, Wm. Crawford, Robert Crawford, Gene Crawford and grandniece June Crawford. [ironic that the men who murder McIntosh, Robert and Ray Crawford, inherited from his estate]

BLA (18 March 1944) Orick, March 16—The Mecca Lunch Room has been sold to Mrs. Lena Shannahan and son, Harold. The Shannahans have been living on the old McIntosh place where they sold burhl novelties....

BLA (10 March 1945) Orick, March 8—Harold Shanahan is now employed by Mr. Libby at the old McIntosh place as a landscape artist.

AU (17 Oct. 1985) Orick News—Photo of Geneva Office Building...The area is called Geneva by locals of Orick. Caltrans leased the two-story building for offices for the Caltrans bypass job. Last week the former mill yard was leveled and graveled by Joseph Hufford Sand and Gravel.

The prime contractor of the bypass, Tutor-Saliba-Perinof Sylmar, California prepared the area for an equipment yard and field office trailers. The bypass work will go on through 1990.

The area got the Geneva name when Geneva Co. built a mill there in the mid '40s, said Dick Davison. Barnum Timber Co. bought the property from McIntosh heirs in the '40s. They built a mill in 1945 using heavy corrugated steel removed from old dry docks in Humboldt Bay. Geneva Co. bought the mill from them and Bill Calvert was superintendent.

Early in 1952, Geneva sold to Hammond Lumber Co. Hammond sold out to Georgia Pacific. When Georgia Pacific dissolved (too big a monopoly), Louisiana Pacific became owner of the mill and property. March 15, 1957, the mill shut down. "I remember," said Dick, "because I was working there." Arcata Redwood Co. became next owner and ARCO employees lived in the Geneva houses. At one time, the two-story office building was a residence.

In 1968, Redwood National Park became land owner on the west side leaving the flat mill yard. Now Caltrans has leased the building and the contractor subleased the yard.

Back in the 1870s and 1880s many homesteaders took over land in Orick area. A Scotsman from Nova Scotia or New Brunswick, Bob McIntosh, homestead 160 acres on the present "Geneva" site. His little three-bedroom [probably room] cabin-like house stood about where the Geneva tepee burned used to be in the '50s. McIntosh had a garden, chickens, a cow and a few goats. At one time he had wife, "a young thing," said Ida Francis. But she soon left.

The old story is the girl's mother wanted the property and so arranged the marriage. Once two sisters, Agnes and Maggie, kept house for him. He was a real good blacksmith, Dick remembers his grandfather saying. About 1938 or 1940, Bob McIntosh was murdered by two nephews, bad boys, who expected to find lots of money.

Dick says when he was maybe 9 or 10 years old, another nephew heir, auctioned off everything at the McIntosh place....

AU (18 April 1990) Orick News—Property known as Valley Green Houses and the old Geneva Mill sites owned by Simpson (formerly Arcata Redwood Co.) was sold March 29 to Dave Schneider of Pacific Affiliates in Eureka. The sale included property on the west side of Highway 101 (north of Davison's fields) with the houses and Blankenships truck garage and land where Tutor Saliba's equipment yard and barns and office are located and the two-story building used by Caltrans.

Alms Davison said that land in years gone by was owned by Arthur Davison. North of Skunk Cabbage was the Palmgren Place bought by the Davisons. The Geneva mill site long ago was Bob McIntosh's place.

Tennessee Auto Court

Tony Herzog

Deeds 216:70 (20 Aug. 1934) W.M. Baker to A.C. Herzog and Sadie Herzog, his wife, that portion of W half SW qt sec 34, 11N1E, bounded on W by W line sec 34 and State Highway; on E by old county wagon road between Trinidad and Crescent City, commencing on W line sec 34 at point distant S 31 minutes W 1436.5 ft. from qt sec cor on W line sec 34; th N 33 degrees 57 minutes E 310 ft.; th N 9 degrees 56.5 minutes E 595 ft.; th N 16 degrees 58 minutes E 370 ft. to point of intersection with highway; th following same S 26 degrees 57 minutes W 750 ft. to W line of sec; th on sec line S 31 minutes W 450 ft. to place of begin, 2.5 acres.

OR 464:406 (28 Oct. 1957) Superior Court. A.C. Herzog died 3 June 1957; community property remains with widow Sadie Herzog, one-half interest in that portion of W half SW qt sec 34, 11N1E, bounded on W by W line sec 34 and California State Highway, and bounded on E by old county wagon road between Trinidad and Crescent City, 2 ½ acres. W.M. Baker and Sadie Herzog as joint tenants, begin at a point on E line highway 1458 ft. N and 103.89 ft. W of SW cor sec 33, 11N1E; th S 63 degrees 3 minutes E 135.52 ft. to E line sec 33; th along same N 38 minutes E 305.68 ft. to E line of highway; th S 26 degrees 57 minutes W 274 ft. to begin.

References

HT (2 July 1933) Vacationland. Where To Stop, Dine, Rest and Play In the Redwood Empire's Wonderland. Map of Highway. Orick—Tennessee Auto Court.

[sidebar] Tennessee Auto Court, Orick. Five minutes to excellent salmon, steelhead, and trout fishing. New and modern cottages. Plenty of sunshine and beautiful scenery. The comfort of our guests is our slogan.

BLA (27 Jan. 1945) Mrs. A.C. Herzog of Somerton, Arizona arrived in Orick recently to renovate the Tennessee Auto Court in readiness for leasing.

BLA (2 March 1946), Orick, April 28—Mr. and Mrs. Ross Dillard and children of Eureka are at the Tennessee Auto Court while Mr. Dillard is helping Tony Herzog to repair a washout caused by the high water in December.

AU (11 Feb. 1949) Mrs. Edra Dillard and children who have been making their home with her parents the Tony Herzogs of the Tennessee Auto Court plan to return to their home in Blythe.

BLA (19 June 1952) Orick—Mr. and Mrs. Tony Herzog have moved into their beautiful new home at Tennessee Auto Court. The store is leased to the Norman Schirman family.

AU (18 Feb. 1955) News of Orick—Mr. and Mrs. Norman Schirmann who have been leasing the store owned by Mr. and Mrs. Tony Herzog, are retiring; Herzog will take over.

HT (5 June 1957) Anthony C. Herzog, proprietor of the Herzog Motor Court in Orick succumbed there Monday [3rd]. He was born 59 years ago in Concrete, North Dakota. Herzog had lived in Orick for the past 26 years where he operated a garage, motor court and grocery store. He was active in the Orick Grange. He leaves his wife, Sadie, daughter Mrs. Edna Dillard, Blythe; son Jack Delongs Grange [?], Fresno; mother Mrs. Marie Herzog of Concrete; brothers Mel and Conrad Herzog of Concrete.

AU (10 June 1976) Orick Resident Recalls Early Days by Savina Barlow re Hazel Blankenship. When the highway was being constructed through Orick in the 1920s, the Blankenships sold property east of the highway to Tony Herzog for the Orick Motel, now Abercrombie Motel. They also sold the Swan Auto Court and motel to Bob McNamara and the cabins to the Huffords. She has lived in the Blankenship farm house for more than 50 years.

Thompson/Peugh Ranch

Patents 14:218 (31 Dec. 1890) U.S.A. to Frank A. Goble, S half SW qt sec 27, S half SE qt sec 28, 11N1E, 160 acres, cert. 6694.

Deeds 51:619 (22 Aug. 1894) Frank A Goble to Big Lagoon School District, T.B. Reilley, Walter Huntley, and John Hanrahan, Trustees, begin at SE cor SE qt SW qt sec 27, 11N1E; th N on qt sec line 208.71 ft.; th W 313.06 ft.; th at right angles S 208.71 ft to sec line; th 313.06 ft. to place of begin, 1.5 acres.

Deeds 58:592 (16 Oct. 1896) Frank Goble to Edward Levin, S half SE qt sec 27, 11N1E, excepting 1.5 acres from SE cor thereof sold to Big Lagoon School District 22 Aug. 1895 (Deeds 51:619).

Deeds 88:622 (5 Dec. 1904) Edward and Matura Lavin to Cornelius Thompson, SW qt, S half NW qt sec 27, 11N1E, less 1.5 acre sold for school purposes, 238.5 acres.

Deeds 95:563 (21 June 1906) Robert and Nancy Babcock to Cornelius and Martha Thompson, N half NW qt, SE qt NW qt sec 33, 11N1E, 120 acres.

Leases 1:457 (1 Jan. 1912) Cornelius and Martha Thompson, Lessor, to Wm. and Elizabeth Graham, Lessee. Thompsons have possession of a certain ranch by lease from Hammond Company, said ranch known as the Riley Place situated on east side of Redwood Creek between Swan and Hansen ranches. Thompson agrees to rent ranch for one year with privilege for second year providing Thompson are still in possession of ranch. Grahams to pay one half rent to Hammond Co., \$150; Thompsons to furnish 21 dairy cows and dairy fixtures farming implements and tools on Riley Place; Thompsons to furnish one half of seeds, salt boxes, and dairy supplies necessary to run a dairy. Grahams to furnish labor and deliver one half calves raised on ranch prior to April 1st. Grahams to receive one half butter made and one half hogs fattened on ranch. **[could not find any lease from Hammond to Thompsons or to anybody!]**

Leases 2:342 (2 Jan. 1913) Robert Swan, Lessor, to Cornelius and Martha Thompson and Willard M. Peugh, Lessees, all portion of SE qt sec 33, 11N1E, which lies north of Redwood Creek and east of the top of the ridge extending near the center of said section in southeasterly direction to Redwood Creek, reserving right of way for public road along north bank of Redwood Creek, extending from the county bridge across Redwood Creek westerly to the west boundary line of leased premises, two years at \$500 per year.

Leases 2:385 (2 Jan. 1915) Cornelius and Martha Thompson, Lessor, to Jack Blankenship, Lessee, Lavin Place, 120 acres for five years at \$450 per year; also Gregg Place and parcel known as Marks Place for three years at \$150 per year, except parcel lying on north side of road.

Leases 2:412 (2 Jan. 1916) Cornelius and Martha Thompson and Willard M. Peugh, Lessors, to Bortola Scurri, Lessee, all that portion of SE qt sec 33, 11N1E, which lies north of Redwood Creek and east of the top of the ridge extending near the center of said section in southeasterly direction to Redwood Creek, reserving right of way for public road along north bank of

Redwood Creek, extending from the county bridge across Redwood Creek westerly to the west boundary line of leased premises, two years at \$500 per year.

Deeds 139:480 (15 March 1917) Hammond Lumber Co. to Martha Thompson, that portion of W half SW qt sec 34, 11N1E, lying W of Trinidad and Crescent City Wagon Road on W of the Trinidad and Crescent City Wagon Road on W side of Redwood Creek, described as: begin at qt sec corner between sections 33 and 34, 11N1E; th S.31 minutes W 1436.5 ft; th N 33 degrees 37 minutes E 310 ft; th N 9 degrees 56.5 minutes E 595 ft; th N 16 degrees 58 minutes E 370 ft; th N 27 degrees 49 minutes E 278.7 ft; th S 89 degrees 9 minutes W 500 ft to point of begin, 8.6 acres.

Also NE qt sec 33; NW qt NW qt sec 34, 11N1E, containing 200 acres, subject to existing public roads over any land. Excepting and reserving from NW qt NW qt sec 34, 100 foot right of way for railroad; also reserving all timber on N half NE qt sec 33 for 30 years and right to enter to log.

Deeds 139:483 (1 Nov. 1917) Martha and Cornelius Thompson to Willard M. Peugh and Pearl F. Thompson Peugh, that portion of the W half SW qt sec 34, 11N1E, lying W of the Trinidad and Crescent City Wagon Road on W side of Redwood Creek, described as: begin at qt sec corner between sections 33 and 34, 11N1E; th S.31 minutes W 1436.5 ft; th N 33 degrees 37 minutes E 310 ft; th N 9 degrees 56.5 minutes E 595 ft; th N 16 degrees 58 minutes E 370 ft; th N 27 degrees 49 minutes E 278.7 ft; th S 89 degrees 9 minutes W 500 ft to point of begin, 8.6 acres.

Also NE qt sec 33; NW qt NW qt sec 34, 11N1E, containing 200 acres, subject to existing public roads over any land. Excepting from NW qt NW qt sec 34 a right of way 100 ft wide for a railroad being the same reserved by Hammond Lumber Co. and Hill-Davis Co., Ltd. in their deed to Marth Thompson, 15 March 1917, excepting right to timber on N half NE qt sec 33 and right to enter to remove timber as reserved in said deed.

Deeds 176:233 (28 Jan. 1926) Superior Court, Hill-Davis Co., Alfred L. Kroeber, Robert and Laura Johnson, Isaac S. Foster, John Graham, Jr., Lawrence Graham, Charles Melvin, Frank Hufford, Siren Kring and Maren Kring, Theodore Kring and Mads Peter Kring, Elvin P. Hilton, Giuseppe Antonioli, Ray Rambo, James Irvine, Floyd A. Hufford, Amy Ethel Gillis, Willard M. and Pearl F. Thompson Peugh, Mary E. Morrill, The Little River Redwood Company and Earl P. Barnes, vs.

Merrill and Ring Lumber Co., Richard Merrill, Timothy Jerome, Thomas D. Merrill, Clark L. Ring, Oscar Swanson (as administrator for Lizzie Ring, deceased and later Thomas Merrill, deceased) and State of California.

Judge ruled that Hill-Davis was owner in fee simple of one-half interest in much, much land, including land in 11N1E.

He also ruled that the individual plaintiffs also were owners in fee simple of their respective parcels.

Willard Peugh, NE qt sec 33, NW qt NW qt sec 34, 11N1E, all that portion of W half SW qt sec 34 which lies W of Trinidad and Crescent City wagon road on W side Redwood Creek, beginning at qt sec cor between 33 and 34, th S 31 degrees W 1436.5 ft., th N 33 degrees 37 minutes E 310 ft., th N 90 degrees 56.5 minutes E 595 ft., th N 16 degrees 58 minutes E 370 ft., th N 27 degrees 49 minutes E 278.7 ft., th S 89 degrees 9 minutes W 500 ft. to begin....

James Irvine, lot 4 and that portion of SW qt SE qt sec 32, lying N and W of a line connecting the qt sec cor on S line said sec 32 with NE cor SW qt SE qt sec 32, 11N1E.

Deeds 191:251 (11 Dec. 1928) Willard M. and Pearl F. Thompson Peugh to Math Konrad, that portion of W half SW qt sec 34, 11N1E, lying W of Trinidad and Crescent City wagon road as it existed in 1921 on W side Redwood Creek, beginning at qt sec cor between sec 33 and 34; th S 31 minutes W 1436.5 ft.; th N 33 degrees 37 minutes E 310 ft.; th N 9 degrees 56.5 minutes E 595 ft.; th N 16 degrees 58 minutes E 370 ft.; th N 27 degrees 40 minutes E 278.7 ft.; the S 89 degrees 9 minutes W 500 ft. to point of begin, 8.6 acres.

Also NE qt sec 33

Also NW qt NW qt sec 34, all in 11N1E, 208 acres. Subject to existing road rights of way; excepting from NW qt NW qt sec 34 a right of way 100 feet wide for railroad being same right of way reserved by Hammond Lumber co. and Hill-Davis Co. in their deed to Martha Thompson, 15 March 1917 and excepting temporary right to timber on N half NE qt sec 33 and right to enter.

References

WW (9 March 1895) Letter from Redwood--....Ed Lavin is setting out quite an extensive orchard on his claim....

WW (7 Dec. 1895) Orick--....Ed Lavin has gone to San Francisco to work, his wife and children will run the farm till he returns.

AU (13 July 1916) Neal Thompson and wife are occupying the ranch at the Prairie creek bridge near Redwood and a sub-lessee named Blankenship is milking 28 cows on the place....

AU (26 Dec. 1929) Orick, Dec. 22—Mrs. W. Peugh of Oakley arrived in Orick Sunday to see her mother, Mrs. Martha Thompson. Monday morning Mrs. Thompson and Mrs. Peugh left for Oakley where Mrs. Thompson will spend the Christmas holidays.

AU (12 June 1930) Orick, June 5—Bill Peugh of Oakley was a business visitor in Orick last week. Mr. Peugh is a former resident of Orick.

AU (10 July 1930) Orick, July 3—Mrs. Martha Thompson of Orick left for Orleans to spend the summer. Mrs. Bill Peugh, Neil, Vernon and Phyllis Peugh and Mrs. Gibson of Oakland [?] were the guests of Mrs. Peugh's mother, Mrs. Thompson, for a week.

AU (28 Sept. 1930) Orick, Sept. 13—Mrs. Martha Thompson, who has been spending the summer in Orleans, returned home Thursday.

BLA (27 Aug. 1932) Orick, Aug. 22—Mrs. Pearl Peugh and sons Vernon and Neil, and daughter Mrs. Wilma Forwick of Oakley are visiting Mrs. Martha Thompson for an indefinite length of time.

BLA (7 July 1934) Orick, July 4—Mr. and Mrs. Abe Forwick visited the William Peugh family last week.

BLA (29 Dec. 1945) Mr. and Mrs. Willard Peugh are moving to their ranch at Arcata Bottom this week. Their son, Vernon Peugh, will operate the Orick ranch this year. He and his wife and son are moving to Orick from Big Lagoon. [people being employed by California Barrel Co in woods near Orick]

BLA (23 March 1946) Orick—A crew of workmen for the PG&E have been in Orick for several weeks putting in poles and extending the power lines to the coast and north to Prairie Creek State Park. Among the new customers are Elvin Hilton, Dale Shamps, Siren Kring, Alex Bane, the Hufford Ranch, and the Ed White stock farm. The State Park area will serve Jack Robinson, Vernon Peugh, George Batrel, Robert Davison, the Libby logging works and cook house at Valley Green and the State Park.

AU (3 March 1977) Orick News—The old house on the “Peugh Place” at the foot of Bald Hills Road was bulldozed down last February by Arcata Redwood Company and the area leveled for employee parking at Mill A.

Hammond Lumber Company owned the property in the beginning and gave a lifetime lease on a ranch site in 1907 to Neal Cornelius Thompson. The ranch is two miles north of Orick east of Prairie Creek. Thompson was a timber cruiser for Hammond; he went through the woods, counted trees and estimated board feet of lumber. He was an early homesteader around Orick. In 1887 he homesteaded in the Bald Hills where he farmed and raised stock. In 1887 he married Martha Shelton. They had one daughter, Pearl. Later the Thompsons lived in a house on the hill above the highway about two miles north of Orick, where the old Bald Hills Road started east. That house burned down.

Jack Blankenship built the original house on the Peugh Place. In 1907 Thompson moved to the ranch and raised stock and ran a dairy ranch.

Pearl Thompson about 1912 married Willard Peugh, who assisted Thompson in the stock business and gold mining ventures. After her husband’s death, Martha Thompson leased the ranch to dairy ranchers. Marshall Wagonner was one of the early lessees. Jack and Hazel Blankenship rented it about 1916-17. Con and Pinky Zuber ranched there about 1920. John Brewer leased the ranch in 1928 and operated a 30-dairy cow ranch. Charles Katri from Ferndale leased it around 1931 along with property up Redwood Creek.

When Martha Thompson died in 1931, her daughter Pearl and her husband came back from Oakley and ranched there until WWII when they bought the Guintoli Ranch north of Arcata. Other ranchers on the Peugh Place were Vernon Moyer, Age Peterson and Marvin Barlow.

Before Arcata Redwood Co. built Mill A in 1956 on land southeast of the ranch house, the county road ran in front of the house and barns. Old piers still stand in Prairie Creek where old Prairie Creek bridge crossed the creek farther north than now. Back of the barn and house were traces of the original road that ran in front of the barn and around and up Bald Hills. While living there, Willard Peugh built a barn and added several rooms to the house and built a rock fireplace. Pearl Peugh planted the old English ivy that covered the rock fireplace chimney and part of the old shake roof. The ivy was a blaze of orange, red and brown every summer. Thanks to Hazel Blankenship, Savina Barlow and Elwood and Dorothy Brewer for their memories.

AU (24 April 1980) Barlows lived (in 1958) on the ranch old timers still call the Peugh place. The Bald Hills Road then went in front of the Barlow's ranch.

Geneva Mill

Leases 14:251 (22 May 1946) Helen W. Barnum to Geneva Lumber Company, beginning at point on N line sec 23, which is 1150 ft. W of qt sec corner common to sections 14 and 23; then S 8 degrees 15 minutes E 725 ft.; th S 40 degrees 10 minutes W 685 ft.; th S 57 degrees 10 minutes 1130 ft. to W line sec 23 the above being all on W side Prairie Creek; th S along W line sec 23 to qt corner common to sections 22 and 23; th E along qt sec line dividing N and S halves sec 23 to center line highway 101; th Nly along center line to N line of sec; th W to pt. of begin, being all in sec 23, 11N1E, 53 acres; for term of 30 years 1 May 1946 to 1 May 1976. For total rental of \$28,800...Conditions and stipulations....XI Lessor consents for Lessee to construct saw mill, roads, log ponds, bulk heads, pilings...necessary for manufacture of lumber and timber products. Additional agreements: Barnum granted Lessor right to construct bunk houses, cook house, dwelling houses, commissaries, store houses, warehouses...deemed necessary for housing, feeding, maintenance,, support, care and accommodation of its officers, employees, agents and contractors. ...When Lessee leaves must grant improvements to Lessor.

OR 23:363 (26 Feb. 1947) Agreement between Sage Land and Lumber Co. and Geneva Lumber Co. Whereas 1 July 1946 Hill-Davis entered into agreement with Sage, now Sage allows Geneva right to use truck road as described in Exhibit A: 30-foot wide truck road for movement of forest products, supplies, machinery, equipment and persons to and from State Highway up Little Lost Man Creek and Lost Man Creek through Hill-Davis land in 11N1E and 11N2E; Sage to construct; Hill-Davis agrees to a partial assignment by Sage of the right to use the above truck route to California Barrel Co. of Arcata, Fred H. Lundblade of Beatrice, and Geneva Lumber Co. of San Francisco. D.C. Weyerhaeuser and John Blodgett, Jr. for Hill-Davis Company.

OR 38:453 (5 Nov. 1947) Lease Geneva Lumber Co. to Ruby Harroun/Harroun Logging Co., caterpillar tractor at \$400 per month for so long as Lessee is conducting logging operations with or for the Lessor. Lessee agrees she will use tractor only in conducting logging operations upon real property owned or controlled by Lessor. A.J. Russell for Geneva.

OR 50:324 (4 June 1948) Charles R and Helen W. Barnum to Geneva Lumber Co., begin at point at which center line of U.S. Highway 101 crosses sec line common to sec 14 and 23; th E along section line to center of Prairie Creek; th in a Sly direction along center of Prairie Creek to a point opposite mouth of Little Lost Man Creek due Ely along center line of Little Lost Man Creek to center line highway; th Nly along center of highway to point of begin, being located all in sec 23, 11N1E, 7 acres.

OR 50:325 (8 June 1948) Charles R. and Helen Barnum to Geneva Lumber Co., \$30,000, payments in installments, begin at point on N line sec 23, which is 1150 ft. W of qt sec cor common to secs 14 and 23; th S 8 degrees 15 minutes E 725 ft.; th S 40 degrees 10 minutes W 685 ft.; th S 57 degrees 10 minutes W 1130 ft. to W line sec 23; the above being all on W side Prairie Creek; th S along line of sec 23 to the qt cor common to secs 22 and 23; th E along qt sec

line dividing N and S halves sec 23 to center line highway; th Nly along center line to N line of sec; th W along N line to pt of begin, all in sec 23, 11N1E, excepting parcel deeded on June 4, 1948. Previous lease for property, dated 22 May 1946, is cancelled.

OR 315:315 (7 Nov. 1954) Notice of Intended Sale, Geneva Lumber Co. of S.F. to Hammond Lumber Co.

OR 317:422 (29 Nov. 1954) Agreement between Sage Land and Lumber Co. and Hammond Lumber Co. that Sage had agreed to sell timber land to Geneva in a couple of agreements dated 1 June 1953 land in 10N2E; all sections 8,9,10,11,15,16,17,20,21,22,23,27,28,32 and portions of sections 7,13,14,19,24,26,29,30,31, 11N2E.

OR317:410 (30 Nov. 1954) Geneva Lumber Co. to Hammond Lumber Co.

Parcel 1. 7 acres on highway opposite Little Lost Man Creek.

Parcel 2. Begin on N line sec 23, 1150 ft. W of qt sec cor common to 14 and 23, etc....which was conveyed to Geneva 4 June 1948 (OR 50:325) Together with all improvements thereon, including Geneva's lumber mill and mill improvements, office building and village buildings, subject to lien for county taxes, rights of way and easements. Also

3. Rights and rights of way affecting parcel 2 as reserved by Arcata Redwood Co. in deed to Carl W. Heinrici, 19 June 1944 (Deeds 267:324).

a. Rights of way over said land for the purpose of transporting logs and timber products, machinery and equipment for such periods of time as grantor may require, the location of which are defined therein as follows: begin at highway opposite station K175-001; th N 45 degrees W 300 ft.; th N 25 degrees W 400 ft. through the N row of trees in the apple orchard and across Prairie Creek. North Upper Road shall run approximately as follows:

Leaving highway immediately S of Lost Man Creek and running in Wly direction along high ground on S bank of creek and crossing Prairie Creek at or near the site of the old fish dam, which rights of way are known as South Lower Road and North Upper Road.

b. Right to use the bottom land W of Prairie Creek if required in conducting grantor's logging operations (Deeds 285:463, 18 and 30 Sept. 1946). The interest of Arcata Redwood Co. to the right of way designated South Lower Road was quitclaimed to Helen W. Barnum (the record owner at the date of deed).

4. Easement over parcel 2 for PG&E poles and lines.

5. An exclusive right of way along W bank of Prairie Creek in NW qt sec 23, 11N1E, for removing logs for such period of time as Arcata Redwood Co. may require right of way for said purpose, as granted by Helen W Barnum and Charles Barnum in an agreement 27 Sept. 1946 (Deeds 285:419).

Bill of Sale: 1. Geneva to Hammond. All Geneva's inventories of logs, lumber, stakes, including both finished lumber and stakes and logs, lumber and stakes which are in the course of being processed or being transported, including such items in the woods, at Geneva's mill or at Geneva's shipping point at Arcata and in transportation between said places, provided, however, that Geneva excepts and reserves not more than 100,000 feet board measure of redwood lumber stored at Stockton on an in transit basis

2. All Geneva's inventories of materials and supplies

3. Machinery, equipment

4. Prepaid insurance
5. Advances to Loggers—Any and all right title and interest of Geneva in or to advances made by Geneva to loggers, including the amount advanced to Timber Producers, Inc. for the cost of logging fir timber for delivery to California Barrel Co., Ltd.
6. Timber Producers Inc. Agreement of 18 March 1953, now cancelled.
7. Sage Land and Lumber Co., Inc. Agreement 1 June 1953
8. Hill-Davis right of way Agreement.

References

BLA (19 April 1947) Orick—Mr. A.J. Russell of San Francisco, president of the Geneva Mill and Lumbering under construction near Lost Man Creek, arrived today on business.

HT (20 July 1947) Log and Saw—Photo: Geneva Is All Steel. Newest mill in the Orick area is the Geneva Lumber Co. of all steel construction. Although full production has not been reached and will not be reached until the installation of a green chain and a planer, the mill has been in operation a little over 30 days.

AU (25 Dec. 1947) Early History and Growth of Orick Related...The first mill was built and operated by Case and Chittenden. H. Harding is the present owner. Since then we have had several smaller mills and two large mills in operation. The Geneva mill is an all steel mill, one of the few ever built. The Lumberman's Supply Company is located on the Bald Hills. Companies logging here are the California Barrel Company, the Arcata Redwood Company, The Arrow Mills and Puckett Company...

AU (21 Jan. 1949) Orick—Mr. and Mrs. Oscar Nelson and family visited with friends and relatives in their home state of Washington. Nelson has returned and is continuing his work employed by the Geneva Lumber Co., constructing a number of new homes for the employees.

BLA (28 Oct. 1949) Orick—Fire completely burned to the ground one cabin and partly destroyed another at the Geneva Lumber Company last weekend. The prompt work by Volunteer Fire Dept. prevent fire from spreading to nearby cabins occupied by the mill workers.

AU (11 Aug. 1950) Orick....Woman Logger. Mrs. Ruby Harroun, the woman logger of this area--the Harroun Logging company--has moved her logging equipment to Brookings, Oregon, where a logging contract for that area will be taken. The company was housed in the former Rainbow Auto Court, operated for years by Winnie Aldrich. Mrs. Harroun has been superintendent and supervised the woods operations of her logging crew, contracted to log redwood for the Geneva Lumber Company of this area and other mills of the county.

Mrs. Harroun and company were recently feted at a farewell party by friends of the logging outfit.

AU (20 Oct. 1951) Construction Is Booming in Orick Vicinity—The modern California style redwood finished, flat-top home is the predominant trend in the construction of new homes in the community. Business firms and old homes undergoing remodeling are also following this trend. Among the new homes, apartment houses and tourist cabins completed or nearing completion is

the two-story apartment of Roy Duncan. It is located in the southern end of the community overlooking Orick valley.

A flattop home completes the auto court of the Donald Tiptons. The Laurence Moseleys have recently moved into their new home and office combined; theirs is a flattop, rustic style auto court near Valley Green Lodge. The Dan Wells home is under construction and features large view windows, overlooking the north end of the community. Four cabin units are under construction by Joe Foster along the north end of the new highway. These are flat-top with cement brick foundation walls.

Country Style. Other homes completed in the redwood finish are the large and beautiful country style residence of the William Calverts of the Geneva Lumber Company near the Prairie Creek fish hatchery, the Glenn Hilton home in Orick proper, and the Arcata Redwood Co.'s four homes for their employees, three of which are located near Bald Hills road and the other south of the Prairie Creek State Park. Numerous other buildings are under construction ranging from Batrel's Berry Glen to Orick proper.

AU (Christmas Edition, 1952) Holiday Greetings from Northern Humboldt....

Geneva Lumber Co., Orick

BLA (25 Nov. 1954) The Hammond Lumber Co. is considering acquisition of the mill near Orick belonging to the Geneva Lumber Co. and the right to cut 300 MMBF of redwood lumber adjacent to Hammond's own holdings near Orick....The Geneva mill was built several years ago by Fred H. Lundblade of Eureka and subsequently sold to the Geneva Lumber Co. [Hammond did]

AU (26 Nov. 1954) Hammond Lumber Co. is considering the purchase of the Geneva Lumber Co., near Orick and certain properties...300 million feet of timber. The Geneva Mill was built by Fred J. Lundblade of Eureka and then sold to Geneva Lumber co., 60,000 board feet daily capacity, 80 employed.

BLA (9 Dec. 1954) Orick—The big news for the past two weeks was the purchase of the Geneva Mill and stand of timber north of Orick by the Hammond Lumber Co.

AU (19 July 1984) Orick News—Arcata Redwood Co. office buildings and two cabins at Valley Green have been painted a soft attractive beige with brown trim. The old Geneva office building, now belonging to Arcata Redwood Co., was painted the same color. This building will be Caltrans offices when bypass work begins.

AU (17 Oct. 1985) Orick News—Photo of Geneva Office Building...The area is called Geneva by locals of Orick. Caltrans leased the two-story building for offices for the Caltrans bypass job. Last week the former mill yard was leveled and graveled by Joseph Hufford Sand and Gravel. The prime contractor of the bypass, Tutor-Saliba-Perini of Sylmar, California prepared the area for an equipment yard and field office trailers. The bypass work will go on through 1990.

The area got the Geneva name when Geneva Co. built a mill there in the mid '40s, said Dick Davison. Barnum Timber Co. bought the property from McIntosh heirs in the '40s. They built a mill in 1945 using heavy corrugated steel removed from old dry docks in Humboldt Bay. Geneva Co. bought the mill from them and Bill Calvert was superintendent.

Early in 1952, Geneva sold to Hammond Lumber Co. Hammond sold out to Georgia Pacific. When Georgia Pacific dissolved (too big a monopoly), Louisiana Pacific became owner of the mill and property. March 15, 1957, the mill shut down. "I remember," said Dick, "because I was working there." Arcata Redwood Co. became next owner and ARCO employees lived in the Geneva houses. At one time, the two-story office building was a residence.

In 1968, Redwood National Park became land owner on the west side leaving the flat mill yard. Now Caltrans has leased the building and the contractor subleased the yard.

Back in the 1870s and 1880s many homesteaders took over land in Orick area. A Scotsman from Nova Scotia or New Brunswick, Bob McIntosh, homestead 160 acres on the present "Geneva" site. His little three-bedroom [probably room] cabin-like house stood about where the Geneva tepee burned used to be in the '50s. McIntosh had a garden, chickens, a cow and a few goats. At one time he had wife, "a young thing," said Ida Francis. But she soon left.

The old story is the girl's mother wanted the property and so arranged the marriage. Once two sisters, Agnes and Maggie, kept house for him. He was a real good blacksmith, Dick remembers his grandfather saying. About 1938 or 1940, Bob McIntosh was murdered by two nephews, bad boys, who expected to find lots of money.

Dick says when he was maybe 9 or 10 years old, another nephew heir, auctioned off everything at the McIntosh place....

AU (18 April 1990) Orick News—Property known as Valley Green Houses and the old Geneva Mill sites owned by Simpson (formerly Arcata Redwood Co.) was sold March 29 to Dave Schneider of Pacific Affiliates in Eureka. The sale included property on the west side of Highway 101 (north of Davison's fields) with the houses and Blankenships truck garage and land where Tutor Saliba's equipment yard and barns and office are located and the two-story building used by Caltrans.

Alms Davison said that land in years gone by was owned by Arthur Davison. North of Skunk Cabbage was the Palmgren Place bought by the Davisons. The Geneva mill site long ago was Bob McIntosh's place.

Nyberg Property

Deeds 249:94 (27 Nov. 1940) Hammond Redwood Co., formerly Hammond and Little River Redwood Co., Ltd., and Hill-Davis Co., Ltd. to William and Margaret Nyberg, commencing on W line State highway at a point located 2829.65 ft E and 267.66 ft S from qt sec cor on W line

sec 11, 11N1E, th W 583.65 ft to E line of old county road; th N 18 degrees 37 minutes W along E line of said road 226.92 ft to qt sec line; th S 88 degrees 37 minutes E along said qt sec line 679.96 ft to W line State highway; th Sly along W line 200 ft to point of beginning, containing 3.02 acres.

Arcata Redwood Company Mills

Leases 11:198 (15 July 1939) Agreement of Sale, W.E. Wread of Los Angeles to H.A. Libbey of San Francisco. Wread owner of sawmill plant and Libbey lessee of sawmill site, one-half mile north of Arcata on north side Highway 1-1 and situated between NWP RR Co. main line and Normal Junction under a lease from E.A. Reynolds, 1 May 1939 (Leases 10:395, 1 May 1938) and under lease from Hilma Eggert, 15 July 1939. Wread agrees to sell sawmill to Libbey; Libbey to take possession of leased premises and properties on 22 July 1939.

Official Records 26:467 (29 Nov. 1947) Orick Lumber Co., a partnership of H.H. Harding and Phillip Gosslin, to Arcata Redwood Company, N half NW qt, N half NE qt, SE qt NE qt sec 35, 11 N1E, 200 acres together with sawmill, equipment, machinery.

OR 213:318 (22 Jan. 1952) Arthur S., Robert S and Alma Davison to Arcata Redwood Co., commencing at qt sec cor on E line sec 22, 11N1E; th S 1 degrees 17.25 minutes E along sec line 394.58 ft. to Calif. State Highway as deeded to State (Deeds 173:10); th along highway S 57 degrees 50 minutes W 401.14 ft.....to Wly line of parcel conveyed to Ray Lamberson (Deeds 242:314); th SWly along W line of Lamberson parcel 195.28 ft. to pt. of begin, 0.1 acre.

OR 213:319 (22 Jan. 1952) Arthur S., Robert S. and Alma Davison. Quitclaim deed to Arcata Redwood Co., Parcel 1, SE qt NE qt se 22, 11N1E, with exceptions. Parcel 2, that portion of W half SE qt and E half SW qt sec 22 which lies N and W of line [described]; Parcel 3, right of way in sec 22, 11N1E.

OR 376:501 (30 Jan. 1856) Robinson to Arcata Redwood Co.

OR 380:83 (21 Feb. 1956) Howard Libbey to Arcata Redwood Co.

OR 464:243 (25 Oct. 1957) Robert Davison to Arcata Redwood Co.

References

AU (4 Aug. 1939) New Lumber Mill to Open—The Arcata Redwood Company, a new company in the process of formation, will start sawing operations august 20 in the lumber mill just north of Arcata. The mill was formerly owned by W.E. Wread of Los Angeles.

Howard Libbey, formerly general manager of Hobbs Wall Company in Crescent City and who was also associated for 15 years with the Little River Redwood Company at Crannell, will be the manager.

W.E. Bishop, former mill superintendent for Hobbs Wall will be in charge of mechanical operations and William A. Stewart, formerly in charge of production at Hobbs Wall and Crannell, will have the same position with the new company.

A crew of 13 men will be used. This number includes practically all of the former employees of Wread. The mill will cut redwood and a small amount of Douglas fir lumber. The expected output is 20,000 feet of lumber a day. The lumber will be shipped by railroad and truck. Logs for the mill will be hauled by truck. It was not learned how many men would be used in logging and hauling operations.

The mill, started 18 months ago by Wread, was taken over July 24 of this year by the new company. Many improvements and alterations have been made.

AU (9 May 1941) Advertisement Arcata Redwood Co. "Rough Green Quality Redwood Rustic Shiplap-Surfaced Stock-Tongue and Groove Floorings and Ceilings. "Big Mill Lumber From a Little Mill" North Arcata.

(1943) Furber, Robert (1956) Orick: Its Settlement and Socio-Economic Development; student paper, HSC. Interviews with Ida Francis and Holger Kring. In 1943, Arcata Redwood Company started logging four miles north of Orick; purchased Valley Green resort for workers housing.

AU (11 Jan. 1946) Arcata Redwood Company Sold to Hill-Davis Firm—Sale of the Arcata Redwood Co., one half mile north of Arcata, to the Hill-Davis Company was announced this week. The purchasers own large tracts of redwood timberland in Humboldt County. There will be no change in personnel or operation. Increase in production is not contemplated. The policy will be to put the timberlands on a sustained yield basis assuring permanent operation for the plant.

Howard A. Libbey will remain as manager; William E. Bishop as mill superintendent; William Stewart as superintendent of lumber manufacture; Sidney Rogers as office manager; and Harry Weir as director of logging operations. Frank Watson will remain in charge of lumber sales with headquarters in San Francisco and J.J. Rea of Los Angeles will represent the firm in southern California. Harry W. Cole will look after the timberlands.

AU (14 May 1948) Orick—Chester McIndoe was injured while at work in the woods near the Valley Green for the Arcata Redwood Co....

HT (19 Dec. 1948) Log and Saw—Expansion of Facilities Well Along—Arcata Redwood Company is laying plans for an extensive operating program, according to an announcement made last week by Howard A. Libbey, president. The company recently acquired 25 acres of land between Arcata and Eureka, adjacent to the Eucalyptus grove on the north side of Highway 101 and alongside the NWP RR.

Work has been going on there for some two and one-half months in filling and rolling preparatory to black topping a 10-acre piece....A 1200 foot railroad spur is to be installed shortly.

According to officials of the company, it is planned to put in a yard for the air-drying of lumber. This later will be supplemented by dry kilns, a modern planing mill and dry sheds. An office, lunch room for employees, a small power plant and other supplementary buildings will follow.

According to Libbey, this is a long range program and probably will not be completed for two to three years.

Photo: Shown here is the main plan of Arcata Redwood [located north end of H, Arcata]

HT (3 April 1949) Log and Saw, no. 114—Photo: Arcata Redwood's New Drying Yard. Shown here is a view of the new dry yard between Eureka and Arcata recently constructed by Arcata Redwood Co. Lumber to be dried on the yard has been moved into the new location during the past two weeks. Plans for the new drying yard were announced by Howard Libbey, president, last fall. Mercer-Fraser Co. filled in the area and paved the yard.

HT (1 July 1951) New Features Revealed in Improved Lumber Activities; Arcata Redwood Company Progresses with Major Improvements in Yard; Has Unique Dry Kiln Operations. By Amos Tinkey. Photos. Arcata Redwood Company has a long-range program of improvement underway at their drying yard, located south of Arcata on Highway 101 between Brainard cut and the Eureka county airport. This project started about two years ago with Mercer Fraser filling in 12 acres of the property with dirt from the cut....The fill was obtained from the railroad side of Brainard, near the home of the defunct headquarters of the oyster beds. Several hundred feet of the cut was dug out clear through to the bay to obtain the fill material necessary for building up the drying yard. [more]

AU (9 Feb. 1951) Arcata Firm Establishes Tree Farm, 1,962 Acre Orick Farm Certified—Arcata Redwood Company's 1,962 acre Prairie Creek tree farm will be dedicated sometime this year, announced H.A. Libbey. The tract, which is located near Orick, was certified September 20 and is composed predominately of redwood with some Douglas fir.

In the tree farm stand, logging was discontinued with the remaining timber running from 5,000 to over 50,000 board feet per acre.

Arcata Redwood plans to install a small mill in the woods within the near future to relog and remove from the area all marketable timber remaining on the ground.

Adjoining the Arcata Redwood's tree farm is an 18,982 acre tree farm certified in September for the Hill-Davis Company, which contains 85 percent redwood and 15 percent Douglas and white fir, hemlock and spruce. Applications for two tree farms were made August 23. Hill-Davis' tree farm was opened in 1949 for logging in the Mae Creek area with 40 to 60 acres felled in the north end.

The two northern Humboldt farms bring the total of Humboldt tree farms to four. Hammond Lumber Company's two tree farms at Van Duzen and Eel River have been established with dedicatory services held August 26, 1950.

In the redwood district, there are eight farms with two each in Mendocino county belonging to the Union Lumber Company and two small ones in Sonoma. The largest single tree farm in the area belongs to the Hill-Davis Company and the smallest is a 27-acre plot in Sonoma County.

The establishment of a tree farm does not mean the establishment of a semi-park, Dave Way, representative of the California Redwood Association stated. It is the approved method of selecting and cutting prime trees, allowing the yield of smaller trees in the area to grow at a greatly accelerated rate. Under tree farming, the sustained yield form of timber operations is followed, allowing more marketable timber yearly...

AU (20 Oct. 1951) Construction Is Booming in Orick Vicinity—The modern California style redwood finished, flat-top home is the predominant trend in the construction of new homes in the community. Business firms and old homes undergoing remodeling are also following this trend. Among the new homes, apartment houses and tourist cabins completed or nearing completion is the two-story apartment of Roy Duncan. It is located in the southern end of the community overlooking Orick valley.

A flattop home completes the auto court of the Donald Tiptons. The Laurence Moseleys have recently moved into their new home and office combined; theirs is a flattop, rustic style auto court near Valley Green Lodge. The Dan Wells home is under construction and features large view windows, overlooking the north end of the community. Four cabin units are under construction by Joe Foster along the north end of the new highway. These are flat-top with cement brick foundation walls.

Country Style. Other homes completed in the redwood finish are the large and beautiful country style residence of the William Calverts of the Geneva Lumber Company near the Prairie Creek fish hatchery, the Glenn Hilton home in Orick proper, and the Arcata Redwood Co.'s four homes for their employees, three of which are located near Bald Hills road and the other south of the Prairie Creek State Park. Numerous other buildings are under construction ranging from Batrel's Berry Glen to Orick proper.

HT (20 Jan. 1952) Log and Saw. Photo: Arcata Redwood Company sawmill [north end of Arcata] good quality photo shows teepee burner.

AU (14 March 1952) Prosperity Due to Big Lumber Industry Growth. Photos. Caption: Tourists know they are in the heart of redwood lumber operations when they pass Arcata Redwood Company on Highway 101, established in 1939. Finished redwood lumber totaling 5 to 6 million board feet can be seen in extensive yards. Howard Libbey, native of Eureka, is manager of the firm which has a 20-million-foot drying yard south of Brainard Cut and is building a new planing mill at the Arcata plant. The firm employs an average of 160 persons the year round.

BLA (21 Aug. 1952) Orick—Foreman Elmer Hufford and his crew are busy changing a portion of the county road to the Gold Bluffs. Instead of going between the ranch buildings of the Davison Dairy farm as of now and for many years, this new part will be at the bottom of the hill between the new mill and the large hay barn, across some low damp pasture land to the present bridge. The new part will need a rock fill and some fencing, the work may take a month to finish. [“new mill” refers to ARCo’s Mill B]

BLA (26 Aug. 1954) Orick—Several housing projects are underway in and around Orick. Three new houses are nearly ready at Cal-Pacific mill. It is understood Arcata Redwood Co. is going to build new homes for their workers.

AU (29 April 1955) A new organization, the Orick Gun Club, was organized recently at the Orick Inn with Ed Ford named as president. Club grounds on Arcata Redwood Company land property on Weitchpec road.

HT (17 April 1960) Photos: Arcata Redwood Company’s sawmill at the north limits of Arcata has given way to progress. Workers have finished removing materials and equipment which will

be integrated into the firm's new sawmill at Orick, due to begin operations in about three weeks. The new operation, expected to produce 150,000 board feet per eight-hour shift, will coordinate its activities with the other Arcata Redwood Co. Orick mills. Top photo was taken looking across the now-vacant cold deck towards mill buildings. Other picture shows men removing a truck load of materials from the partially dismantled mill. The abandoned plant, a one-time cedar mill, dates back into the early history of Humboldt county. It was purchased by Arcata Redwood Co. in 1939.

AU (22 April 1960) Photo: Leaving an empty space where a landmark existed was the result of the moving of the Arcata Redwood Company sawmill from the north city limits to a new sawmill at Orick. The new plant, which will produce 150,000 board feet per eight hour shift, will get into operation in about two weeks....Arcata Redwood has been in the location since 1939. Prior to that time, the mill was used to saw cedar.

AU (8 Aug. 1974) Orick News—Mill B is being torn down. It belongs to Arcata Redwood Co. and was built in 1952 on a site about six miles north of Orick on the Davison Road. It was called a salvage mill.

AU (3 March 1977) Orick News—The old house on the “Peugh Place” at the foot of Bald Hills Road was bulldozed down last February by Arcata Redwood Company and the area leveled for employee parking at Mill A.

Hammond Lumber Company owned the property in the beginning and gave a lifetime lease on a ranch site in 1907 to Neal Cornelius Thompson. The ranch is two miles north of Orick east of Prairie Creek. Thompson was a timber cruiser for Hammond; he went through the woods, counted trees and estimated board feet of lumber. He was an early homesteader around Orick. In 1887 he homesteaded in the Bald Hills where he farmed and raised stock. In 1887 he married Martha Shelton. They had one daughter, Pearl. Later the Thompsons lived in a house on the hill above the highway about two miles north of Orick, where the old Bald Hills Road started east. That house burned down.

Jack Blankenship built the original house on the Peugh Place. In 1907 Thompson moved to the ranch and raised stock and ran a dairy ranch.

Pearl Thompson about 1912 married Willard Peugh, who assisted Thompson in the stock business and gold mining ventures. After her husband's death, Martha Thompson leased the ranch to dairy ranchers. Marshall Wagonner was one of the early lessees. Jack and Hazel Blankenship rented it about 1916-17. Con and Pinky Zuber ranched there about 1920. John Brewer leased the ranch in 1928 and operated a 30-dairy cow ranch. Charles Katri from Ferndale leased it around 1931 along with property up Redwood Creek.

When Martha Thompson died in 1931, her daughter Pearl and her husband came back from Oakley and ranched there until WWII when they bought the Guintoli Ranch north of Arcata. Other ranchers on the Peugh Place were Vernon Moyer, Age Peterson and Marvin Barlow.

Before Arcata Redwood Co. built Mill A in 1956 on land southeast of the ranch house, the county road ran in front of the house and barns. Old piers still stand in Prairie Creek where old Prairie Creek bridge crossed the creek farther north than now. Back of the barn and house were traces of the original road that ran in front of the barn and around and up Bald Hills. While living there, Willard Peugh built a barn and added several rooms to the house and built a rock

fireplace. Pearl Peugh planted the old English ivy that covered the rock fireplace chimney and part of the old shake roof. The ivy was a blaze of orange, red and brown every summer. Thanks to Hazel Blankenship, Savina Barlow and Elwood and Dorothy Brewer for their memories.

AU (8 July 1982) Sudden announcement June 30 that Arcata Redwood Company Mill A and woods operations were closed until further notice was a blow to the employees...Frank Apple said he can name eight or more mills that have been closed around Orick. And he sure did; he named 14. He came to Orick in 1947, looking for a logging job up Bald Hills where Duncan had a mill on top, past the Forestry Camp, where there was a school house, where Mrs. McRivett taught. There was Arcata Redwood Mill B on Davison Road which closed after Arcata Redwood Company built Mill A (about 1957?). There was Harding's Mill up Redwood Creek where the National Park now has a parking area for walkers up Redwood Creek. There was Geneva Mill up the highway and J.W. Mill right here in Orick, which Romanini now pastures cattle on the old pond site.

There was a Startup Mill on old highway 101 where the highway turned on top to go toward the ocean. Cal Pacific Mill was on the beach where the National Park plans to build a visitor center.

Eddie O'Bara had a portable mill on the road to Goad Bluff beach. John Clovis had a mill on that road where he made beautiful redwood shakes—real shakes. There was a cant mill close to John Clovis' mill but Frank couldn't remember his name. Ralph Oakes had a cant mill at the foot of Hilton Road. Evans' mill stood where the present Humboldt County garbage dump site is located. Harding lease Evans' mill and it burned. Spiers Mill was up Bald Hills and stood on Johnson Road where it forks off Bald Hills Road. Out of Klamath there used to be a mill two or three miles past Klamath Glen.

AU (4 Nov. 1982) Obit Howard A. Libbey, president and general manager of Arcata Redwood Co. for more than 20 years, died in San Francisco hospital Oct. 31 after extended illness, age 85.

A leading figure in the redwood industry; was president of the California Redwood Association a number of times during his career and was well known within the timber industry up and down the Pacific Coast. Libbey was born Jan. 10, 1897 in Eureka, the son of Mr. and Mrs. H.A. Libbey. His mother was the former Nellie Bullock of the pioneer Nathaniel Bullock family.; graduated from Eureka High School in 1916, attended Craddock Business College and spent one year in U.S. Navy. He began his life career in the redwood industry in 1919 when he became a bookkeeper for Little River Redwood Co. in Crannell. By 1925, he had become assistant to Henry W. Cole, vice president and general manager of the company. In 1931, at the time the Little River Co. merged with Hammond Lumber Co. of Samoa, he was assistant manager.

Resigned this position in 1933, Libbey served as a lumber consultant until joining Hobbs, Wall & Co. of Crescent City in 1934. He became vice president and general manager and remained with the company until 1936.

It was in 1939 that, with several business associates, he helped form and became president of the first Arcata Redwood Co. The mill was located in north Arcata. When ownership of the company changed in 1946, Libbey became president and general manager of the new Arcata Redwood Co. Its plant and offices are located on Humboldt Bay between Arcata and Eureka. He retired in 1967 and with his wife, Kathleen, moved from Arcata to San Francisco where they had also maintained a home.

Member of Arcata Rotary Club, Charter member of Baywood Golf and Country Club and Ingomar Club; member Commonwealth Club, Commercial Club, and Olympic Club of San Francisco. Survived by wife Kathleen, two nieces and one nephew. His older brothers Nale of Corona del Mar and Carl of Grass Valley preceded him in death.

AU (19 July 1984) Orick News—Arcata Redwood Co. office buildings and two cabins at Valley Green have been painted a soft attractive beige with brown trim. The old Geneva office building, now belonging to Arcata Redwood Co., was painted the same color. This building will be Caltrans offices when bypass work begins.

Arcata Redwood Co. office building at Valley Green was built in the 1930s by Lambersons for a dining room and had a row of cottages in back for tourists. Mrs. Lamberson managed the Valley Green dining room then and served guests fancy dinners. Many local Orick girls worked there summers earning college money.

After WWII, Arcata Redwood bought the buildings. Woods workers rented the cabins and the big building was the cookhouse. Mrs. Gertrude Moseley ran the cookhouse and was famous for her delicious meals. Mr. and Mrs. Moseley built Prairie Creek Motel in 1949 and when they left, the cookhouse at Valley Green ceased to exist as such. Arcata Redwood Co. now uses the big building for offices for its logging operations in Orick and north.

AU (6 May 1988) Orick News—Some Orick residents were surprised to learn of Simpson Timber Company's plans to buy out Arcata Redwood Co. Others say they had been hearing rumors for quite awhile. Those who work for Arcata Redwood Co. are certainly wondering what happens after June 30.

Arcata Redwood Co. was formed in July 1939 with Howard Libbey as its first president. The first mill was in Arcata—that's how Arcata Redwood Co. got its name. Barney Miller was the second president and Bernette Henry was the third. Harry Weir became first logging superintendent for Arcata Redwood in September 1942, when Hill-Davis sold the first logs to ARCo. In 1948, property at Brainard mill site was acquired and offices built there in 1952 and 1956, said the secretary at the offices. Harry Weir was woods superintendent until 1968.

Mill B, which was located on Davison Road just west of highway 101, was completed in November 1952, and shut down in October 1970.

Mill A in Orick on Bald Hills Road just east from Highway 101 was built in 1960. Mill A has been operating since then.

Arcata Redwood Co. Logging Headquarters are located at Valley Green about 2½ miles north of Orick on Highway 101. The main building and cabins were built in the 1930s by Mr. and Mrs. Ray Lamberson for a dining room and tourist cabins. Arcata Redwood Co. bought the property during World War II and Mr. Weir was logging superintendent at the time. Mrs. Gertrude Moseley was cook at Valley Green for 7½ years. She cooked for the crew who lived in the cabins and for the directors when board meetings were held at Valley Green. Later Arcata Redwood built houses for employees across the highway from the logging headquarters and those houses at that site are called Valley Green houses.

Arcata Redwood also bought property at the old Geneva Mill site and built and managed houses for employees there. The site is now known as Old Geneva.

Jim Brown is land and timber manager for Arcata Redwood and has offices at Valley Green logging headquarters with his staff of foresters.

Press Release (28 July 2009) (on line) California Redwood Company on Green Diamond Resource Co. letterhead, Jackie Deuschle Miller—California Redwood Company announced today that it will close its Orick Mill, Oct. 15, 2009. Orick sawmill was acquired by Simpson Lumber Co. (now California Redwood Co) from Arcata Redwood Company in 1988. The sawmill has been in operation since 1954 [sic]. 43 hourly and 4 salaried jobs eliminated. Large logs will go to Korbel sawmill. Transfer of head rig and edger from Orick to Korbel to be completed by January 2010. California Redwood Co. is a wholly owned subsidiary of Green Diamond Resource Co. of Seattle.

AU (18 April 1990) Orick News—Property known as Valley Green Houses and the old Geneva Mill sites owned by Simpson (formerly Arcata Redwood Co.) was sold March 29 to Dave Schneider of Pacific Affiliates in Eureka. The sale included property on the west side of Highway 101 (north of Davison's fields) with the houses and Blankenships truck garage and land where Tutor Saliba's equipment yard and barns and office are located and the two-story building used by Caltrans.

Alms Davison said that land in years gone by was owned by Arthur Davison. North of Skunk Cabbage was the Palmgren Place bought by the Davisons. The Geneva mill site long ago was Bob McIntosh's place.

Roads/Highways

WTT (9 May 1885) James Donnelly...lives near the Lagoon on the Klamath river road...From him we learn that the road from Trinidad to the mouth of Redwood creek is in very good condition except where the deep sand is encountered. Robert Swan, who lives at the last named point and who is extensively engaged in dairying, passes over the road with a half ton of butter without trouble. That portion of the road which Mr. Swan built is as good as could be wished.

FE (26 Nov. 1886) Supervisors--Robert Swan was appointed road overseer of district 23, just formed.

NA (9 March 1889) Jas. McCormick goes to Redwood to assist Robt. Swan this summer in building a wagon-road from the mouth of the creek to the Bald Hills, a distance of eleven miles....

NA/BLA (7 Sept. 1889) From Trinidad—Jas. McCormack, who has the contract to build the new road from Prairie Creek to Bald Hills, will begin work soon.

NA/BLA (5 Oct. 1889) Record—The Humboldt Co. surveyors, viewing road from Redwood creek to Klamath, have run over two routes, one of which crosses the river at Waukell Flat. They are now over new ground for the road, to run close to the coast from the Klamath to Johnson's.

NA/BLA (19 Oct. 1889) From Trinidad—Anderson Lyons in by new road from Orick to Bald Hills says it will be done in three weeks.

AU (2 Nov. 1889) The wagon road from the mouth of Redwood creek to the Bald Hills has been completed and is in good condition.

WW (14 Dec. 1889) Stone Lagoon—Tom Riley of Prairie Creek while returning from Arcata, broke the axle of his wagon on account of the bad roads.

WW (25 Jan. 1890) Trinidad—The Big Lagoon has broken out and parties going up the coast have to ferry.

WW (25 Oct. 1890) Trinidad Letter....Road overseer has completed a much-needed bridge north of Trinidad. I think it was about time something was done with the Klamath road, as that is needed more than anything else in the county at the present time.

There are only about 30 miles to build, when the whole coast will be connected with a wagon road. I think now it is a good time before election for the people to say what they think on this subject as the Supervisors will look the matter up a little better....

WW (15 Nov. 1890) Up the Northern Coast [Editor Ayres walking from Eureka to Requa and the Klamath and back]

WW (22 Nov. 1890) Up the Northern Coast [reached Bellville on Big Lagoon] This place [Bellville] will become a favorite resort for fishing and hunting parties from Eureka. Each person I talk with, however, seem to have one thought uppermost in their minds—they want the coast road to the Klamath completed, and the many arguments they forward would overwhelm the Board of Supervisors if they could hear them all....

I left Griffin's [at Big Lagoon] and stepped onto the sand of the famous Big Lagoon Beach at exactly a quarter to 8 and again looking at my watch as I stopped on terra firma on the other side, find that I had made the distance in just one hour and a quarter. And right here I think I have proved a point. In early days, it was considered practically impossible for a man to cross the beach without at least two bottles of whiskey with him at the start, and about three hours to make the distance. Now I have walked the whole distance in an hour, and a quarter without any refreshments whatever. The world moves!

The new graded road leading to Redwood is a very fair road and I think it is a very interesting road to travel. Here it winds over a point and then circles around Stone Lagoon where are located Messrs. Jay B. Foss and Walter Huntley, who have two valuable claims of rich bottom land. A little further along, J.W. Folan is carving a little home but on the hillside. Here again is a beautiful sheet of water lying like a mirror between two green hills, and as I passed, its surface was covered with millions of ducks. What a chance it would have been for some of our Eureka Nimrods!

The road winds around this lagoon, over a low point around the Freshwater Lagoon and then ascends the hill and down into Redwood creek. I had an appetite by the time I got to Swan's. The Misses Griffin gave me a tempting lunch of fish, bread and butter and milk, and—well then I was happy. Starting out again, I found Mr. Grabel, formerly of Elk river, who has bought a place here and at Harry Marks old place at the mouth of Prairie creek, a family by the

name of Stout, a new arrival. Here the wagon road ends. There are several trails branching from the end of this road and I took the wrong one but soon found it out.

In getting back to the right trail, I encountered Mr. Pierce, bookkeeper for W.J. Johnston, who with Bob Henry and Mr. Irving, had [illegible] on Prairie creek. The latter were still in the woods and Mr. Pierce was being accompanied down to Swan's by Mr. A.J. Harris, formerly of Eureka....

The trail up Prairie creek for six miles lies through as pretty a piece of rich bottom land as the Almighty has ever made for the use of man and then allowed the Syndicates to gobble it all. No, not all, for on the way I found Mr. Davidson [Davison] and A.P. Roberts getting out timber, a single drain out of all these thousands of acres of magnificent land that are locked up to occupancy.

Six miles up the creek is the prairie which lies back of Gold Bluff, and where Mr. A.J. Harris has located. He has a fine claim but the mining companies are contesting his right to settle on it. The case was to have been tried Friday the 14th. Some way I feel a sympathy with the settler who is trying to make a home in these unbroken wildernesses. On the creek and its branches, there is fine bottom land enough to make comfortable homes for 30 to 50 families, but it has been gobbled up by the syndicates, and it lies here in silent occlusion, useless to mankind. I think it is egregiously wrong that desirable lands are thus withheld from use, when there are so many seeking homes. It is a shame and disgrace that our system and the laws permit it. But [illegible] is and the traveler passes over miles and miles of the very finest character of bottom lands on this creek, by a narrow trail, seeing not a sign of a human habitation, or any evidence of cultivation or occupancy. Yet the homeless may not touch one foot of it. Surely something is wrong.

From the Prairie, it is five miles to the Upper Gold Bluff mine. The place looks like a deserted village with its 16 buildings, all unoccupied by one or two. The old block house and rifle tower built in times of Indian troubles is a prominent feature, and could it speak would doubtless tell an exciting story. Only one or two men are here looking after the property.

The trail from this far takes the beach as far as Ossagon, where it ascends the hill, then down to Amony creek, the home of A.D. Johnson and family. Mrs. Johnson is known all along the coast, and is by no means a stranger to Eureka where she has a married daughter residing, Mrs. G.J. Moore. When I reached this place, the motherly landlady was suffering from a severe cold, but she failed not to extend to me that cordial hospitality for which she is so justly celebrated.

From here to the Klamath, it is called seven miles. I will recapitulate: from Trinidad to Bellville, 9 miles; to Redwood, 13 miles; to Harris place on Prairie creek, 6 miles; to the Klamath, 7 miles; aggregating 46 miles.

The continuation of the coast road has been surveyed from the Redwood to the Klamath over an easy grade and good ground to make a road but I think it strikes Klamath too near the mouth; it should come out at Waukel flat.

The cannery is not operating. I was shown through the building and found it quite an extensive establishment. It has four retorts and when operating to its highest capacity, employs about 75 men. About 5000 cases remain on hand of the last season's catch. Only three or four men are here now. [more about folks at Hunter Creek]

WW (20 Nov 1890) Up the Northern Coast, continued. [mentions Mr. Fountain; went up river to Blue Creek; mentions M.J. Thompson]

WW (6 Dec. 1890) Up the Northern Coast, continued [tramps over Red Mtn.; then back to Hunter creek]

WW (13 Dec. 1890) Up the Northern Coast [Editor Ayres came down coast from Klamath to the Johnsons; then through the woods to the Prairie, where] I found Mr. Harris just returned from Eureka and in high spirits at having won in the suit against him by Adams, Lisbon, et al. to oust him from his home. He now proposes to fence in the whole of his land and has already commenced to get out the material. [more about Harry Griffin at Big Lagoon, the Beach family at Little River; Worths at Dow Prairie, Barnes family, much more]

HT (19 March 1891) The Klamath Road—[letter from Robert Swan, Orick] Is there any prospect of a wagon road from Redwood Creek to the mouth of the Klamath river being built in the near future? The people of the northern part of the county are anxious that this road should be built. While we are not opposed to building roads in the southern part of the county, we think it is in the best interest of the county to have at least one road leading into the county from the north [Harris road discussed]. At present there are two roads leading into the county from the south, while there is no way of getting in from the north excepting over a miserable and dangerous trail. A road to Crescent City would connect with a good road to Grant's Pass, on the Southern Pacific railroad, a distance of about 180 miles from Eureka. It would also connect with the road from Crescent City to Coos Bay and another railroad. Now, is it not reasonable to suppose with a good road to Crescent City, it would attract immigration from the north. Washington and Oregon are attracting a large immigration, and no doubt, a great many people would find their way down the coast to Humboldt. As it is at present, several families have come to Crescent City with their teams and had to ship their wagons via San Francisco to Eureka and brought their stock over the trail. Mr. Ayres of the *Watchman* took an active part in circulating a petition to the Supervisors, urging them to build the Klamath road. The Arcata *Union* has given the matter considerable attention, and if the *Times* will put its shoulder to the wheel by showing the advantage it would be to the whole county, no doubt the Supervisors would push the road through the coming summer.

AU (4 July 1891) Klamath Road; That Petition, Orick, June 27th, 1891. Ed. *Union*--Knowing that you are in favor of the Klamath wagon road being built as soon as possible, I wish to call your attention to the move now being made to delay the matter for the present. There is a petition being circulated for the purpose of having the survey changed near the Klamath...[he goes on at length] As it is in my road district I have to stand considerable abuse for not having better trails. Not long since I was compelled to stand at the muzzle of a six-shooter while the owner was letting his misfortune in bringing a jackass over the trail. Everyone who is familiar with the country the trail passes over knows it would cost as much to build a good trail as it would cost to build a wagon road on the survey.--Robert Swan

BLA (4 July 1891) Letter from Vox Populi regarding Klamath Road--....No fair-minded man who is acquainted with the country and the real want of the people, but will concede that the road to the Klamath is the most necessary. We have no means of communication with Crescent City or Oregon other than the Big Lagoon, except a trail, and in the winter season every time the mail is carried over the route, it is at risk of the life of the mail carrier. No choice of routes, the

dangerous trail is the only means of travel. Another argument in favor of the Klamath road over any other at the present is the fact of the large development of the country, extensive and valuable all along the route....

We want a safe and commodious road to Crescent City by which we can reach Oregon without going to San Francisco to make a start. Let the right of the people from Arcata to the Klamath river be respected, let us never quit our persistence in demanding our rights till the Klamath road is an accomplished fact....

BLA (11 July 1891) Klamath Road—In speaking of the Klamath Road last week, the writer told the truth in saying that the road to Del Norte County is more important to the public than the Harris Road....Just think of the traffic that would be carried over it and the travel would in short time well repay the trouble and expense to the county for the improvements made and thereby increasing the value of property and increase the taxes. It is no wonder that the northern part of the county is sparsely settled. Everybody wants to know why, it is very simply answered, and that is that we have not the necessary roads. [more]

BLA (1 Aug. 1891) Klamath Road [proposed road to Bair's on Redwood Creek; then to French Camp; Martins Ferry; down Klamath; on to Crescent City, opening interior country up to Orleans and down river.]

BLA (31 Oct. 1891) The Coast Route No Good—Jean Flayet, who was in the employ of W.H. Forman some years ago in the survey of the northern part of the county....[says]

The Coast route for a road to the Klamath is no good, as the Advocate has pointed out. Neither would I advise the construction of a highway from Martin's Ferry down the Klamath to a junction with the road from Del Norte.

To my notion, the proposed highway ought to extend from Thomas Bair's place to Jacob Beaver's, four miles; thence over a piece of road already built to L.W. Hower's, two miles; thence down Redwood creek to the north fork [Lack's Creek], one mile; thence up the hill to J.H> Hooker's and onto Jonathan Lyons, five miles further (where one would strike the road to Swan's at the mouth of Redwood); thence to B.L. Orcutt's ranch adjoining; thence along the wagon road already constructed to Gan's Prairie, 10 or 12 miles; thence along the ridge to section 16 or 17, 12N1#, turning at that point from the ridge and striking the Klamath at the mouth of Blue Creek, where the river may be easily bridged....[more]

WW (31 Jan. 1891) The Klamath Road—There appears to be no obstacle in the way of building the Klamath road except the careful arrangement of all preliminaries. The rights of way must all be secured and deeded over to the county before an appropriation is made. So far as we know, all parties stand ready to deed over. WE are assured that the largest ownership on the line stands ready to sign the deed, whenever presented, feeling that the more roads that are made the more valuable their land becomes. [more]

WW (21 March 1891) The Klamath Road—For the benefit of our up coast friends, we give the present condition of the Klamath road matter.

The viewers report says that of those ones whose land the road runs, the following have consented to give the right of way: H.A. Marks, Central Trust Co., Louis Lisbon, Edson Adams, N.D. Hulse, David Evans, J.A. McKay and W.H. Streaton.

Mr. Herrick county surveyor, informs us that of the remaining land owners over whose land the road will run, the following have at different times before and since the last meeting of the Board given their consent to deed over rights of way free to the county: John Chapman, Mary E. Kellet, M. Carroll, Wm. Perrott, Alex Gregor, W. F. Clyborne.

The following have so far failed to give rights of way: M. Palmgren, R. Johnston, A.D. Johnston, Joseph Johnston, Chas. Jones.

The only deeds of rights of way that have thus far been executed and filed are from Louis Lisbon, J.M. Streaton, H.A. Marks.

Those showing a disposition to claim damages for this much-needed improvement are now narrowed down to the Johnston family, Jones, and Palmgren. It can hardly be that these will throw any serious obstruction in the way of the road by claiming heavy damages. The principal owners are the Johnston family, and their well-known liberality and tireless public spirit in all matters of general improvement to the county will stand as a guarantee that they will do a generous part in this much-needed road. It would be doing the Johnstons an injustice to reckon upon their doing otherwise, or to suppose that they would not aid in every possible way the accomplishment of this great improvement nor do we think anything less can be said of Messrs. Jones and Palmgren. But it will be seen that deeds to rights of way have been filed from only three persons. [urged somebody take responsibility for right of way deeds, noting “what is everybody’s business is nobody’s business.”]

WW (18 April 1891) A Road Fence Picnic—As it appears that all the owners along the line of the proposed road up the coast to the Klamath are willing to deed the land for rights of way, the only chance for claims for damages will come for required fences. [suggested big picnic and frolic to put up fences]

WW (18 April 1891) Board of Supervisors: Petition for Klamath road set for Saturday, May 23, for hearing.

WW (18 April 1891) The Klamath Road—There appears to be a common consent on the part of the public that the Klamath road is the first road improvement of others that should be put through. We have had for many years a road out of the county southward, but the great volume of through traffic to and from Oregon that would pass along our northern coast is shut off because of the short “missing link” of coast road from Redwood to Crescent City. Del Norte has appeared before her Board of Supervisors in a petition signed by every tax payer in the county demanding the immediate construction of the Del Norte end of this “missing link.” The way appears clear for the building of the Humboldt end; the rights of way have about all be promised, but as yet only a few deeds of right of way have been filed. Last fall the Watchman started in to help our northern friends to get this road through, and has not ceased the agitation, and will not until the road is a fact. Del Norte has at last been aroused, and seeing that something must be done to get all rights of way filed, after some talk, it was suggested that someone be commissioned to do this work and have everything on file at the next sitting of the Board. Several of the businessmen of Eureka expressed a willingness to “chip up” for the purpose of having this work done up promptly; a gentleman from Arcata warmly endorsed the idea. Accordingly the Watchman prepared a couple of head [illegible], sent one to be circulated in

Arcata and personally presented the other to the businessmen of Eureka with the following result:....[17 men in Eureka pledged \$44; 9 in Arcata for \$11.00.]

Mr. H.L. Ford, who is a notary public, has commenced the work of gathering the deeds and taking acknowledgment of some and sometime during the next week will make the trip up the coast for the purpose of gathering the scattering names along the route.

WW (25 April 1891) [support for Klamath Road in Del Norte; Eureka businessmen and Arcata behind it]

WW (9 May 1891) Memorial. To the Honorable Board of Supervisors of Humboldt County:

Your memorialists, residents of northern Humboldt and Klamath river section, desire to respectfully represent to your Honorable Body that there are special reasons why the wagon road from Redwood creek up to the Klamath river, already surveyed, should be completed without delay.

1st The section has been too long left without a road to accommodate the growing requirements.

2d The fact that the reservation is now soon to be thrown open is gathering a large influx of settlers who are building up and developing the resources of the river, and who at present have no outlet by wagon road.

3d The completion of this section of the coast road would undoubtedly impel Del Norte to finish the connection between the river and Crescent City, which would make the through coast connection with Oregon, the great benefit of which would needless to urge here.

Large stocks of cattle and sheep grazing on the Klamath, and even in Del Norte, would thus be enabled to reach this market, which to a great extent is now unavailable to them, thus centering a large and desirable business upon Arcata and Eureka, for where the ranchmen sell their beef and mutton, they will to a great extent purchase their supplies.

The people of the Klamath are anxiously looking for the extension of the road to the river, because they can trade with better advantage to themselves at the business houses of Arcata and Eureka. Dairy produce, fruit and farm produce would find its way out in this direction.

The people of the Klamath feel that this is the natural outlet.

All points considered, this is the most important road improvement which now demands the attention of your Honorable Body, and we therefore urge your immediate consideration and request that special provision be made for the early completion of the road. Signed...about 311 names listed.

WW (30 May 1891) Board of Supervisors—In the matter of the road petition of Adams, Johnston, et al, Messrs. H.D. Roberts and Joseph Johnston filed a claim in the sum of \$1,500 for fencing, etc. J.M. Gillett, appearing for said parties in support of claim. M. Palmgren filed claims for \$500. Matthew Carroll filed claim for \$300 damages. A memorial from citizens of Del Norte requesting the Board to proceed with the construction of said road was received, read and placed on file and after consideration of said matter, it was ordered that the further consideration be continued. July 6.

WW (20 June 1891) [Memorial from Citizens of Del Norte urging Humboldt Board of Supervisors to declare public highway and build Klamath Road; signed by about 60, including Judge Murphy and members of Del Norte Board of Supervisors.]

WW (27 June 1891) The Klamath Road—Robert Swan, under date of June 12th, writing from Redwood Creek says:

WW (18 July 1891) Board of Supervisors. In the matter of the road petition of Adams, Johnston, et al., \$500 damages awarded to M. Palmgren, also \$200 damages to M. Carroll and others....undivided interests in land through which said road is to pass. Further ordered that upon the filing of deeds of right of way from the beginning of said survey to the north line of 12N1E, that said road be declared a public highway to said point.

WW (19 Dec. 1891) Letter from Ayres—The route as surveyed adopts the present road from Arcata to the mouth of Prairie creek, thence up Prairie creek to intersect the Del Norte terminus near Requa. [also letter from Robert Swan; *Advocate* wants road through Blue Lake to Bair's, Beaver's, Hower's and Jonathan Lyons' then down to Blue Creek]

Swan's letter: I think it is nonsense to talk about a road to Blue creek to connect with Del Norte county, as that county has located a road to the mouth of the Klamath and has built half the distance and no doubt will build the other half next summer....In my opinion, the coast is the proper route for a trunk road to connect this county with Oregon. It may be a few years to come, but the time is surely coming when this northern coast will have a large population and the sound of the woodsman's ax and the sawmill whistle will be heard from Little River to the Klamath. The stockmen and fruit and grain farmers on the hills in the interior will have market places all along the line and good roads to get there, as it would be down grade....[more]

BLA (16 Jan. 1892) The Inexorable Klamath Road [letter from J.F. at Redwood] As regards the coast wagon road, let one say a word. The *Watchman* advocates it though we all know the land is owned by the Scotch Syndicate from Trinidad up to Redwood Creek and above. There are fewer settlers now on that road than there were ten years ago. Everything was sold out to the big Scotch Syndicate. The *Watchman* makes a great ado over the Prairie Creek section. Well, let me tell you such talk is nothing but buncombe. The prairie isn't over half a mile wide all through and the best part is owned by the Syndicate. Doubtless, when the editor of the *Watchman* lived at Mattah, he thought that country worth something and in need of development.

BLA (2 April 1892) On the Coast Road—Every little while the reading public is appraised of the narrow escape from death or the sad drowning of someone who had the hardihood to travel along the coast road between Trinidad and Crescent City....

John Henson...started out from the county seat of Del Norte on horseback and in excellent spirits. For a time he got on famously. But being by himself, he, like a great many others, did not know when he was in danger. Of sudden and almost before he was aware of it, himself and animals were prostrated by a tremendous breaker. Before he or the horse could rise, a second came which rolled the prostrate animal entirely over him. Stunned by the fall and his injuries, he yet had sufficient presence of mind to grasp the horn of the saddle and when the horse regained its feet, it carried him out of danger....He took the backtrack to Crescent City without delay

Once more, chaperoned by the mail carrier, he sallied forth and after perilous adventure by field and flood, he contrived to reach Trinidad alive. The coast road he declares the worst he ever saw.

BLA (30 July 1892) The Klamath Road—The *Crescent City Record* learns that the roadbed of the Klamath Wagon Road is in suburb condition as far as built....

WW (3 Sept. 1892) The Klamath Road—A subscriber in the southern portion of the county asks: “When will the road to the Klamath be finished so that one can go northward with a team?” We are sorry to say that it is impossible to answer. Twenty-two miles of road have to be built in Humboldt county in order to make the connection with the terminus of the Del Norte road. Humboldt has let a contract for one section of the Klamath road, a distance of some five or six miles, we believe. When the Klamath road will be finished and connection made is a question that can only be solved in the distant future if the Board proposes to exhaust the general road fund in new and unnecessary routes to Mendocino. The action of the Board in this matter is incomprehensible....

WW (5 Nov. 1892) The Klamath Road. [bond issue for Klamath Road on ballot]

WW (12 Nov. 1892) The Klamath road bonds carried, nearly 3 to 1....

WW (7 Jan. 1893) The Klamath Road—[letter from A.J. Harris, Prairie Creek]—I have been accused by Mr. Thomas and his friends of saying and doing a great deal against him on his construction of the Adams-Johnson road. It is a fact, however, that Mr. Thomas did not build his road on the survey or according to specifications, but here it is proper to say that there never has been a road built by any contractor in Humboldt county in the last ten years, to my knowledge, that has been on the survey, or as good as the specifications call for. I do not know where the blame lies, but I think that the commissioners appointed, not being surveyors, had a great deal to do with it. I think Mr. Thomas came as near as any of the other contractors have done. I do not wish to censure Mr. Thomas, but I do approve of the action of the Board of Supervisors in sending Mr. Herrick over this road to see whether he had done the work according to plans and specifications. I am interested in this road as I have a great deal of freighting to do and will do all in my power to get as good a road as possible....

WW (14 Jan. 1893) Board of Supervisors—In the matter of the road petition by Adams, Johnston, et al, J.F. Coonan appeared in behalf of the contractor J.F. Thomas, Esq. J.R. Thomas and H.A. Marks gave views upon the subject.

The District Attorney was directed to prepare an order for the issue of bonds for the construction of the Klamath road in accordance with the decision of the voters on that subject at the late election.

AU (14 Jan. 1893) Robt. Swan has been in town this week. He reports the road open as far as his place at the mouth of Redwood, but says there was much fallen timber to remove.

WW (21 Jan. 1893) The Klamath Road [Ayres stressing need for good survey by competent engineers and road builders]

BLA (1 July 1893) The people about Requa consider the early completion for the coast highway a matter of paramount importance to them, and they know that if the special tax proposition should carry, the road would be completed.

BLA (19 Aug. 1893) Klamath Affairs—Del Norte seems to be having nearly as much trouble over her portion of the Klamath road as we do over ours.

BLA (26 Aug. 1893) Klamath Bonds Sold—The county treasurer reported to the Board of Supervisors that he had received a bid from the state board of examiners for the whole issue of Klamath road bonds, they offering a premium of 2%. The bid was declared accepted. This is good news, especially to the people of northern Humboldt, for it would appear to ensure early construction of the Klamath wagon road to a connection with the Del Norte terminus.

BLA (2 Sept. 1893) On To Del Norte—We were informed by Supervisor Moore the forepart of this week that the Board of Supervisors had decided to take a trip over the line of the Klamath road. Our supervisors started on Thursday last to go as far as Crescent City where they will confer with the Board of Supervisors of Del Norte county apropos of the construction of the road. The proposed highway commencing at the terminus of the road already built and ending at the Del Norte county road was ordered to be resurveyed. Supervisor Moore tells us that the main object in interviewing the Del Norte Board is to rush the matter there so as to have a connection with our neighboring county as soon as possible.

The Times learns that they will give much attention to the route the proposed highway will take through the Stone lagoon section....

WW (14 Oct. 1893) Orick—The road to Klamath is now all surveyed.

BLA (28 Oct. 1893) About the Coast Road—The specifications call for 32 bridges on the county's portion of the Klamath road. All bridges to be covered with 4-inch redwood plank and have substantial hand rails. The trestle across Big Lagoon will be 4091 feet long, 19 feet above low water, 12 feet wide, and built on piles. It is specified that the work must be completed by June 1, 1894. The contract will be let in ten sections and the distance to be covered by sections 4 to 10, inclusive, is 14 miles and 20 chains, and is that part of the road from the end of the Thomas contract on Prairie creek to the county boundary line one mile south of the Klamath river.

BLA (25 Nov. 1893) Klamath Road Contracts—The supervisors, at a special session this week, awarded contracts for construction of the Klamath road as follows [difficult to read the numbers so are questionable] sections 4 and 10 to Robt. Swan on his bids of \$375 and \$1,960 respectively; sections 5, 8, and 9 to J.H. Thomas and H.H. Woodcock on their bids of \$964, \$1,300 and \$1,892 respectively; section 6 to S.R. Johnson, bid \$976; section 7 to Devoy and McCormack, bid \$2,635.

WW (16 Dec. 1893) [Editor Ayres denounces any consideration of the coast road going on the beach at Big Lagoon; too dangerous]

BLA (30 Dec. 1893) Del Norte's End—Humboldt county will be glad to know that the k,difficulties in the way of completion of Del Norte's section of the coast wagon road have been brushed away [too difficult to read microfilm]

BLA (3 March 1894) Trinidad—"Not dead but sleeping" would be a proper label for somnolent Trinidad. The village by the sea has made no progress for years. With a deep harbor that needs only a government appropriation and a breakwater to make it a seaport not to be despised; with vast forest of redwood which must someday be made into lumber and shipped from here; with a climate superior to that of Eureka and the equal of that of Arcata; situated on the new coast road between the county seats of Humboldt and Del Norte respectively, it is easy to see that the town has a future. There is, I understand, a scheme on foot with reference to the Scotch syndicate that will result to some advantage to Trinidad. The people are sick and tired of seeing that corporation holding its timber year in and year out for speculative purpose and not turning a hand....

I just got in Monday from a trip up the coast. I was as far as Crescent City and while there encountered my good young friend R.D. Johnson of Gold Bluff. Like myself, Robert is greatly interested in the progress making on the coast road. The storms of the year have left the highway in pretty bad condition, however, and the debris has not been cleared away yet. I suppose the intention is to wait for the arrival of the flowers that bloom in the spring out of curiosity to see how much trees and brush will fall across it and then the whole business will be cleared off together....

WW (6 Jan. 1894) Big Lagoon—That was a very sad affair of young Sangster getting drowned [on beach at Big Lagoon]. There will be more than he to meet such a fate if the road is to be continued over the beach. Strangers traveling don't know the danger.

Mr. Smith and wife from Oregon will always remember Humboldt and the Big Lagoon. They came down to the Klamath where the proposed road is to be built; the ferry would not carry the horses as it was too rough, so they had to leave them and come on foot to the Prairie back to the Gold Bluffs; there Harris furnished them horses and went with them as far as the McIntosh place where he left his horses, the road being blocked; found Robt. McIntosh and David Dutch camped under a redwood tree, having tot washed out of their houses. Harris got them as far as Mr. Swan's where a mule was procured for the lady to ride, and Mr. Swan relieving Mr. Harris, piloted them to the foot hills. From this point they proceeded alone to the Lagoon where they arrived some time in the evening. They got almost across when they found the Lagoon had broken out at the south end. They stopped all night huddled under the roots of a drifted tree exposed to a drenching rain. That was Thanksgiving night, Redwood was all over the bottom.

AU (17 March 1894) The Klamath Road--....The road from the lagoon through to the Del Norte line is nearly completed and no time should be lost in building the lagoon section. There are but two routes by which connection from the south side of the lagoon to the road on the north can be made. One is by bridging the lagoon, the other by building a road around it, leaving the beach near the house of Mr. Savage above Trinidad and following a ridge around to Maple creek, crossing that stream a mile or more above where it flows into the head of the lagoon and thence down to the road....

WW (31 March 1894) Trinidad—We are like everyone complaining of the continued rains. The roads have been almost impassable and the lagoons have been running out most of the time Big

Lagoon, which is nine miles from here, has only been closed a short time, when yesterday, it broke out again and is running with great force into the ocean, which shuts off the travel except by means of ferrying. Creeks have also been very high and Redwood creek has been out of its banks six or seven times which overflows the entire bottom, doing some damage to the property of C.H. Savage, P. Hanson and R. Swan by washing away the land and carrying off the fences, but it leaves a rich sediment on the ground which enhances the value of property.

BLA (7 April 1894) Trinidad—[more on his trip up to Crescent City; regarding coat road] The only unfortunate feature about the road is that the Klamath is to be ferried, near the mouth. A ferry is an abomination whose maintenance on a public highway, like the Klamath road, ought to be made a capital punishment. A ferry across Big Lagoon would send us Trinidad people to the insane asylum. It gives us hysterics [sic] to hear anybody suggest the possibility of the supervisors compromising such a miserable makeshift. A bridge is necessary to the happiness of Trinidad. Ferry be cashed....

BLA (28 April 1894) About Big Lagoon--....Supervisor Moore tells us that a survey will be made round Big Lagoon, the party leaving the road and following the Smith survey to the Goodman ranch and thence making a new survey to the head of Big Lagoon and on to a second intersection with the Smith survey. Though such a route would be perhaps three miles longer than the present road along the narrow strip of sand between the lagoon and the ocean, and about one and a half miles longer than by bridge over that body of water, it is believed that it is much to be preferred....[more]

BLA (5 May 1894) Requa--....I understand vehicles will soon be able to go through on the coast road as far as DeMartin's, as the Bailey contract is almost finished....

AU (5 May 1894) Messrs. Hill and Moore with surveyors are now at work laying out a road around the head of the Lagoon.

BLA (12 May 1894) Bald Hills Gossip--....Big Lagoon is still running over the beach and is a great disadvantage to travelers as well as a risky place. There has been one poor man drowned there and there might be many more lives lost in the same way before it closes.

WW (19 May 1894) From Redwoods--....J. McCormack came up last week to put the finishing touches on his section. The road, where it is completed, is excellent. If the road was put around Big Lagoon, it would be a pleasure to drive over the Klamath road, but that sandy beach staring a person in the face mars all the pleasure.

By the way, I hear on good authority that Del Norte will not be able to complete her end of the road on this side of the Klamath for lack of funds.

WW (26 May 1894) From Redwood--....Our road overseer with several other men are doing good work on the road. Prairie Creek road, which has no work done as yet, is still in a frightful condition.

WW (16 June 1894) From the Klamath—Having just traveled over our new coast road, perhaps a few remarks would not be out of place, as many are passed by travelers. Mr. Swan and Mr

McCormack, I believe, have constructed their section of the road according to the specifications and much of Mr. Swan's on the Del Norte end looks to be at least a foot wider than called for which is better than one inch narrower....[more]

BLA (23 June 1894) Requa--....We shall be able to drive to Crescent City in about a week.

BLA (30 June 1894) Round Big Lagoon—"A good grade has been secured by the coast road round Big Lagoon," remarked Supervisor Moore to an Advocate representatives, "and bids for construction are expected to be opened one week from next Tuesday."

The survey was completed some little time ago and it is calculated that the length of the highway round the lagoon will not be over three miles greater than the distance across that body of water....the highway [to] be put in condition for travel by fall.

AU (30 June 1894) Trinidad—The Northern Stage Co. commences running between this place and Crescent City on next Monday....

BLA (7 July 1894) Requa—Three cheers for the Crescent City and Klamath, and Trinidad and Klamath stages! We are all delighted to know that we can go to Crescent City or Humboldt without going on horseback. The wagon road is all open except one mile on the south side of the river in Del Norte county, but teams manage some way to get over that mile, for six teams crossed the river Friday. The road through L. DeMartin's place is open so teams pass through but it will probably be a month before it is widened out to the required width.

BLA (14 July 1894) Round the Lagoon--....Bids for the construction of the portion of the [coat] highway that is to run round Big Lagoon were opened by the Board of Supervisors Tuesday. For convenience, the contract was let in four sections, three of two miles each and one section of one miles, the total number of bridges being ten.

D.C. McDonald was awarded the contract for construction of section one on his bid of \$1036; J.F. Thomas and H.H. Woodcock, bid \$2400 received the contract for section two; Messrs. Devoy, McCormack and Boyd were the lucky bidders for the privilege of constructing section 3, \$1193; and the building of section four on his bid of \$1,388 was awarded to D.C. McDonald. These contracts include the putting up of bridges, also except in the instance of section 2, the bridges across Maple and Pitchel creeks which are to be built by Messrs. R.E. Stephens and W.R. Bonner on their bids of \$625 and \$375 respectively....

Work is to begin on the road contracts immediately and they are to be completed by Oct. 1st. Stages are now running from Trinidad to Requa and from Requa to Crescent City....

AU (14 July 1894) Board of Supervisors [opened bids for building road around Big Lagoon, which is to connect the wagon road on the south side of the Lagoon with the Klamath Wagon Road on the north side....more]

WW (14 July 1894) From Orick--....Last Monday Harry Griffin made his appearance in this vicinity with a fine looking stage drawn by four horses. Harry is the boy who knows how to throw reins. The roads are in very good condition except a few miles along the Prairie Creek road. Dust is plentiful.

AU (28 July 1894) Trinidad Letter--The stage line from here to Crescent City has been in full operation since the 1st of July.

BLA (18 Aug. 1894) The last mile of the Klamath wagon road south of the river was to be completed today, says the Del Norte Record. The entire road will be finished with the exception of a few miles through Elk Valley, but, in the meantime, the beach can be used as it has been for the past forty years. The road in the interior should be completed as soon as possible to avoid the danger of traveling along the edge of the surf during winter months.

BLA (29 Sept. 1894) On the Coast Wagon Road [microfilm too bad to read]

AU (20 Oct. 1894) Trinidad—The contractors on the new road around the Lagoon are pushing their work ahead with vigor...

WW (1 Dec. 1894) From the North—We left Crescent City this morning at 6 o'clock. After a four hours drive with one horse and two in the buggy, we arrived at Capt. DeMartin's prosperous home....The road is good, above the average for November. At REqua we were ferried at once, no lost time, but a second boat is needed for the slough. When the tide is in, travel must wait. Supervisor Miller is in favor of renewing the bridge across the slough. Eight hours drive from Crescent City found us comfortably engaged sampling the yellow legged chicken not spoken of in the Bible as being proper food for men of the cloth. Many are the improvements going on here....From Mr. Harris' place, a four hours drive brought us up at Harry Barnes handy stopping place at Big Lagoon....

One of the best road improvements that ever came under my notice is on the Prairie Creek section over Lost Man Creek and vicinity. It is a great piece of work and costs the county almost nothing. I judged the work at \$1500 but \$600 covers it....B.A. Frost, Harris Ranch, Prairie, Creek, Nov. 22.

BLA (5 Jan. 1895) Requa--....The roads between here and Crescent City are in a bad condition, while between here and Trinidad, they are much worse....The ferry is now carried on by Messrs. Claud Nichols and Julius Smith.

BLA (12 Jan. 1895) Requa--....[travelers had hard time on stage from Trinidad] roads are in frightful condition. The road around the lagoon has all slid in and will cost half as much to repair it as it did to build it. What a waste of the county's money in building such a road where it is almost an impossibility to make a road stand....

BLA (26 Jan. 1895) What Our Supervisors Did--Robert Swan was ordered [to be] paid \$236.50 for graveling the Prairie and Lost Man creeks section of the Klamath road.

AU (27 July 1895) Trinidad—The travel on the new road north of here is increasing every day. The number of private teams that pass over it is simply astonishing, and a feature not quite so pleasing to Trinidad is that not one in ten teams stop here.

BLA (17 Aug. 1895) Requa--....Travel along the coast is getting pretty good now. Lots of vehicles pass through here bound for Crescent City and southern Oregon every week....

WW (9 March 1895) Letter from Redwood--....I understand there were three feet of water over the new road around Big Lagoon....Traveler, Prairie Creek, March 4th,

WW (11 May 1895 (From Redwoods—The storms the last few days have caused the river to rise, making a ford impossible. Instead of squandering money building a road around Big Lagoon, a bridge across Redwood creek would have benefitted the people of this vicinity more. The road around the Lagoon is in terrible condition at present. It is a rare thing for anyone to cross there without having some kind of a break down in the mud.

AU (21 Sept. 1895) Big Lagoon—There has been a great deal of travel on the Klamath road this year and almost every day sees from one to five “prairie schooners” sailing past the lagoon.

AU (25 July 1896) Travel along the coast has been more general between here and Crescent City this summer than ever before....[traveler from Washington] says the road was lined with people coming and going.

AU (26 Sept. 1896) Big Lagoon—Mr. Swan of Redwood has begun his contract to gravel the road from the estate of William Goodman.

AU (17 Oct. 1896) Big Lagoon—Mr. Swan of Redwood is graveling the road from the ranch of William Goodman eastward.

AU (8 Jan. 1925) Many Expected to Tour Redwood Highway—Supporting the “See America First” movement, as fostered by hotel associations, tour companies and railroad lines, throughout the United States, the West Coast Transit Co., Inc. have [sic] compiled and are now distributing an introductory eight-page folder, “Redwood Highway Tours.” This folder is descriptive of the timbered “wonderland” of California Northwest, bordering and contiguous to the Redwood Highway between San Francisco, Eureka, Crescent City and Grants Pass with connections to Portland. [more]

AU (3 March 1927) Highway Work to Start Soon [telegram from Ralph Bull to Times]

The California Highway Commission today voted authorization to the highway engineer to prepare plans and specifications and to advertise for bids for the construction of the state highway from Orick to the northerly boundary of Humboldt county, a distance of 14.9 miles. It is proposed to advertise first for a contract for clearing the right of way to be followed by a contract for construction of the road....

The portion reaching from Orick to boundary line together with about 13 miles in three sections in Del Norte county are portion of the bond act roads upon which no construction work at all has been done....

AU (17 March 1927) Bids will be received for clearing the right of way on the realignment of a section of the highway between Orick and the Del Norte county line, a distance of 15 miles....About 1200 trees will be removed and approximately 31 acres of heavy timber and 19 acres of open country will be cleared, making available a new road, which will shorten the present distance from Orick to the county line and eliminate a number of sharp curves.

AU (7 April 1927) Highway Clearing Starts at Orick—No time is being lost in starting work on the 15 mile section of state highway from Orick to the Del Norte line....The contract for clearing was let to Englehart Paving and Construction Company on a bid of \$54,000. The clearing will involve the falling and removal of a considerable number of large redwood trees, as the road passes through a large tract of virgin timber in the Prairie Creek district, according to the plans....the big trees will not be cut up but will be allowed to lay as they fall or are dragged out of the right of way. Two camps have already been established for the work and several crews of expert choppers and sawyers are now on the job and the work will go rapidly forward.

AU (26 May 1927) [Orick Highways bids awarded to W.H. Hauser of Oakland who will sublet one half of contract to Thomas Englehart of Eureka; to be completed in 175 days.]

AU (2 June 1927) Road Equipment Is Being Shipped—The equipment with which to construct the Redwood Highway from Orick to Del Norte is being shipped from Oakland by the H.B. Hauser Co., and the Englehart Construction Co. started shipping their equipment last week....

Under the arrangement, H.B. Hauser Company's contract extends from Orick to station 398 or about a mile north of Boyes ranch at Prairie Creek. This division is called Section A, and the approximate price for construction is \$200,000. The Englehart Co. will have Station B which extends from Station 398 to Del Norte line.

AU (4 Aug. 1927) Contract Let for Bridge over Redwoods—The contract for building a new steel bridge over Redwood creek at Orick was let at Sacramento the latter part of last week to the Mercer-Fraser Co. of Eureka, who were announced some time ago as the lowest bidders, the price being \$92,000. According to specifications the bridge will have a total length of 632 feet, counting approaches. Starting on the north side of the creek, the first approach consists of six, 32-foot spans, resting on heavy concrete piles, followed by a 60-foot concrete span. This connects with a 220-foot steel span, well above the high water mark, the approach on the south ending with five, 32-foot spans also resting on concrete piers.

The main steel span, 220 feet long, will rest on three massive concrete piers, each 40 feet high, 12-feet wide at the base, and 35 feet long, running down to bedrock 17 feet below low water mark

The south approach to the bridge will be located immediately adjoining the approach to the present aged wooden structure, but will cross the stream in a diagonal direction swinging to the east and coming out on the north shore at a point about 100 feet above the old wooden structure, connecting with the new state highway which is at the present time graded to that point.

The contract calls for completion in 300 working days and all that the company expects to accomplish before winter will be to build the approaches resting on the concrete piling, and the three large concrete piers in the center. Mr. H.R. Graham of the Mercer-Fraser Co. visited the

bridge site on Sunday and reports that preliminary work will be under way this week. Mr. McBride has constructed a kitchen and dining room on the flat west of the north approach to the bridge and will board the Mercer-Fraser construction crew which will consist of about forty men.

AU (3 Nov. 1927) The California Highway Commission has decided to build the remaining three and a half miles between the southern end of Del Norte and Richardson creek connecting with the Douglas Memorial Bridge....this will close last gap between Eureka and the Klamath river.

AU (10 Nov. 1927) Bids opened Oct. 24 for two reinforced concrete girders on bridges on Prairie and Lost Man creeks have been rejected.

AU (24 Nov. 1927) Will Complete Another Gap....J.E. Johnson of Stockton is low bidder on building three and a half mile section of Redwood Highway from the Humboldt boundary line to Richardson creek in Del Norte county.

AU (1 March 1928) History of Our Highways; Former State Engineer Morton Prepares Interesting Data....The California State Highway system, as it exist today, was created by direct votes of the people, and by various legislative enactments. It now embraces 6589.9 miles of road or between 9 and 10 percent of the total mileage of public roads in California.

Inception of the state highway system was in 1910 with the ratification of an \$18,000,000 bond issue, planned to include 3,049 miles of road, the nucleus of the present system. The second bond issue of \$15,000,000 followed in 1916, and a third bond issue of \$40,000,000 was voted in 1919, each adding new roads to the system. [more]

AU (30 Aug. 1928) Charles H. Whitmore, district highway engineer stationed at Eureka, announced Thursday that the H.W. Hauser contract of construction of seven miles of new highway from a point one mile south of Orick to six miles north, had been completed and recommended for acceptance to the State Highway Commission.

The local highway offices also reported that the Thomas Englehart contract just north of that completed by Hauser was nearing completion and all of it has received the first coat of gravel.

Work is also reported progressing very satisfactorily on the J.E. Johnson contract between the northern boundary line of Humboldt and Richardson Creek. Johnson is also making good progress on his second contract between the Klamath River and Wilson Creek. Graveling has been started on the Humboldt-Richardson Creek section.

AU (28 March 1929) Redwood Highway to be Completed this Year....

AU (22 Aug. 1929) Klamath Highway from Orick—The Klamath River highway extending from Orick to Yreka through the canyon of the Klamath river is one of the finest roads in the state from the viewpoint of country transverse, reports the touring department of the national Automobile Club....

In leaving Orick, the first one and one-half miles consists of wide, graded gravel. At this point the road turns east and starts its climb over the Coast Range. The first two and a half miles after turning east requires second gear work, a few of the pitches running as high as 20%. This

section of the route leads through a magnificent stand of giant redwoods. The road is a little narrow, but consists of a good graded gravel roadbed.

After ascending this grade, the road winds up and down along the crest of the range through heavily wooded country to Martins Ferry, at which point the Klamath river is crossed on a high bridge. From Martins Ferry to the junction of the Klamath and Pacific highways a short distance north of Yreka, the road follows the scenic canyon....

AU (13 March 1930) Contract has been let by the California highway commission for a 20-foot by 2 inch bituminous macadam pavement for the Redwood highway from a point one mile south of Orick to the northerly Humboldt line....

BLA (14 June 1930) Orick, June 11—Paving of the highway from about a mile south of Orick to the Del Norte county line is progressing rapidly. The first section is nearly completed. About twenty men are staying at the Redwood Creek Auto Camp.

BLA (23 Sept. 1933) Bids Opened for Del Norte Road Work—Youdall Construction Co. and Charles Harlowe, Jr. of San Francisco were low bidders at \$68,799 for nine and half miles , the project involves grading and surfacing. Work will begin at a point known as Last chance Slide, three miles north of the old De Martin ranch at Wilson Creek. Leaving the present highway at that point, the line of construction will follow approximately along the route of the original county road for five miles through the higher heavily timbered section to a point on Cushion creek about three quarters of a mile above present highway. Leaving the old county road at that point, the new route will follow down the slope to Flannigan's campground about one and a half mile south of Crescent City where connection is again made with present highway.

BLA (13 Oct. 1934) The section of new Redwood highway, nine and a half miles in length near Crescent City, will be thrown open to the public early in November.

Starting about a mile south of Crescent City, the new stretch will eliminate a section of extremely crooked road along the ocean bluffs, including some places subject to slides. The new road follows a straight course with a modern grade....

AU (18 Feb. 1949) Bids Called for Orick Highway—for 2.8 miles of improvements on U.S. 101 from 7.6 miles north of Orick to 10.4 miles north....

AU (11 Aug. 1950) Lagoon Freeway Now Being Paved, Orick—The Piombo Construction Co. of San Francisco has completed their contract for construction of the new Freshwater Lagoon freeway, commenced last year in the spring, a distance of 3.8 miles.

Residents of this area have watched with interest this remarkable feat of engineering and construction across the Freshwater Lagoon sand spit, which many years ago was impossible because of the lack of modern day heavy equipment used to move the tons of earth, rock and gravel.

The surfacing of the highway is now being done by the Mercer Fraser Co., who have the contract also for the construction of a reinforced concrete slab bridge across Redwood Creek overflow at the southern end of the community at the junction of the old and new highways.

[more]

BLA (21 Aug. 1952) Orick—Foreman Elmer Hufford and his crew are busy changing a portion of the county road to the Gold Bluffs. Instead of going between the ranch buildings of the Davison Dairy farm as of now and for many years, this new part will be at the bottom of the hill between the new mill and the large hay barn, across some low damp pasture land to the present bridge. The new part will need a rock fill and some fencing, the work may take a month to finish. [“new mill” refers to ARCo’s Mill B]

Logging and Mills

WW (14 Oct. 1893) Orick—Robert Swan is cutting lumber with his mill, and soon we will see houses take the place of cabins.

BLA (25 June 1898) Robert Swan's Creamery--According to the Orick correspondent of the *Times*, Robert Swan's creamery now handles about three tons of milk per day. Part of it comes from the settlers of Stone Lagoon, Redwood and Prairie creek. Frank Perry is butter maker, and a good one, too. The butter from this creamery has no superior in this county in any particular. The sweet grasses of these localities give a delicious flavor. A 30-horse power engine runs the machinery of this creamery. The industry is a blessing to the people here and should stimulate them to putting the brush lands all into grass. To lessen the heavy expenses of running his business, Mr. Swan has begun to saw the lumber and make his own butter boxes. The boxes he makes are just as good as need be, and the saving in expense is a large item. Mr. Swan's mill serves a very useful purpose in this sequestered part of the world; it is the only one between Trinidad and Crescent City.

AU (4 Feb. 1899) Orick Notes--Robt. Swan has closed his creamery down for a month or so and intends starting up his saw mill.

AU (2 Feb. 1901) Orick--....Swan's saw mill started on Tuesday and is cutting about 2000 feet of lumber per day. The logs are hauled in on a heavy horse truck, built for that purpose. The lumber sells at \$10 per thousand and will find a ready market. This is much cheaper than it can be bought in the market about Arcata and hauled up the coast.

AU (30 March 1901) Orick Heard From--Frank Hufford, an all-around teamster, left here on Saturday last with a six-horse team to bring up a load of supplies for R.R. Babcock and Jonathan Lyons of the Bald Hills. Frank hauled all the logs for Swan's saw mill this summer on a truck with six horses....The largest he hauled to the mill was 6 feet in diameter and 12 feet in length....Mr. Swan did not quite get through sawing up what timber he had on hand on account of his Sawyer, Mr. Barwise, and his engineer, Tom Brown, taking sick with the grippe.

AU (4 May 1901) Orick Visited, Items Gathered On A Recent Trip To That Thriving Locality--Humboldt County is fast earning a reputation of being one of the leading dairy counties in the State, and Eel River Valley and Arcata Bottom are recognized as its garden spots in this regard. Another place is rapidly coming to the front as a dairying district, however, which will make its influence felt before a great while. This is the rich district known as Orick, taking in the bottom land on either side of Redwood creek for several miles from its mouth and up its principal

tributary, Prairie creek, for a considerable distance. This land, which is for the most part of a rich sandy loam, is admirably adapted to the raising of green feed and its proximity to the coast gives it plenty of moisture. There are several thousand acres of rich bottom land, only a few hundred acres of which is cleared. It is for the most part covered with alder and the nature of the ground makes it easy to clear, there being not many large trees to impede the work....The busiest place in the whole valley, of course, was Swan's which in the light of recent changes and developments would be better known as Lattins. After many years of toil, that hardy old pioneer Robt. Swan has turned over the management of this large property to his two nephews, Harvey and Thomas Lattin. Mr. Swan, however, has not taken a "back seat" by any means and is at the present time busily engaged in providing for the erection of two large barns on his property, besides the direction of several other extensive improvements. Bids are being advertised for in the *Union* at the present time. The lumber has all been sawed for some time in Mr. Swan's own saw mill and will be furnished to the contractor. This saw mill, which is quite a substantial affair, was operated by the engine which now runs the creamery. A large engine will probably be put in the saw mill later on, as undoubtedly there will be a heavy demand for lumber for building barns, etc., as the valley settles up.

Bids Wanted: Sealed bids will be received at Orick, Cal. up to May 1st for the building of two barns. Work must be finished by July 15th. All materials furnished. Plans and specifications may be seen at Chas. Daniels store, Arcata. I also reserve the right to reject any and all bids.
Orick, Robt. Swan.

AU (14 Dec. 1904) Robert Swan has his saw mill in operation. It is called the "Red Sweater."

AU (8 Sept. 1906) Orick—R. Swan has been sawing lumber and shakes during the past week at his Orick mill....

AU (27 Jan. 1912) Frank Hufford has received a letter from Robt. Swan, dated at San Diego, in which the gentleman gave orders to get his mill at Orick in readiness to be operated. One hundred thousand feet of lumber will be sawed for a new hotel, public hall and school house, as Landlord Kirkpatrick wants to be ready for business before the railroad reaches that spot.

AU (17 Sept. 1914) Random Notes--At Frank Hufford's farm at Orick is found a combination of industries, sawmill and dairy. The mill is 101 feet long and 24 feet wide with edger and planner and a cutting capacity of five thousand feet per day. The new barn is 31x26 feet with 20 foot post room overhead for 30 tons of hay. An order for 2500 feet of lumber for Antone Lyons has just been put in. Mr. Lyons will remodel his home soon. An order is also filed for Joe Bonomini on the Swan ranch. Mr. Bonomini has recently put in a new separator and boiler.

AU (13 July 1916)... .While rambling on lower Redwood creek, we looked up Frank Hufford, who has a well equipped saw-mill on his place, and also sends the milk from 15 cows out by truck.

AU (23 May 1918) Orick Offerings--Spruce Timber For Aeroplanes--Mr. Timmons is engaged in getting out spruce lumber for the Government. He is using the Hufford mill to saw this timber. He has purchased from Chas. Melvin the spruce on his place which is on top of the hill.

A chute down the hill is to be built as a means of getting the logs to the mill. All the available men are being secured to work in the mill and in the woods, too.

BLA (21 Sept. 1918) Frank Hufford, who operates the saw mill at Orick, has the contract to saw 15,000 feet of lumber for the new Orick Hotel, store, and barn adjoining.

AU (23 July 1925) Mr. and Mrs. Frank Hufford and son of Orick visited in Arcata on Thursday of last week....The gentleman states that he has started up his saw mill and is now engaged in cutting 50,000 feet of lumber to be used by Joseph Webster of Orick. Mr. Hufford will cut more lumber to be used by other residents of Orick this summer.

BLA (17 May 1930) Interesting Crescent City Trip Reported....Frank Hufford of Orick expects to open his saw mill in the near future to cut lumber for his own use and to supply local needs. This mill has been idle for over two years. During the high water two years ago last November, Mr. Hufford had the misfortune to lose a large number of logs and the runway from the creek to the mill. This was a serious loss and the local demand for lumber has not as yet warranted starting operations again.

BLA (26 Dec. 1936) To Erect Sawmill Near Orick—Plans for the immediate establishment of new lumbering operations in the vicinity of Orick have been disclosed with the purchase of 200 acres of fine redwood timber from D.C. McDonald. The buyers and owners of the new project are Joe Angel, M.V. Case and N.A. Chittenden, all of whom had wide experience in the lumbering industry.

According to the present tentative plans, the project will provide work for a crew of approximately 10 loggers and saw mill men.]

Active construction of the mill proper will begin at once, it is reported, and the plant will probably swing into full operation early in the spring, when logging will be commenced on the holdings. The amount involved in the cost of the establishment has not been announced.

BLA (7 Aug. 1937) Orick Brevities—The saw mill, just completed, is running and in a few days will be going full capacity.

BLA (7 Aug. 1937) Two lumber mills, one at Orick and the other on Safford's Island at the mouth of the Klamath River near Requa, are planned for the immediate future. The Orick mill, designed to handle 25,000 feet of lumber daily, is being built by James B. Angell, M.V. Chase and Mr. Chittenden. [more]

BLA (7 Aug. 1937) Orick, Aug. 2—The saw mill just completed is running and in a few days will be going full capacity.

BLA (4 Sept. 1937) Orick Mill Company Incorporated—Incorporation papers of the Angel and Carson Lumber Co. planning to operate sawmills and engage in logging operations in Humboldt county were offered for filing at the Secretary of State's Office at Sacramento. Directors are Patra Sater, Eureka and James D. Angel, Daphne D. Angel, Nicholas Carson and Catherine Carson, all of Orick. The mill started operations at Orick several weeks ago.

BLA (8 Oct. 1938) Orick—The Redwood Creek mill is closed for a few days.

BLA (18 Feb. 1939) Orick—The Redwood Creek lumber mill started recently after being closed since Nov. Lewis Hunter is in charge of the woods this year. They have a full crew of men.

BLA (30 Sept. 1939) The Redwood Creek Lumber Co. mill at Orick valued at near \$30,000 and 130,000 feet of milled lumber was completely destroyed by fire of unknown origin early Tuesday morning. There was no insurance. The mill was owned by Miles Case and Newton Chittenden.

Efforts of employees who lived nearby were unavailing, although they poured water on the blazing structure with hastily formed brigades, using garden hose and buckets.

Chittenden could give no explanation for the fire. He had remained at the mill working until nearly midnight, and when he left for his home, everything seemed in order and there was no sign of fire.

Until plans are made for the disposal or reconstruction of the mill, which cut 25,000 feet of lumber daily and kept 30 men on the payroll, the employees are without jobs. HT (27 Sept. 1939)

BLA (6 April 1940) Orick, April 1—The new shingle mill on Streelo [Strehlow] creek near Gold Bluff began sawing shingles this week. The mill is operated by the Hughes Brothers of Klamath.

BLA (27 Jan. 1945) Frank Douglas and Isaac McCovey of Johnsons are new arrivals at Redwood Creek Lodge. They are employed by Arrow Mills Co.

BLA (24 March 1945) Orick, March 22—Bud Ryerson, foreman for Arrow Mills Co. here.

BLA (25 May 1946) Orick, May 23--Elmer Hufford and Peter Beaver woodsmen employed by Arrow Mills Co.

BLA (15 June 1946) Orick—Orick is facing an era of prosperity and expansion never before enjoyed. The California Barrel Factory has leased the land between the highway and the river from Mrs. Lita Webster and have started leveling and grading the tract laying out driveways, etc., preparatory to starting construction of 25 new cottages to be occupied by their employees, who are employed in their woods operations in this area.

BLA (26 April 1947) Orick—Leslie Hufford was hurt while at work for the Arcata Redwood Co. near Valley Green...at Trinity hospital with back injury...

AU (2 May 1947) Four major wood products plants are now located in the Orick Valley. Geneva Lumber Co., which is scheduled to start operations in May with approximately 100 men on the payroll; Sacramento [Lumberman's] Building Supply which has a 60-man lumber mill on Bald Hills; H.H. Harding Lumber Co., and the O. Taggart Sunset Shingle Mill.

BLA (12 June 1947) Orick—Elmer Hufford employed by Geneva Lumber Co.

HT (22 June 1947) Log and Saw. 2) photo Ruby Harroun, Geneva Lumber Co., Orick

BLA (5 July 1947) Orick—Woodsmen for Arrow Mills Co.

HT (9 Nov. 1947) Log and Saw. Photo: World's Largest Burl Found Near Big Lagoon on Hammond Land, 122,000 pounds. Father, Son Specialty Is Redwood Burl—Earl Robnett and L.W. Robnett engaged in finding and shipping burls mostly to foreign markets. Burl is nothing new to people of the area. Novelty men have made capital of the beauty and intricate design of burl in producing bowls, trays, and the like [long article]

AU (25 Dec. 1947) Early History and Growth of Orick Related...The first mill was built and operated by Case and Chittenden. H. Harding is the present owner. Since then we have had several smaller mills and two large mills in operation. The Geneva mill is an all steel mill, one of the few ever built. The Lumberman's Supply Company is located on the Bald Hills. Companies logging here are the California Barrel Company, the Arcata Redwood Company, The Arrow Mills and Puckett Company...

AU (14 May 1948) Orick—Chester McIndoe was injured while at work in the woods near the Valley Green for the Arcata Redwood Co....

AU (28 May 1948) Orick—In recent months “Grant” and “Bucks” Taggart and Jerry Mays purchased new GMC trucks, and are hauling logs for the Arcata Redwood Company. Albert Zuber also purchased a new MACK truck and is logging at Klamath...

HT (29 Aug. 1948) Log and Saw—Summer Construction Brisk in Eureka-Arcata Area....The area's newest lumber mill, the Big Tree Timber Co., located on a 20-acre tract of land just north of A.K. Wilson Lumber Co. on the Samoa peninsula at Fairhaven, is coming along well....When complete the plant will cut approximately 160,000 feet of lumber per eight-hour shift, and will employ about 60 men....The Big Tree Timber Co. owns a timber stand near Orick of an estimated 318,000,000 feet of timber. Plans are to contract for logging and truck the timber to the Samoa mill.

HT (19 Sept. 1948) Log and Saw—Many Pacific Northwestern Firms Move In, by Dic Ryan—When Simpson Logging Company of Shelton, Washington purchased Coast Redwood Co. at Klamath last week, it was the latest move of Oregon and Washington lumber concerns into Northern California.

Humboldt Plywood division of M&M Woodworking Co. of Portland, Eureka Lumber and Crossarm, Big Tree Timber Co., Mutual Plywood and now Simpson have all moved into this area within the past year.

And the influx is by no means over. As one of the men who has come down here from the Northwest said last week. "The Pacific Northwest is becoming logged out. That lumber industry must move to new timber lands or perish."

With these firms will come experts in forestry practices and in utilization of timber products, Simpson, for instance, plans to move some of its experts into the Klamath area as soon as possible.

In the north coast counties of California, lies one of the last major blocks of virgin timber in the United States. Only the southern pine region can produce wood as rapidly as this region. Under good forest management, the Northern California counties are capable of maintaining a high level of production of wood and wood products for all time.

AU (24 Sept. 1948) Orick—Among the logging truck drivers of the Arcata Redwood Company from here who took part in the parade of the Cavalcade of the Pioneers, driving trucks loaded with huge redwood logs were Grant Taggart, Art Taylor, Bunks Taggart and Paul Paterson....Paul Paterson and William Antonioli has purchased trucks. The trucks will be used for hauling redwood logs from here for the Arcata Redwood Company.

AU (26 Nov. 1948) Orick—The Orick Inn has been sold by Mac Lucas to the Big Tree Lumber Co. of Washington and is to be used for their headquarters and to house their employees.

AU (25 Feb. 1949) Orick News—Larry Damm of Klamath was critically injured in the woods operations of the Arcata Redwood Company last week.

AU (11 March 1949) Orick—Lowell Crutcher injured in Arcata Barrel Company woods operation....The employees of the Arcata Redwood logging operations recently had a dance at the Grange Hall....Mrs. Laurence Moseley headed the affair.

HT (13 March 1949) Log and Saw—Photo: New Lumber Mill Nears Completion; Big Tree Timber at Fairhaven. Operations to Begin Soon at Big Tree—Big Tree last summer bought 318,000,000 feet of timber north of Orick, consisting of 20% fir and 80% redwood. They plan to log the redwood and process it.

Since the company began building operations here, 16 or 17 families have moved to the Eureka-Arcata area from Oregon and Washington. The company is owned by small stockholders, many of them employees.

Logging has been carried on since October and will continue, Paige [W.B. Paige, acting manager] said. Timber cut since October has largely been sold on the open market....Paige expects the mill to be operational within four months....

AU (25 Nov. 1949) Couple to Tour Country in Big Redwood Log, Orick—Mr. and Mrs. Carl Miller were recently feted at a farewell party held at the grange hall and attended by their many friends. The Millers are leaving to go on a tour with a giant redwood log. The log was found in the woods of the Arcata Redwood Company operations by Carl Miller, who is a scaler for the company. The log measures nine feet four inches high and is 32 feet in length.

The project of hollowing and furnishing the giant log was done by A.F. Schmock of Eureka and was started in March. The log is composed of two rooms, a front lobby, and a much larger backroom for displays of the many redwood products and logging operations.

The tour is to lead south to Sacramento, then through cities to Los Angeles, then toward the central states. They plan to display to the general public and to contact schools and other interested groups for lectures on the redwood topic.

AU (16 Dec. 1949) Fire Destroys Lumber Mill at Bald Hills, Orick—Fire of an undetermined origin completely destroyed the large Lumberman's Supply Mill in Bald Hills, owned by the Tall Tree Lumber Co. of Lebanon, Oregon. The mill was the second largest in this area and was purchased by the present owners only a few weeks ago.

HT (18 Dec. 1949) Log and Saw—Burned Mill To Resume Work At Orick Monday—The Tall Tree Lumber Co. near Orick is expected to resume operations tomorrow after its mill was completely destroyed by fire last Saturday. New portable mills have been brought in from Portland to get the operation going as quickly as possible, according to Jack and George MacDonald, owners of the firm....

HT (5 March 1950) Log and Saw—Photo: The 32-foot section of redwood tree, dating from 116 B.C., is starting on an extensive motor tour of the country to acquaint the public with the immensity of the giant Redwoods, according to Art Schmonk of Eureka, who with Carl Miller is taking the log on its journey. They are on their way to the southern part of the state and will then turn eastward. Schmonk and a helper worked five months hollowing out the center of the log to make two rooms.

HT (7 May 1950) Burl Gathering Provides a Full-Fledged Business for Ed Howell of Orick As He Ships Chosen Redwood Selections. By Savina Antonioli. Orick, one photo

BLA (25 Jan. 1951) Orick—Lawrence Graham has sold a part of his land to a lumbering company who plan to build a large mill here. The site lies between the new highway and the surf-fishing beach.

AU (30 March 1951) New Redwood Mill Slated at Orick--A twenty-acre mill site was purchased by the Yuba City Lumber Company of Marysville for the construction of a redwood sawmill. The property was purchased from Lawrence Graham and is located near the mouth of Redwood creek, along the new section of Highway 101.

It is reported that the mill, when in full operation, will cut approximately 80,000 feet per day and employ between 70 and 90 men. The mill will be one of the largest in this area, other large mills here being the Geneva and Orick Lumber Company.

AU (30 March 1951) New Redwood Mill Slated at Orick—A twenty-acre mill site was purchased by the Yuba City Lumber Co. of Marysville for the construction of a redwood sawmill. The property was purchased from Lawrence Graham and is located near the mouth of Redwood Creek along the new section of Highway 101. [80,000 feet/day; employ 70-90 men; other large mills in area are Geneva and Orick Lumber Co.]

HT (1 April 1951) Log and Saw—New Mill To Be Built Near Orick, Orick—Construction of a mill along the new section of Highway 101 south of Orick, near Redwood Creek mouth, is expected to begin in the near future, it was announced here this week.

The Yuba City Lumber Company has purchased 20 acres of land from Lawrence Graham for the mill site. According to reports, the mill will cut approximately 80,000 feet of redwood per day and employ between 70 and 90 men. Company officials have been investigating the possibility of a mill in this area for the past few months.

HT (8 April 1951) Yuba Lumber Firm Leases Orick Sawmill, Orick—Yuba City Lumber Company [illegible] to purchasing a 20-acre mill site from Lawrence Graham along the beach near the mouth of Redwood Creek, has leased the Orick Lumber Co. redwood sawmill, owned and operated by H.H. Harding, Eureka. This mill will be operated while the company constructs own mill on the beach area.

The Orick Lumber Co. is the oldest mill in operation in this area, cutting 50,000 feet a day. It was constructed in 1939 after the Case and Chittenden mill burned down following two years operation. The Yuba outfit plans to cut both redwood and fir, obtaining timber from the Wolf Creek area near Gold Bluffs.

AU (20 April 1951) Negotiations are underway for the purchase of an 86 acre mill site for the construction of a new plywood mill here by the West Pacific Lumber Co. of Portland. The acreage, located on the south end of town along the new stretch of highway and includes the hill site, is being purchased from Raymond Graham of Arcata, who for years operated a dairy farm here. The property formerly belonged to the late John Graham, early day farmer and father of the present owner. [this is second purchase in recent weeks; reports are for two more for lumber]

AU (4 May 1951) Humboldt Plywood Buys Orick Pond Site—Construction of a 40-acre concentration pond for the storage of logs at Orick started this week, it was announced last night by A.L. Lung, vice-president and general manager of the Humboldt Plywood Corp. of Arcata.

At the same time, Lung said the firm had purchased 58 million board feet of fir timber in the Orick area from the Sam Wilson estate [pond to hold 19-12 million feet; The property was purchased from Dr. V.L. Hunt of Arcata. It is located east of Orick; 55 acres involved in the sale.]

BLA (10 May 1951) Orick—Mercer-Fraser Company has the contract for the construction of a huge log pond for the Humboldt Plywood Corp. of Arcata . Excavation started last week. The pond is to hold 10 to 12 million feet of logs for use during winter months. The property was purchased from Dr. V.L. Hunt and the pond is between the ranch buildings and the wooded hills in back.

AU (29 June 1951) A housing site has been purchased by the Holmes-Eureka Lumber Co. from J.G. Blankenship, according to Orick Chamber of Commerce officials, who have been assisting on the negotiations for some time.

The transaction involves approximately eight acre of the Blankenship dairy ranch property, located near the Orick Theatre. It is reported also that the Yuba City Lumber co., who have leased the Harding Orick Lumber Co. mill, plan to construct homes on the hillside of the property, with excavations and clearing of the area to begin soon. The Holmes-Eureka Lumber

co. is interested in building houses here due to their large timber holdings which will require about 15 years to log.

AU (29 June 1951) 40-acre mill pond for Humboldt Plywood Co. on Dr. Vernon Hunt's property; pumping water from Redwood Creek and from underground to fill pond.

HT (13 Jan. 1952) Directory of Humboldt County Lumber Mills, 248, produced 8,250,000 feet in 1951. Orick

1. Cal-Pacific Redwood Co., Frank Perdola, sawmill established 1951; employs 25; 35,000 output.
2. Geneva Lumber co., L.W. Calvert, general superintendent, sawmill, established 1946, employs 85; 80,000 output.
3. Charles Gettings mill at Bald Hills, established 1949; 5 employees; 12,000 output.
4. Lumberman's Supply R. Duncan, 36 employees, 40,000
5. Oakes Mill Ralph Oakes. Bolt mill, established 1948; 1 employee; 3000 output
6. Orick Lumber Co., H.H. Harding, sawmill on Weitchpec road, 35 employees, 30,000 output
7. Taggart, Orval, shingles, 4 employees 25 square feet.

AU (25 Jan. 1952) 100,000 Foot Lumber Mill to be Built at Orick; Willamette Valley Firm to Locate—Construction of a new all-electric fir lumber mill at Orick will start immediately, it was announced this week by Norman C. Johnson, partner, through A.L. "Dewey" Lung, vice-president and general manager of the Humboldt Plywood Corporation. Humboldt Plywood is cooperating with the new plant by sharing part of its 20-acre log pond with the new mill.

The firm will be known as the J & W Lumber Company which is now operating a mill in Willamette Valley, Oregon. Headquarters is in Corvallis. Johnson's partner is Charles E. Wilson.

The Orick plant will be located at the south end of the Humboldt Plywood log pond. It will cut 100,000 feet of lumber per 8-hour shift on double circular saws. A planing mill will also be erected and will house two planers.

When the mill and planing unit are in operation, approximately 50 men will be employed. The plant will be a long log mill with facilities to cut up to 40-foot timbers.

All lumber produced for southern shipments will be loaded at the Humboldt Lumber Corp. dock near Korbel. Johnson will personally supervise management of the mill. He has purchased the Crow home on E Street in Eureka for his family.

BLA (17 July 1952) Orick—The Yuba City Lumber Co. have started to build their new mill near the surf-fishing beach on land they purchased from Lawrence Graham. They also bought the Harding mill, which was operating before the big boom and that mill is furnishing lumber for the new mill. Another mill to be on the John Graham property has started to bulldoze a log pond on the property.

BLA (20 Aug. 1953) Orick—The new mill on the beach, Cal-Pacific, started sawing lumber last week.

AU (4 Sept. 1953) Cal-Pacific Redwood Co. Mill Opens—Completing a building program that began 18 months ago, the Cal-Pacific Redwood Co. has begun sawing operations in its new sawmill located at the mouth of Redwood Creek in Orick.

Incorporated on April 13, 1951, the Cal-Pacific Redwood Company operated for two years at the Orick Lumber Co. sawmill, which it recently returned to H.H. Harding. The new sawmill features a nine foot Filer and Stowell band headrig, eight-inch Schumann edger, 24-foot overhead Salen air trimmer and 5 1/2 –foot Salem head resaw.

The building and machinery were designed by the general manager of the firm, Lawrence Turner. Turner also supervised the actual construction of the mill. Industrial Electric Service Co. of Arcata installed all electrical equipment and installations except for the electric feed works, which was built and installed by a Eureka firm.

When in full operation, this mill has a rated capacity of 70,000 board feet of redwood per eight-hour day. The firm employs 40 men exclusive of the woods operations which are by the Wolf Creek Logging Co.

The general and sales office is maintained in the Lumberman's Building in Arcata. Ted Deacy is sales and office manager, while president of the corporation is Frank A. Pendola, Jr. of the Yuba River Co. of Grass Valley....

BLA (26 Aug. 1954) Orick—Several housing projects are underway in and around Orick. Three new houses are nearly ready at Cal-Pacific mill. It is understood Arcata Redwood Co. is going to build new homes for their workers.

AU (20 March 1980) Cal-Pack Starts Cutback of local mill operations [4 mills at Weaverville, Hoopa, Blue Lake and Orick; operation at Orick mill will conclude Sept. 1 or sooner].

AU (8 July 1982) Orick News—The sudden announcement June 30 that Arcata Redwood Company Mill A and woods operations were closed until further notice was a blow to the employees....

Frank Apple said he can name eight or more mills that have been closed around Orick. And he sure did, he named 14. He came to Orick in 1947 looking for a logging job up Bald Hills where Duncan had a mill on top, past the Forestry Camp, where there was a school house where Mrs. McRivett taught. There was Arcata Redwood Mill B on Davison Road which closed after Arcata Redwood Company built Mill A (about 1957?). There was Harding's Mill up Redwood Creek where the National Park now has a parking area for walkers up Redwood Creek. There was Geneva Mill up the highway and J.W. Mill right here in Orick, which Romanini now pastures cattle on the old pond site.

There was a Startup Mill on old highway 101 where the highway turned on top to go toward the ocean. Cal Pacific Mill was on the beach where the National Park plans to build a visitor center.

Eddie O'Bara had a portable mill on the road to Gold Bluff beach. John Clovis had a mill on that road where he made beautiful redwood shakes—real shakes. There was a cant mill close to John Clovis' mill but Frank couldn't remember his name.

Ralph Oakes had a cant mill at the foot of Hilton Road. Evans' mill stood where the present Humboldt County garbage dump site is located. Harding leased Evans' Mill and it burned.

Spiers Mill was up Bald Hills and stood on Johnson Road where it forks off Bald Hills Road. Out of Klamath there used to be a mill two or three miles past Klamath Glen.

