Early Prune Dryer in Douglas County
CHAPTER II

HISTORIC OVERVIEW OF DOUGLAS COUNTY\(^1\)

Douglas County possess a rich cultural heritage. This is substantiated by a variety of publications recording its people, places and events. As part of their respective cultural resource management programs, the Umpqua National Forest and the Bureau of Land Management (Roseburg District) have retained the services of the Department of Anthropology, Oregon State University to prepare a report which reconstructs major prehistoric and historic events and sequences that pertain to lands under the jurisdiction of these agencies. Additional consideration was given to adjacent lands which may be affected by planning decisions undertaken by these agencies. In March, 1980, a Draft of this report was completed. This Draft is titled "CULTURAL RESOURCE OVERVIEW--UMPQUA NATIONAL FOREST AND BUREAU OF LAND MANAGEMENT - ROSEBURG DISTRICT." The following excerpts are taken from this report in order to gain a comprehensive overview regarding the cultural resources in the County.

Cultural Resources - A Summary

The Prehistorical Chronology for Western Oregon including Douglas County is:

- **Earliest human penetration and occupation**: 14,000 - 7000 BC
- **Upland hunting adaptations - early phases**: 6000 - 2000 BC
- **Lower riverine adaptations**: 3000 - 1500 BC
- **Upland hunting adaptations - later phases**: 2500 BC - AD 1600
- **Coastal adaptations**: 2500 BC - AD 1600
- **Athabaskan intrusions**: 1500 - 1000 BC
- **Ethnographic present**: AD 500 - 1800

**14,000 - 7000 BC.** This phase involved movements of peoples from the eastern regions, probably the southern Plateau or northern Great Basin, through the Cascade Mountains and into the Umpqua Basin. This movement is poorly documented in the County--dates of 14,000 BC to 12,000 BC are only speculative and based upon comparisons.

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These early cultures spread across North America as a function of their specialized big game hunting practices. Two early cultures included Clovis (10,000 BC) and the Folsom (9000 BC). These cultures are partially identified by their distinctive diagnostic lanceolate (blade like) points. Two of these points have been found in the Umpqua Basin. One is an alleged "Folsom point" found by a farmer near Roseburg and the other is a similar base of a point found near Steamboat.

6000 - 2000 BC. This early adaptation probably took the form of an upland hunting culture, which involved the development of new stone technologies. Access to the area probably came by way of the river valleys, and major ridge lines. Three possible early phases of the adaptation are thought to have existed. Those are: 1) an early phase; 2) a transitional phase; and 3) an upland florescent phase. Davis (1974) identified the latter two phases in the contiguous Rogue River basin. Brauner (1980) recovered similar materials from all three phases in the Applegate area near Jacksonville.

3000 - 1500 BC. During this time frame, some hypothesize that aboriginal groups moved toward the estuaries and lower tidal-regulated rivers. Documentation is not available for the Umpqua drainage specifically, due to a lack of archaeological work along the main stem of the Umpqua River, especially from Roseburg to Scottsburg. Others postulate local population growth and increased exploitation of resources in both low and upland groups occurred at this time.

2500 BC - 1600 AD. Two separate cultural refinements took place in approximately 2500 BC. One was a late and more specialized phase of the upland hunting adaptation. The other was the coastal adaptation. The upland hunters began making contacts with other groups. Trade, raiding and other specialized migration were common cultural functions. Artifacts identified as relating to these cultures include mortars and pestles, unique micro points presumably intrusive from the Willamette Valley, triangular-stemmed point styles, as well as scraping and incised tool complexes emerging at 1000 BC or slightly earlier. Later technological developments include hopper mortars and barbed points, along with the continuance of earlier forms. Also, more permanent settlements were located in protected areas at higher elevations near permanent water supplies.

On a global basis, man is a relative newcomer to the sea. Archaeological work at Umpqua-Eden in Reedsport reveals a culture well adapted to coastal resources, which included the harvesting of large fish, sea mammals, and unique coastal vegetation, as early as 1010 BC.

1500 - 1000 BC. This period in time is referred to as the Athabaskan Intrusions. In this era, groups of Nadene speakers (Athabaskans) began to move south from the western interior of Canada. The ultimate destination of these peoples (known to us today a Apaches and Navajos) was Arizona.
and New Mexico. Their main travel route appears to have been through the Columbia River Plateau, then through the Grant Basin to the Southwest.

Small groups of these cultures are thought to have moved westward to the Cascades and down the major river valleys such as the Columbia, the Umpqua and the Rogue. Such movements explain the early presence of Athabaskan language enclaves in western Oregon.

The documentation of Athabaskan movements in archaeological records is difficult because these people have not been identified with any distinctive tool inventory.

**AD 500 - 1800.** This period of time is referred to as the Ethnographic Present. This period is applied to native cultures as they existed just prior to any white contact and subsequent influence. It is the "last truly native" period or circumstance or a particular people.

With the ethnographic present, we have the last period of traditional Native American culture before white contact. As a result of that contact, change of lifeways, settlement patterns and generalized extinction are dominant themes. Ethnographic information relating to the Umpqua area is for the most part unrecorded.

**Native Americans.** The origin of the term "Umpqua" has several explanations. It may have been derived from white men hearing the Indians use the expression "umpsaqua" meaning "across the river". Two other interpretations are "high or low water" or "thunder water," the latter term referring to the roar of falls on the upper reaches of the river. Still another explanation is that Umpqua was the name of an Indian chief who drove all other tribes from the valley and that his tribe was named the Umpquas in his honor.

The Umpqua Indians were actually of several different linguistic groups. Those known as Upper Umpquas were thought to be an Athabascan group. Their lands stretched east from the present town of Winchester along the north fork of the Umpqua River to Diamond Lake. Another band was located in the southern portion of the County. This band is often referred to as the "Cow Creeks" and were apparently of Athabascan or Takelma origin.¹ The southern-most bands of the Kalapuyas resided along Elk and Calapooya Creeks. They were collectively known as the "Yoncallas". The Kuitish or Lower Umpquas ranged from Scottsburg to the mouth of Umpqua River were related to other coastal bands up to Yaquina Bay.

¹See Appendix B for more concerning the Cow Creeks.
At the time the whites first settled in the region, Indian villages were reported at Camas Swale, Olalla, Camas Valley, Lookingglass, Kellogg, Winchester, Glenbrough, Yoncalla, Cow Creek, and Roseburg. Also, a mountain meadow, called "Illahee" located along the North Umpqua above Steamboat, was a favorite summer gathering place for the Umpquas and other groups, to include the Klickitat, Klamath, Kalapuya and Modac, who met there once a year to gather berries, trade, gamble, and race their horses.

The first contact between the Indians and foreigners occurred during the exploration of the northwest coast, which may have occurred in the early 1800's. Even before actual settlement by the whites, there presence affected Indian populations in the form of epidemic diseases. An epidemic of smallpox swept through the Pacific Northwest as early as 1782-83 and probably destroyed half the Indian population where this disease struck. Lewis and Clark noted the presence of venereal disease and by 1810 it was reported that this disease was widespread. An epidemic of "intermittent fever" or "ague" spread from 1830 to 1833. Fatalities among the Indian populations averaged about 75 percent, while in some cases entire villages were wiped out. The disease spread through the Willamette Valley (killing 6,000 to 7,000 Indians), the Umpqua River basin, over the Siskiyou Mountains and into the Sacramento Valley.

The Fur Trade. Euro-American intrusion in the Umpqua Valley began with the movement of furriers in the late 1700's and the early 1800's. At first, few furs were obtained by the white man because the Indians were not interested in trading. However, this changed under the white man's continual trading.

The main items used in the fur trade were beads, cloth, old clothes, arms, blankets and shells. In the early years of the fur trade it was possible to obtain $20,000 worth of furs for $2.00 worth of trinkets. Competition between rival British and American fur companies served to eventually inflate prices. As competition for fur increased, the Hudson's Bay Company began saturating an area with trappers until the resources were depleted, then they moved to another area. This tactic was effective as it kept competitors from exploiting the same niche.

The greed of the furriers was finally evident by the depletion of the fur-bearing animals. However, these furriers also contributed to the northwest areas by mapping an charting the region. By doing so, they in effect produced advertisements for settlement of the region by the whites. The fur trade brought about a general change among the aboriginal populations; Indians became dependent upon whites. Subsequently, American fur traders, scientific expeditions, and missionaries created circumstances whereby the aboriginal population would be impacted beyond hope for traditional cultural survival.
Relations between the furriers and the Indians were generally peaceful. After the establishment of Fort Umpqua by the Hudson's Bay Company, it was the policy of the company to avoid causing troubles among the Indians.

Major conflicts did not occur between the Indians and the white settlers until the 1850's. The whites coming into the Umpqua and Rogue River areas encroached on Indian hunting and fishing grounds while searching for gold. The superior attitude of the whites aggravated the Indians and resulted in a series of white-caused conflicts.

One result of the conflicts was a treaty negotiated with the Cow Creek in September, 1853. Another treaty with the Umpqua was signed in 1854 which included a reservation near Hubbard Creek.

Provisions of the 1854 treaty could not be followed because transportation difficulties made it impossible to furnish food, clothing or housing to the Indians. Finally, it was decided to move the Indians to Grande Ronde Reservation. Some, however, escaped and hid in remote areas of the county.

The move to Grande Ronde started on January 11, 1856, amid much sadness on the part of the Indians. The journey began with approximately 300 Indians and ended with about 200. Troops and bounty hunters, during the next ten years, rounded up some of the escapees and brought them to the reservation, a few at a time.

After reaching the reservation in Grande Ronde, the Indians were expected to adapt to a different way of life. They were taught to become farmers on marginal lands and to send their children to school. As a result, much of the Indian language, culture and tribal identity was lost. Some Indians adapted to this new way of life, while many more died of sickness due to poor health conditions, and a few escaped to return to the forests in the Umpqua.

Hawaiians. Several early ocean voyages exploring the northwest coast included Hawaiian sailors. The first Hawaiians were brought to the Columbia River in 1811.

Hawaiians were regarded as well suited to endure the isolation of small fur trading posts. The Hudson's Bay Company estimated that prior to 1849 Hawaiians constituted from one-quarter to one-third of the entire staff at its Umpqua post, and the use of these Hawaiians was essential to the company's operations.
Little is known about the personal lives of the Hawaiians. Very few of these people could speak English fluently. It appears that many Hawaiians returned home after they worked for the fur companies, while others married into various Indian tribes. Little is known about the later history of Hawaiians in the Pacific Northwest.

Chinese. Chinese immigration to North America began in the 1850's with the discovery of gold in California. These people were used as a part of the labor work force.

The discovery of gold in the Rogue River area brought the first Chinese to Oregon in about 1855. In the 1870 census, 76 Chinese males were distributed among the settlements of Cow Creek, Myrtle Creek, Canyonville and Roseburg. This number included 59 miners along with several cooks and servants. The migration of Chinese to Oregon in the late 1860's and early 1870's was stimulated by the completion of the first transcontinental railroad in 1869. Many laborers filtered northward to work in the Oregon and California Railroad which was under construction between Portland and Roseburg until its completion in 1872.

The Oregon Legislature was opposed to further Chinese immigration and in 1879 a governor was elected mainly on the platform of Chinese exclusion. The widely held opinion at that time was that Chinese labor cheapened the labor market and they were draining the state's wealth by sending back their savings to China. Confrontations between whites and Chinese grew. By 1880 there were 97 Chinese living in Douglas County.

The Chinese Exclusion Act of 1882 finally prohibited Chinese laborers from entering the country. Many among the final groups of Chinese immigrants, who came just prior to this law taking effect, were brought to Roseburg to help in the construction of the railroad between Roseburg and Grants Pass. The first two groups of Chinese arrived in February of 1882 totaling 60 individuals. Eventually their number increased to 1,200. These laborers lived for a time in a large tent city south of Roseburg. Hundreds of these people died from the cold weather, hard labor, mistreatment, and accidents. Many were buried in a large cemetery on Days Creek. This cemetery no longer exists, as bodies were kept there only until they could be shipped back to China.

In 1891, the Myrtle Creek Mining Company contracted with 100 Chinese men to dig a 27 mile aqueduct from North Myrtle to Little River. Before summer's end, there were reported to be some 200 Chinese working on the ditch. The aqueduct was never completed, although lower portions did carry water for hydraulic mining operations. Commonly called "China Ditch," the aqueduct is virtually obliterated by logging activity, except for a small section on the Umpqua North Fork.
Chinese were also known to have mined test holes across the river from the Umpqua Narrows on Steamboat Creek and Honey Creek. A salt works on the upper portion of Cooper Creek, at the site of a salt spring, was once run by Chinese workers. The area was known for many years as "China Camp".

The Chinese population in Douglas County reached a peak in 1890 with 183 persons. There were only 26 Chinese listed in 1900, and only six remained after the passing of the 1924 Anti-Oriental Immigration Act.

**Black Pioneers.** The first black person to come to the area was named George Washington. He came as a slave in 1852, but eventually obtained his freedom and moved to Salem. The 1860 census indicates that there were at least six black people living in Douglas County.

**White Settlement.** Donation Land Claim laws and Homestead Acts attracted people to the Douglas County area throughout the latter half of the 1800's. The Donation Land Act of 1850 was the primary stimulus to prospective settlers. This act provided for the survey of public lands in Oregon and granted every qualified settler 640 acres for a married man and his wife or 320 acres for every single man. Qualified persons were American citizens or those declaring intentions to become naturalized, whites or half-blooded Indians, and those over 18 years of age. Four years of residence were required on each claim in order to obtain legal possession.

Agriculture played an important part in the lives of the early settlers. The first agricultural planting known to exist in the County was a small patch of potatoes. These were planted by an Indian "half-breed" in 1834.

The first livestock in the region were 600 head of longhorn cattle that were described as mostly wild. A cattle drive took place in 1837 between California and the Umpqua Valley. This drive, the first of its kind in North America, predated the famous first major drives out of Texas by a decade. In 1840, James Douglas went to California with a permit from Mexico to select 4,000 sheep and 2,000 head of cattle. Some of these animals were driven over the Oregon-California Trail while others were taken by boat up the Pacific Coast to Vancouver.

Jean Baptiste Garnier, the man in charge of Fort Umpqua, was responsible for introducing diversified agriculture at his trading post. About 80 acres of rich bottom land were put into cultivation. Enclosed in a rail fence were crops including wheat, corn, potatoes and most of the familiar garden vegetables. An orchard was planted using seeds obtained from Fort Vancouver. In the early 1850's a number of seedling apple trees were grafted from this stock and used to form orchards for early homeowners.
The first domestic livestock were also introduced by Gamier, whose herds provided homesteaders with breeding stock. It was reported that in 1845, the post had 46 horses, 64 head of cattle and 45 hogs.

Early settlers found the Umpqua region well suited to agriculture so many of them pursued farming as their occupation. The markets for these crops were also very good. Much of this market was created by the 10,000 to 20,000 people engaged in mining activities in the Klamath, Trinity and Rogue river areas.

Wheat was a major agricultural crop among early farmers, as it was ground to flour for use by the settlers. Also, large crops of wheat could be produced with minimum cultivation. After the railroad arrived in 1872, wheat became the dominant crop in the area, as it could be shipped easily to other markets. Yoncalla, Oakland and Roseburg were the major shipping points in this area. Wheat production declined during the 1880's. Large-scale grain farming declined by the end of the decade because intensive methods of production had severely depleted the soil.

It is likely that the first turkeys were brought to the Umpqua region in 1850. These animals were first raised commercially in the 1880's, and by 1901 30 tons--three carloads--were shipped from Oakland. In later years commercial turkey operations became a major enterprise in Douglas County, with the Oakland area being the center of production. In 1929, the county ranked sixth in the nation in turkey production. In succeeding years production continued to fall and leveled off at 10,000 to 15,000 birds per year. Turkey breeding began to decline in the mid 1940's.

The first prune orchards were planted in the Umpqua Valley in 1878, and by 1903, 91 carloads of dried prunes were exported. In 1910, prunes were planted on almost every farm. The prune industry reached its prime in 1919, and three years later the prune industry was the largest single fruit crop. By 1932, the depression began taking its toll on the prune market. During the next several years, many orchards were abandoned due to labor shortages, falling prices and inadequate drying facilities. Low prices and crop failures throughout the 1940's lead to the eventual removal of many orchards.

The growing of hops was started in Douglas County in the 1890's. The financial success from growing hops depended on the failure of the German crop, as much of the Oregon crop was exported. Hop farmers in the County were also troubled by hop lice and competition from northern growers. However, hops continued to be grown in the Umpqua Valley until prohibition. In 1910, the Oregon hop crop was the largest of any state.
Associated with agriculture and particularly grain farming during the 1800's were the grist mills. These mills were developed to convert grain products raised on the farms into various flours. The oldest grist mill in southern Oregon was built in 1851 on the northeastern bank of Deer Creek, within the present boundaries of Roseburg. Other grist mills were built on Calapooya Creek; about one mile above Winchester; at the mouth of McGee Creek; at Canyonville; at Myrtle Creek; at Cleveland; at Fair Oaks and Lookingglass; and at Drain.

A brewery was constructed in Roseburg during the latter 1800's. This brewery produced lager and steam beer. The plant malted its own barley and had a sprouting, drying, and grinding setup. The brewery was located on the west side of Deer Creek, slightly upstream from the Rast grist mill. This brewery was closed in 1898 as the widow to the owner held strong religious convictions and firmly believed in the temperance movement.

Mining played an important role in the development of Douglas County. The first mining camp in the Umpqua region was located at Coffee Creek, some 25 miles above Canyonville, and was thought to be one of the richest mining areas in the west. The camp contained a trading post, a saloon and a dance hall. The gold in this area was quickly exhausted, so the mining camp was short-lived.

There were, at one time, five mines located near Myrtle Creek. The gold in this area was called "ledge gold" found in quartz. Before 1890, most of the mining around Myrtle Creek was of the pick-and-shovel type. Then, hydraulic mining was introduced as a process in obtaining gold. This technique in mining included the construction of a ditch about two feet wide by two feet deep. At the top of the mountain was a wooden box to which a series of pipes were attached. The diameter of these pipes were decreased further down the slope to increase the water pressure. Gold-bearing ore was washed with the force of this water down the hill into sluice boxes.

The use of hydraulic mining became widespread. In the Excelsior District, located on the South Umpqua, there were at one time 11 hydraulic mines and numerous other mines operating on a smaller scale. The Cow Creek District had nine active mining operations. Several mines existed about 20 miles above Glendale on a tributary of Cow Creek while other mining activity took place at Olalla, located 18 miles west of Roseburg. Rich veins were also found at Mt. Dodson. Placer mining was also carried out along Steamboat Creek.

The largest mining area was the Bohemia District, stretching for many miles along the Calapooya Divide between the old boundary of Lane and Douglas Counties. The Music, the Annie-Noonday and the Champion Man Mine were some of the principle mines and largest producers in this district.
Various types of mining technology were used to crush, grind and chemically treat gold bearing ores. The oldest milling machine was the arrastra or dragstone mill. This machine was a crushing device which was inexpensive to construct and simple to operate. A later development, the chilean mill, was originally used as a coarse grinder to prepare ore for the arrastra. Modifications to this machine did little to improve its efficiency. The introduction of the stamp mill proved to be the most efficient ore grinding device.

Modified stamp mills introduced into the Umpqua area, especially the Bohemia area, were ball mills and later rod mills. Ball mills were capable of taking large pieces of ore, required little or no supervision, ran on very low horsepower, experience little wear and had easily accessible parts.

The nickel deposit located about five miles northwest of Riddle was discovered in 1865 by sheep herders. They mistook the nickel for tin. This mine suffered many ups and downs until 1953, when the M.A. Hanna Company of Cleveland, Ohio, signed a contract to supply nickel to the government. This event marked the first time nickel was mined commercially in the United States.

Quicksilver (mercury) was first discovered in Oregon in 1867. The discovery was located on the headwaters of Lookingglass and Cow Creek. The ore found was later determined as insufficient for developing a mining operation. In 1878, another quicksilver mine was discovered in what is now called Nonpareil. This mine was closed in 1880, as it too proved to be a failure.

Three other quicksilver deposits were discovered by 1870. They were at Oakland, Bonanza and the Black Butte mines. The Bonanza mine produced very little ore and the mine was soon abandoned. The other two mines had various degrees of success. Bonanza was reopened in 1937 and by 1940 this mine led all mercury producing mines in the United States. The Bonanza mine closed in 1949.

The Douglas fir tree was named after a Scotsman, David Douglas, in 1825. It is reported that Douglas collected cones from sugar pine trees by firing his rifle into a stand of 200 foot trees. He later became famous for collecting and classifying the flora of Oregon, and parts of the Northwest, Southwest and Hawaii.

In the 1850's, pioneer sawmills were built. The first mills were quite simple. The whipsaw mill consisted of a scaffold to hold the log and two men operating a manual saw. Water-powered mills were later introduced. In the 1870's, a steam-powered mill was developed.
Most of the first timber cut was along waterways, enabling the logs to be floated downstream to the mill. Oxen were first used to haul timber out of the woods. In the 1890's steam logging donkeys began replacing oxen.

A major concern about the use of mechanized equipment was the danger of setting forest fires. In the early days, about 90 percent of the fires were started by logging equipment as compared to about ten percent today.

Early loggers fell trees with axe and springboards. However, the crosscut saw soon replaced the axe as the universal logging tool. Chain saws were introduced in the logging industry in the 1940's and are used almost exclusively today.

The timber industry began increasing in importance in the 1870's when much of the wood produced was used for fuel in steam engines. By 1905 lumber was used exclusively for construction purposes and became the leading industry in Douglas County, with sale exceeding one million dollars.

As technology advanced, so did significant changes in the logging industry. The invention of the bulldozer made it possible to build logging roads. Trucks began to be used to haul logs from the woods to the mill. As mentioned earlier, the chain saw was also a great addition to this industry, as it enabled trees to be cut and bucked at a much faster rate.

Before the commercial boom created by World War II, the sawmills in Douglas County tended to be small and oriented to local markets. The only large mill in the County was the Whipple-Wooley Mill at Drain. There were 37 mills in Douglas County in the 1920's and 1930's.

World War II required much timber as a critical part of the war effort. Monies became available for increased mill operations. As a direct result of this, there were about 300 mills in Douglas County by the late 1940's. In the years following, small operators were replaced by large companies. Failures, consolidations and mergers reduced the total number of mills in Douglas County to 27 in 1977. This number has been reduced even further during the last several years.

There has been a considerable amount of work and research regarding the Cultural Resources in Douglas County. The CULTURAL RESOURCE OVERVIEW contains several project summaries regarding Cultural Resource Research and Investigation.
GARDINER

On Highway 101 in Gardiner, there is a marker which describes the origins of the unincorporated town as follows:

"On October 1, 1850, the Schooner ‘Bostonian’ owned by a Boston merchant named Gardiner and sent to the Pacific Coast in the interest of trade, was wrecked on the Umpqua River bar. Most of the cargo was salvaged and brought to this site, known for years as ‘Gardiner City’. A sawmill was built in 1864 and a second one in 1877, and Gardiner became a noted lumber port. Fire destroyed most of the town in 1880, but it was quickly rebuilt and widely known as ‘the white city by the sea’...”

The marker is on the site of the Gardiner mill company store. A number of old homes exist, including the W.F. Jewett home on Highway 101, the Leeds-Anderson home on North First, the W. Anderson home on Spring Street, the “Will” Jewett home on West Street, C. Pyritz home on North Second Street, and G. Seymour home on Front Street (one of the oldest homes), and the J. Graham home on First and Commercial, built before 1880. Also of historic interest is the Pioneer Cemetery, established in 1872.

EAST GARDINER

This unincorporated city resulted when the railroad bypassed Gardiner completely. The train did stop on the banks of the Smith River to unload Gardiner’s mail, and the spot where the train stopped became East Gardiner. It was large enough that by 1910 a school existed on the site. The town was located near the site where the Jedediah Smith massacre took place.

REEDSPORT

The pioneer Reed family platted the town, and Warren Reed later served as the first mayor of Reedsport. Early industry included fish packing plants, and a lumber mill (the Reedsport Lumber Company) which opened in 1918. After the railroad arrived in 1916, the population increased, and incorporation took place in 1919. The first church was built that same year. Reedsport was partially built on pilings, with boats serving as a major means of transportation. During the mid-1920’s the

1Excerpts from Umpqua Regional Council of Governments, Douglas County Historical Features, 1979, Roseburg, pp. 3-13.
marsh on which Reedsport was located was filled by dredging the Umpqua River. During the second
decade of the 1900's, the first school began in a tent. Reedsport’s historical buildings include a
number of the early settler’s homes, such as the Warren P. Reed house, the William Reed house, the
Mitchell and Burdick buildings, the Joseph Lyons house and the Christian Church.

SCOTTSBURG

This unincorporated town was founded in 1850. On Highway 38 there is a marker which
gives a history of the town. The sailing ship terminal was once in Scottsburg, and early industry
included a flour mill and a tannery (which was moved to Gardiner). Hedden’s store has a collection
of relics on view. Several buildings date back to 1870-1910, and they include (using historical
names) the Ozouf house on the south side of Highway 38, the Hinsdale house on the north side of
Highway 38, and the Wessela house standing one block south of Highway 38. The Scottsburg
School (now Umpqua Valley Grange No. 852), on the south side of Highway 38 was built in 1910.
Students used it until 1943, when they were transported to Reedsport schools after the construction
of a highway bridge over the Umpqua River.

ELKTON

Fort Umpqua, was built by the Hudson's Bay Company, across the Umpqua River from the
mouth of Elk Creek to serve as an outpost for trappers and hunters. Although the fort’s existence
was short (1836-1852), it helped encourage settlers to come to the area, and a town site was surveyed
in 1850. This site and a second one surveyed in 1854 were subsequently abandoned, but the first site
eventually became the town of Elkton. The first session of county court (for Umpqua County) was
held there under an oak tree. The first convention in Umpqua County was also held on the spot in
1851. As the town was located on a stagecoach line, the community thrived, with a school set up
in the 1850's a store in the late 1870's, a sawmill in 1878, and a gristmill in 1879. The mills suffered
flood damage in the 1890's, and a 1915 fire destroyed most of the town’s businesses. Elkton
incorporated in 1948. At the junction of Elk Creek and the Umpqua River are the mill sites, which
are unmarked. They were on the west bank of Elk Creek. Dated structures include the Sawyers
house, 1851 (near Highway 38 at Sawyers Rapids west of Elkton), Hatfield house, before 1861
(Highway 38), and Methodist Episcopal Church, 1903 (now the Elkton Bible Baptist Church, one
block north of Highway 38). West of Elkton there is a memorial on the east side of Highway 38 at
the Paradise Creek Bridge in honor of the pioneer stage drivers from 1856 to 1916.

DRAIN

Warren Goodell settled a claim on the present site of Drain around 1850. The town was
platted in 1872 and later incorporated in 1907. Drain contains structures dating from 1875 through
the early 1900's. Included in that group are the Perkin house (111 First Street), the Christian Church
(now Church of Christ, Second and “D” Street, dating from 1878), Hickethier house (Highway 38 at Krewson, one mile north of Drain, dating from 1887), the Johnson house (Highway 99, almost four miles northeast of Drain, Kent Restaurant (now Bob’s Barber Shop, circa 1900-1910, on Front Street), and the Southern Pacific Depot, built prior to 1915. In the city park there is a plaque and reconstructed covered wagon which was used in 1959 to retrace the path of the Oregon Trail in honor of the State’s 100th anniversary of statehood. Also, located in Drain is the Pass Trail Covered Bridge, located one block south of “A” Street and the access road to the Southern Pacific yards. The bridge was built in 1925. Located near the city park is a notable landmark, the Anna Drain house, which was built for a relative of Charles Drain, the founder of Drain.

YONCALLA AND SURROUNDING AREAS

The Yoncalla Valley was first occupied by the Yon-Kal-La Indians, and in 1849-50 Charles, Jesse, and Lindsay Applegate and George Burt settled in the valley. Mr. Burt donated land for the railroad, school, cemetery and county offices along with his homestead, which became the site of Yoncalla. Not too surprisingly, he became the first mayor after incorporation in 1901. Yoncalla was the county seat of Umpqua County for a year, until it was merged with Douglas County in 1862. The first school (opened on the Applegate claim) started in 1851, and the post office opened that same year. By 1872 the O & C Railroad had come to Yoncalla. The first church, a Methodist one, was organized in 1892. A marker exists along Highway 99 telling the Applegate (Jesse) history. Northwest of Yoncalla on Highway 99 is Boswell Springs, discovered in the 1870's to have natural mineral springs. Scotts Valley, northeast of Yoncalla, was named for two early settlers (William and John Scott) who arrived here in the 1850's. West of Yoncalla is Hayhurst Valley (Skelley), named after another early settler, and south of Yoncalla is Rice Hill, which began when the O & C Railroad established a station there in the 1850's.

OAKLAND

First established about 1851 when Dr. D.S. Baker laid out a town site. Oakland was eventually re-established at its present site in the early 1870's. The town moved when the O & C Railroad bypassed the first site by a mile in 1872. Wooden buildings were placed on skids and moved by horse teams. Some of these old houses still exist. Oakland has one of the state’s earliest post offices, which was established in 1852. It incorporated in 1878. Oakland suffered two fires in 1892 and 1899, after which buildings were rebuilt of brick and stone. Oakland is a zoned historic district with many examples of nineteenth century structures in good condition. Historic sites include the downtown district and houses such as: 236 S.E. Second Street (built before 1871), 405 Locust Street (circa 1875), the Brown house at 208 S.E. Chestnut (finished in 1888), the Page house at 321 S.E. Second Street (circa 1880), the Young house at S.E. Fifth Street (circa 1895), the Grubb house at 403 Oak Street (circa 1895), the Beckley house at 338 S.E. Second Street (circa 1900), the
Deadorff Hotel at 337 First Street, and the Smith Livery Stable at 237 Locust Street (now Oakland Second Hand Store), which was built prior to 1900. At the city park is the Baker Landmark, a cast-iron waterwheel used in Oakland’s first grist mill. The site of the first immigrant cabin in Douglas County (belonging to the Rev. J.A. Cornwall family) is a mile north of Oakland near Interstate 5. Many other old buildings still exist there and are in fine condition.

**Sutherlin**

Settlers called the Sutherlin Valley “Camas Swale”. The pioneer family of Sutherlin came to the area in 1851, and the town adopted that name in 1909. The town incorporated in 1911. Farmers in the area invested in apple orchards, but by the 1920's it was realized that conditions were too poor for apple sales and transportation. The local economy suffered until five lumber mills and a quicksilver mine reopened in the 1940's. The population then jumped from 500 to over 2,000.

**Wilbur**

The oldest structure in Douglas County, the 1851-52 Wilbur Tavern (Flemming Hill House) stands north of Wilbur on Highway 99. The United Methodist Church (now Wilbur Methodist) and parsonage, built in 1854, are on the east side of town. The Rev. James Wilbur established it as well as the Wilbur or Umpqua Academy, which is one-quarter mile east of the church. Foundation stones and crumbled tombstones still exist on the site which was built in 1854 and burned in 1873. A new building was used until the Academy closed in 1900. The Mandera house and barn (circa 1875) are on Highway 99, north of Wilbur and about one-fourth mile south of the Wilbur Tavern.

**Winchester**

The town was the county seat prior to Deer Creek (Roseburg) in 1854. The Winchester Dam on the North Umpqua was built in 1889 originally with logs. Two sawmills were built, and in 1890 the Douglas Electric and Water Company created a fall to generate electricity. Presently, most of the dam is of concrete. The Winchester Bridge (railroad) which crosses the North Umpqua, was built 1906. The Booth Highway Bridge, constructed in 1923-24, was named after Robert Booth, a prominent person in Douglas County.

**Cleveland**

The original town of Cleveland consisted of a post office, a general merchandise store, and a flour mill, all kept by F.M. Good. Cleveland was named for the brand of flour made by Mr. Good, which in turn was named for the Ohio flour. The original post office and grist mill were built around 1875 and are located near the mouth of Mill Creek. A sawmill, located upriver, had been operated by a Mr. Keeney earlier.¹

¹George Abdill and Wallings, *History of Southern Oregon*, 1884.
MELROSE

The area from Flournoy Valley to Coles Valley was originally settled by a group of French Canadians. Champagne Creek runs through this area. One of these settlers, Joseph Champagne, had a large home (the Champagne House) in this area which is known as the site of a conflict between the young women of the area. No buildings remain at the site.¹

In 1890, the community of Hogan was re-named Melrose, after the Melrose Abbey in Scotland. Henry Scott was the first Postmaster. The Melrose (Hogan) Post Office was discontinued in 1933.²

LOOKINGGLASS-FLOURNOY VALLEYS

Marsh Barn (circa 1870) - The octagonal, wood frame barn stands 1½ miles west of Lookingglass.³

Lookingglass Store - The Lookingglass area was first settled by whites in the early 1850's. In 1873, P.W. Williams, H. Crow, and Isom Cranfield laid out the town of Lookingglass and shortly thereafter Hirschfield and Zelinsky erected the general store building. In August, 1876, W. Cochran purchased the store and owned it until 1884. Several other buildings were erected in the town in the 1870's and at one time the site had a grist mill and some twenty residences.⁴

Ft. Flournoy - The fort was built by the settlers of Flournoy Valley in 1855 for protection against the Indians during the time of the Rogue River wars. It was never actually used for defense purposes. The base was 16-18 feet square while the second story was 26-28 feet square. Log remains, overgrown by blackberry bushes, can still be seen on the site.⁵

Coos Bay Military Wagon Road - Opened in 1873, and served as a stagecoach route from Roseburg to Coos Bay until 1914. At that time the road was a total of 62 miles in length.⁶

¹George Abdill; Douglas County Towns and Villages; Lavolla Baken; and Wallings, History of Southern Oregon.
²George Abdill; Douglas County Towns and Villages.
³Oregon State Inventory of Historic Places.
⁴Oregon State Inventory of Historic Places; and Wallings History of Southern Oregon, 1884.
⁵George Abdill, Douglas County Museum; and Wallings, History of Southern Oregon, 1884.
ROSEBURG

In the 1850's Aaron Rose platted a town called Deer Creek, later renamed Roseburg, on a site which included his tavern, a stopping place for travelers using the Oregon-California trail. The area also served as a terminal for supplies from Scottsburg en route to the southern Oregon mining areas. Roseburg was (the southern) terminal for the stagecoach line (Sacramento to Portland) and by 1872 it was also (the southern terminal) for the Oregon and California Railroad line. As the population of the town grew, the county seat was moved to Roseburg from Winchester. When the lumber industry became important to the area's economy, Roseburg's development as a town continued (and it was) incorporated in 1872. Historic sites include two houses on the National Register, the commonly-called Willis house on S.E. Rose Street, and the Floed-Lane house on S.E. Douglas. The Roseburg Hotel (actually two old hotels, the Roseburg and Depot Hotels) at 513 S.E. Lane, was built in 1875 and 1903. Other structures include a 1900 house at 1567 S.E. Pine, the Criteser house (now Confidence Clinic) at 393 S.E. Rast (c. 1905), 843 S.E. Jackson (c. 1885), 1772 S.E. Jackson (c. 1900), 236 S.E. Stephens (c. 1875) S.E. Kane and S.E. Lane (c. 1895), 709 S.E. Kane (c. 1900), the Federal Office Building at 704 S.E. Cass (c. 1916), 511 S.E. Mosher (c. 1910), 613 S.E. Mosher (c. 1894) and 1434 S.E. Mill (c. 1890). Sites of interest include the 1855 Jones Grist Mill site at S.E. Stephens and Deer Creek, and the New Era Roller Mills site west of 1750 S.E. Mill (1880).

GLIDE

At the junction of Little River and the North Umpqua River (Highway 138, west of Glide) the Umpqua Indians had a semi-permanent village. The site also served as a fishery for the Indians. On the north bank of the North Umpqua (one-half mile east of Frear Bridge, N. Bank Road, Glide) stands the house, springhouse, and barn of an early settler Meshek Tipton, which were built in the 1870's. The house probably is one of the oldest buildings standing along the North Umpqua River in the Cascade foothills. On the north bank of the river near Glide is the Mont Alto Ranch, built in 1906 for oil millionaire W.G. Hughes.

Also viewed as historic by the North Umpqua PAC are the following sites:

The Narrows Fisheries (T26S, R3W, Section 2). The Narrows County Park is the scene of one of the major fisheries of the Umpqua Indians.

Susan Creek Falls Indian Rock Mounds (T26S, R2W, SE1/4 Section 2). Above the Susan Creek Falls, there exist some ancient Indian rock mounds which were constructed for spiritual rites.

Mary Huntley Sawtelle Mary Sawtelle spent her late teens and early 30's as the first white woman settler in the North Umpqua Valley. She moved to the North Bank area from the Willamette Valley with her first husband, Carsena Huntley, in 1851. She became a friend of the Indians, and because she was trusted by the Indians, she was able to help negotiate a peace between the Umpquas and the white settlers during the Rogue River Indian Wars (1854-1856). [Her donation land claim, T26S, R4W, DLC #38 is situated in parts of Sections 10, 11, 13, and 14.]
Wimberly Cemetery (T26S, R3W, SW 1/4 SW 1/4 Section 19). A pioneer cemetery dating back to the 1850’s.

Oak Creek Cemetery (T26S, R4W, SW 1/4 Section 29). A pioneer cemetery dating back to the 1870’s.

The Cavitt Creek Covered Bridge (T26S, R3W, SE 1/4 SW 1/4 Section 2). Built in 1920, located over Little River at its junction with Cavitt Creek, one mile southeast of Peel.

IDLEYLD PARK

An Indian cemetery is located on the ridge above the mouth of Rock Creek. It is here that the honorary last chief of the Umpqua’s, [Meshek] Tipton, was buried in 1932, along with his wife, daughter and twenty-six cousins. On the south side of the North Umpqua Highway there are two examples of log cabins, the Mallory log cabin (late 1920’s) and the Haney log cabin (1928). Along Skyview Drive in Idleyld Park are several structures, such as the 1930’s Sturdevant house and guest house, Kinnear house and Kinnear log cabin (1935).

GREEN

The Glengary Road to Dixonville (Glengary Road and Roberts Creek Road) has been identified as a historic route with scenic significance. The road proceeds up Roberts Creek and eventually into Dixonville. Along the route there are old-time pioneer farms and water-powered sawmill sites, which are currently unmarked. Also, Roberts Mountain Stage Road which travels from Kelly’s Corner along Roberts Creek Road to Round Prairie, along the South Umpqua River, has historic significance. The road passes sites (unmarked) of old stage and train wrecks.

WINSTON

The community of Winston was called Coos Junction until the 1890’s when the name was changed in honor of horticulturist W. G. Winston. The post office was opened in 1893, closed ten years later, and then reopened in 1948. Incorporation took place in 1953. Three churches, the Methodist, Baptist, and Community churches, date from the 1890’s. Nearby Dillard was settled in 1852 by Rev. John Dillard who set up a Presbyterian Church. James Dillard was the first postmaster in 1884.

CAMAS VALLEY

The valley [was] the site of two temporary settlers’ forts, one of which was the Martindale Indian Fort. They were used until the end of the Rogue River Indian War in 1855-56. Signal Tree

1North Umpqua Comprehensive Plan, October 30, 1979, pp. 18 and 19.
2Sites of Historic Interest in Douglas County, Umpqua Regional Council of Governments, compiled by LaVola Bakken.
Lookout, located west of Camas Valley, was originally the site of a large fir tree topped with a surveyor’s signal light. Later the tree served as a fire lookout before the present tower replaced it in the 1930's.

**MYRTLE CREEK**

Lazarus Wright, a successful gold miner, founded Myrtle Creek in 1852. He eventually owned a store, post house, grist mill, and sawmill. Regular stage runs [through the community] began in 1860, and the railroad was completed in 1882. Agriculture was the first major industry, but forestry took precedence after World War II. The town incorporated in 1903 and was the most populated community in southern Douglas County. A tour of the area will reveal many structures from the late nineteenth century.

**RIDDLE**

Settlers came to the Cow Creek area in 1851, with W. G. Hern taking out the first donation land claim and the William H. Riddle family being the first family. The Cow Creek Indians joined with the Rogue River Indians for a brief raid in 1855. The tribes were eventually moved to a distant reservation. A local store was opened in the mid 1850’s by James VandenBosch, whose claim was bought in 1863 by J. B. Riddle. After the O & C Railroad was built in 1882, a town site was platted on the original VandenBosch claim and called Riddle (or Riddle’s burg). The town was the southern operating terminus for the railroad for several months. When their terminus moved, Riddle remained a shipping point for the local livestock industry. The area’s economy included agriculture, livestock, and mining (particularly copper, iron, and nickel). A nearby nickel mine (Glenbrook Nickel) was the only one in production in the United States until it closed in March of 1998. Riddle incorporated in 1893. The W. Q. Brown house (274 S. Main) was built in the late 1800’s. Other structures exist dating back to the late 1800’s and early 1900’s.

**CANYONVILLE**

The first known white man in Douglas County, Alexander B. McLeod (a Hudson’s Bay Company trapper), visited the present-day site of Canyonville in 1828. During the late 1840’s and 50’s, wagons following Canyon Creek had to be taken apart and carried down the steep trail. This was part of the 1846 trail blazed by the Applegates. Jackson Reynolds made the first land claim and in 1851 Joseph Knott built the first store. In 1858 Jesse Roberts platted a townsite which he named Canyonville. On Main Street, in the south part of Canyonville, is the house of tollgate keeper Jerome Sullivan, who operated and maintained the canyon road from 1879 until 1882, when it was demanded that the road be opened toll free. The Smick house is an early house and there is a marker near the Canyon Creek-Interstate 5 interchange that gives local history. Incorporation took place in 1901. Pioneer Days, a celebration begun in 1966, is held every August in Canyonville, to commemorate its history.
DAYS CREEK
The community grew as a result of donation land claims. Fort Thomas existed here and the first school started in 1853. A 1900 schoolhouse still stands along with a turn of the century house named the Raymond house.

TILLER
The first store opened in 1902 and shortly afterwards a hotel was also built. People migrated into the area primarily to take up timber claims, but homesteads and mining claims were also taken out. The Forest Service became an early important employer and nearby Coffee Creek was one of the most active mining areas in the County. A school was started in 1904.

GLENDALE
The first settlers arrived in the 1850’s and a fort was built to protect them during the 1855 Rogue River War. The first white school opened in 1863. A town plat was laid out by Solomon Abraham and called Julia after his wife in 1863. He constructed the first sawmill a year earlier to help supply timber for the railroad construction. Julia also served as the railroad terminal. In 1883, the name changed from Julia to Glendale and was incorporated in 1901. Although the economy of Glendale was dominated by agriculture during settlement, lumber later became the most important industry. [The Redfield cabin is] located east of Glendale on Highway 99. Having burned twice, the present cabin was built in the 1850’s. It has been added on to and stuccoed on the exterior, but the interior log walls are still visible.
SELECTED CHRONOLOGY OF DOUGLAS COUNTY HISTORY

1592-1755  Peak of Spanish interest and exploration on Pacific Northwest coast.

1728-1768  Peak of Russian exploration on Northwest coast.

1778  Captain James Cooke reported a river at the position of the Umpqua.

1820-21  "Old Establishment" or "McKay’s Fort" - fur post for Northwest Company.

1826  David Douglas travels through Willamette and Umpqua Valleys on botanical expedition with Hudson Bay Company.

Jul. 1828  Expedition from Sacramento Valley to Fort Vancouver led by Jedediah S. Smith massacred at mouth of Smith River.

1828  Fort Vancouver trappers explore Umpqua country.

1836  Fort Umpqua, Hudson Bay Company fur post, established at Elkton with Jean Baptiste Gagnier as manager.

1837  Ewing Young passes through Umpqua Valley with cattle from California.

Jul. 1843  Provisional government of Oregon meeting at Champoeg divides Oregon into four administrative districts. The Southwestern District including western Umpqua Valley was called the Yamhill District and the Southeastern District including eastern Umpqua Valley was called the Champoick District.

1844  Jesse Applegate appointed Surveyor General of Oregon.

Jul. 1845  Provisional government of Oregon elects George Abernethy first governor of Oregon.

Dec. 1845  Western Umpqua Valley part of Polk county. Eastern Umpqua Valley part of Champoeg County.

Jun. 1846  Lindsay and Jesse Applegate and Levi and John Scott lead wagon train over "Applegate Trail" (or Southern Route) from Fort Hall to Willamette Valley through Umpqua Valley.

1846  Major Thorp, Job Hatfield, William Golden, Rufus Butler and party explore Umpqua valley.

1847 Drain settled by Warren Goodell.

Dec. 1847 Western Umpqua Valley part of Benton County -- County seat, Marysville (Corvallis); eastern Umpqua Valley part of Linn County -- County seat, Albany.

Aug. 1848 General Joseph Lane appointed first Governor of the Oregon Territory by President Polk. Term of office, 1848-1850.

1849 Jesse Applegate and family settled at Yoncalla.

Jun. 1850 Winchester Payne & Co. of San Francisco expedition, on board the "Samuel Roberts," founded towns of Scottsburg, Winchester, Umpqua City and Elkton. Scottsburg built as outfitting point for the mines of northern California and southern Oregon.

Apr. 1851 Umpqua and Lane Counties founded. Umpqua County included present day Douglas, Jackson, Josephine, Coos, and Curry Counties. County seat varied between Scottsburg and Elkton.

Apr. 1851 William H. Riddle settles at Cornutt near Riddle.

Jun. 1851 Joseph Lane elected Representative to Congress from Oregon Territory. Term of office 1851-1859.

Sep. 1851 Aaron Rose settles at Deer Creek.

1851 Joseph Knott, second settler at Canyonville, opens store.

Jan. 1852 Douglas and Jackson Counties created out of Umpqua County. Douglas County included that portion of the present County south of the north Umpqua River with County seat at Winchester. Jackson County included the present Jackson, Josephine, and Curry Counties with County seat at Jacksonville. Douglas County was named for Senator Stephen A. Douglas of Illinois.

Jul. 1852 Umpqua County seat at Elkton.

1852 Abraham Patterson and William P. Day first settlers in Camas Valley.

Oct. 1853 First public school in County organized at Garden Valley.

Dec. 1853 Coos County created out of portions of Umpqua and Jackson Counties. Included present Coos and Curry Counties with County seat at Empire City.

Mar. 1854 Rev. James H. Wilbur founds the first secondary school -- The Umpqua Academy at Wilbur.

1855 Deer Creek name changed to Roseburg.
Oct. 1855  Rogue River Indian Wars began.

1856  Rogue River Indian Wars end and Indians moved to Siletz and Grand Ronde Indian Reservations.

1856  U.S. Army builds Fort Umpqua at mouth of Umpqua River.

Dec. 1856  Camas Valley annexed to Douglas County from Coos County.

1857  Umpqua Lighthouse constructed (destroyed in 1861).

1858  Colonel (later “General Fighting Joe”) Hooker builds Hooker Road from Scottsburg to Camp Stewart.

Feb. 1859  Oregon admitted as a state.

Mar. 1859  Joseph Lane elected first United States Senator from Oregon. Term of office, 1859-1861.

Aug. 1859  Umpqua County seat moved to Green Valley.

Jul. 1860  The first “California-Oregon” stage run.

Dec. 1861  Great flood destroys Scottsburg.

Aug. 1861  Umpqua County seat moved to Yoncalla.

Sep. 1862  Addison C. Gibbs, early settler at Gardiner, elected Governor of Oregon. Term of office, 1862-1866.

Oct. 1862  Umpqua and Douglas Counties merged to form the present Douglas County.

1862  School District No. 1 formed at Oakland.

1863  Telegraph service reaches County.

Oct. 1862  Voters fail to approve redivision of Douglas County. Umpqua County seat would have been Oakland. Douglas County could have chosen Canyonville, Myrtle Creek, Round Prairie or Roseburg.

1870  Steamboat “Swan” reaches Roseburg.

Oct. 1870  City of Roseburg incorporated.

1872  Ben Holladay’s Oregon & California Railroad reaches the County.

1872  Moved to New Site (Oakland).
1873  Coos Bay Military Road built from Coos Bay to Roseburg.

1873  Coos Bay, Roseburg, and Eastern Railroad started at Marshfield. (Never reached beyond Myrtle Point.)

1874  Ben Holliday and Henry Villard meet at Roseburg.


Oct. 1878  City of Oakland incorporated.

Sep. 1880  President Rutherford B. Hayes, General William Tecumseh Sherman, and Secretary of War Ramsey tour County. Stayed overnight in Roseburg.

Aug. 1882  Last “California-Oregon” stage run from Oregon.

Oct. 1882  County lines established.

1882  Nes Odessa, Russian Jewish colony, founded at Glendale.

1893  City of Riddle incorporated.

1893  Drain Normal School opened. (Closed 1907.)

May 1894  Oregon Soldier’s Home dedicated at Roseburg.

1895-1930  Great prune era of Douglas County.

Feb. 1901  City of Yoncalla incorporated.

1901  City of Canyonville incorporated.

1901  City of Glendale incorporated.

1901  City of Myrtle Creek incorporated.

Aug. 1905  Oregon Western Railway Company was incorporated -- to build from Drain to Reedsport. (Project was abandoned 1914.)

1907  City of Drain incorporated.

1909  Sisters of Mercy established Mercy Hospital.

1911  City of Sutherlin incorporated.

1913  Port of Umpqua Commission founded.
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tr>
<td>1916</td>
<td>Apr.  Willamette Pacific Railroad opens Reedsport and Coos Bay to rail service to Eugene.</td>
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<td>1917</td>
<td>North Jetty on Umpqua River constructed by Corps of Engineers.</td>
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<td>1919</td>
<td>Roosevelt Coast Military Highway authorized by Congress.</td>
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<tr>
<td>1928</td>
<td>Roosevelt Coast Military Highway authorized by Congress.</td>
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<tr>
<td>1932</td>
<td>Southern Pacific Railroad division moved from Roseburg to Eugene.</td>
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<td>1932</td>
<td>Veterans Administration Hospital started at Roseburg.</td>
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<tr>
<td>1953</td>
<td>Sep.  City of Winston incorporated.</td>
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<tr>
<td>1954</td>
<td>Sep.  Only nickel refinery in nation starts production at Riddle.</td>
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<tr>
<td>1959</td>
<td>Aug.  City of Roseburg partially destroyed in blast and fire.</td>
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<tr>
<td>1966</td>
<td>Nov.  Interstate-5 Highway completed.</td>
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