

Four-Day Pack Trip Soon Becomes Easy Two-Hour Drive

By GROVER BLAKE
If we are to believe what we see with our eyes and read in the newspaper columns, the time is in sight when we can travel all the way from Roseburg to Diamond Lake by way of the North Umpqua River on a continuous ribbon of pavement. This will bring to fulfillment the cherished dreams of old when citizens of the Umpqua Valley turned their thoughts toward means of making Diamond Lake accessible. Soon the 96 miles of land travel will be accomplished in a couple hours or so over a route that took four hard days of horseback travel 40 years ago.

An easy means of reaching Diamond Lake has long been dreamed of and prayed for, but only in recent times have these antici-

out and in both easterly and westerly. As Oden and Harpham traveled their difficult way with their pack string, that June day back in 1909, they were no doubt thinking, as were many others in the Umpqua Valley, about how nice it would be to have a graded horse trail along the North Umpqua with bridges replacing fords. It is doubtful if anyone in all the Valley of the Umpqua at that time considered anything better than a good horse trail within the realm of possibility.

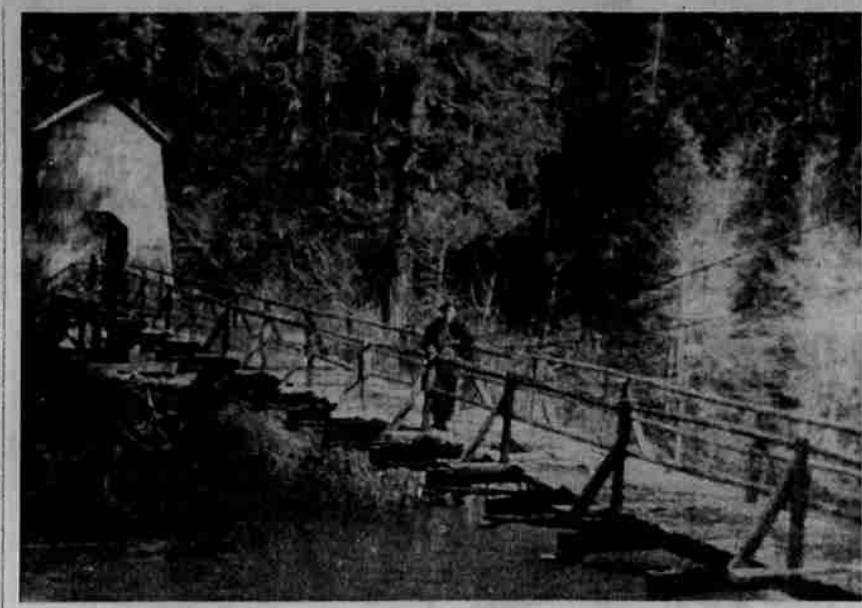
Oden and Harpham pitched camp and settled down to build a pasture, so badly needed for the saddle and pack stock of forest officers. But, before they could get under way, Oden took sick with the measles and Harpham found it necessary to convert their camp into a hospital with himself as doctor, nurse, cook and bottle washer. He stored up a great supply of fire wood. He knew that, within ten days or so, there would be another case of measles in the camp and they were entirely dependent upon themselves for survival. They probably were the only human beings within an area of several hundred square miles, Verne tells me George Bonbrake, Bob Watson and two others had gone to Big Camas to build a log cabin some 25 miles from Diamond Lake, but there was no means of communication. So, dealing with the measles was their own private affair. They weathered the ordeal successfully and, as soon as he was able, Verne walked out to get assistance, their horses having strayed away and gone out to Beaver Marsh.

In later years, limited funds were provided by the Forest Service of the National Forest and eventually a trail was built along the great river and a horse bridge over the Umpqua above Caps Ilahee opened up a new way to Big Camas and on to Diamond Lake, so the people of the lower Valley at last had access to a great recreation area.

A ferry at Lone Rock made crossing of the Umpqua possible at that point and Perry Wright had established a home at the Ilahee, near the place where he and his wife, Jessie, still make their home to this day. Perry and Jessie Wright were among the most venturesome folk to first work their way back into the remote sections to hunt and trap that end.

Among these was the late A. C. Marsters, Roseburg banker and business man. Marsters' persistent efforts to make a road to Diamond Lake a reality were recognized by giving his name to the first bridge to span the river in the route of the original road. This bridge is opposite the Ilahee and is known as the Marsters Bridge.

More years went by, bringing us up to the 1920s when the road to Steamboat was improved by the Forest Service until it was passable for the high-bodied automobiles of that day. It was "passable" but not recommended for use of the timid or weak-hearted.



AN EXAMPLE of the type of river crossings which had to be made some years ago in making a trek up the North Umpqua is this old horse bridge. It was rebuilt as shown in 1937 after a snow had ruined the former bridge. Shown on the bridge is Harry Thomas, with the south tower background.

and enjoy the solitude. One outstanding example was the notorious and mysterious character, Bill Bradley, who, away back in the 1880s established a camp on the North Umpqua River some 10 miles above the mouth of Steamboat Creek. He lived alone and died there alone. His life is as well as his death was shrouded in mystery. His grave is a landmark near the river by his old camp site. The Wright brothers, Perry, Burley and John, had settled in the vicinity some time before Bradley died.

As the years rolled by, a sort of a wagon road was worked out by the Forest Service along the canyon wall as far as Steamboat Creek, some 20 miles up river from Lone Rock ferry. A light, horse-drawn vehicle could manipulate this trail during the summer months.

About this time, the more far-seeing and ambitious minds began to visualize a road all the way to Diamond Lake and strive towards that end.

Then came 1933 and the advent of the Civilian Conservation Corps. A camp was established at Steamboat and the work of converting the old "goat trail" of a road into a standard truck trail was initiated. The CCC boys hammered away with pick axe, crosscut saw, shovel, jack hammer, dynamite and trail blazer until the fall of 1939 when the dreams of old became a reality. Umpqua Valley people were able to make the trip over the North Umpqua road all the way from Roseburg to Diamond Lake, not by horse and buckboard as per the early dreams, but resting among the cushions of modern, streamlined automobiles.

More years passed bringing increasing demands for access roads for marketing the products of the forests which previously had had little market value. Money for road construction could be obtained more easily than previously. New standards of road building to meet the demands for modern vehicles were being adopted. A new road to Diamond Lake to meet with modern highway standards was projected and construction started over a route entirely separate from the one which had opened the way for the first auto travel. This new highway is now nearing completion bringing to fulfillment a long cherished dream to be enjoyed by the descendants of the A. C. Marsters' generation and others of this new age.

The old horse trail to Diamond Lake has long since fallen into disuse. The first road, which was brought into existence by so much persistent effort and long years of struggle and hard work, has been abandoned and almost forgotten. The modern "gas buggy" will take us over this new route in a couple

of hours. Within our memories it once took our faithful "hay burners" four long, hard days to do likewise.

After all we, the few of us who are left of the old timers, who used the trails in the horseback days, look back across the span of years to the days of our youth and cannot refrain from certain regrets. Those were carefree days. We were not crowded. There was room for everyone. As Old Dobbin sped along at about two and one-half miles per hour, the rider encountered no speed-limit signs. No one objected to his rate of travel. There were no deaths resulting from collisions. When night came he made camp beside the trail; maybe caught a mess of fish for supper and bedded down for the night, to arise at daybreak and continue unhurriedly toward his destination. Verne Harpham could point out the charms of the countryside to his hearer's content as he sped a long on horseback, without upsetting the nervous systems of fellow passengers.

I am glad it was my privilege to live in the horse and buggy days. To me it was the saddle and pack horse days. It is easy to forget the trials and hardships of those days of inconvenience as we look back across the years to the freedom from the hustle and bustle of our present age. During the past half century progress has been made at a greater rate of speed than ever before in the history of mankind. Yet, when we face the fact that 100,000 of our fellow citizens are to die on our modern highways in each 3-year period, according to present averages, we are prone to wonder, at times, if progress, while necessary, is worth the price we pay for it.

ABOUT THE AUTHOR

The author, Grover C. Blake, has had a long experience in forestry. He is retired from the Umpqua National Forest staff, where he was employed in the "good ol' days," and is familiar with the beginnings of development on the Umpqua National Forest. He now resides at 427 NE Emerald Drive, Roseburg, - CV5

patrons dared to include a paved highway. It was back in June, 1901, that Verne Harpham and Volney Oden of the U. S. Forest Service ventured forth from Roseburg with saddle and pack horses to build a horse pasture at Diamond Lake. After four days of hard travel over the best trails available at that time they reached their destination and made camp on the south shore of the lake.

They had traveled easterly to Glide, thence over an old sheep trail up Little River past Lake of the Woods and over the summit to Big Camas where they arrived on the evening of the third day of the journey. Then on to Diamond Lake on the fourth day over a difficult trail. Harpham says that there was no route that could be called a trail up the river at that time, but it was possible to take a horse over the route by working around windfalls, along the face of rocky bluffs and by crossing some dangerous fords. In fact, Bill Bradley, who had established a camp on Dry Creek near Caps Ilahee many years previously and knew the mountains thoroughly, knew how to get



SEEING DREAM of a paved route from Roseburg to Diamond Lake came true is Grover Blake, above, who is shown meditating over some of the pictures reflecting the primitive routes and methods of travel which were used when he worked in the Umpqua National Forest.



THE BEST MEANS of transportation less than 30 years ago into the North Umpqua area was by pack horse. This is one of Blake's pictures taken in 1932 showing a family's belongings being taken out of the Umpqua National forest area by pack train.

State Forests Fight Tree Losses With Patrol System

The state Forestry Department does not contemplate the sale of Christmas tree stumps from state-owned lands during the current holiday season, with the exception of a contract that has been let involving trees on a road right of way and a small pilot project in thinning in Clackamas County, according to Assistant State Forester Vance L. Morrison.

An intensive patrol will be maintained throughout the entire cutting season in order to prevent trespass, he added. "Last year this proved to be a very effective method of reducing tree losses," Morrison stated, "especially in the Tillamook burn where we are planting some five million trees each year and aerially seeding large areas in order to bring this high burn back into production."

In order to prevent a repetition of such trespass an intensive patrol is to be maintained. It is possible that all forest roads into the burn will be closed and the same precautions taken in controlling entry as is taken during the high fire hazard periods of the summer. Patrols will also be maintained on all other state forests, the forester added.

He pointed out that cutting or removing trees from the land of another without permission is a misdemeanor and the individual is subject to both a fine and jail sentence. In addition state officials are supported in their activities by the 1957 law which requires individuals transporting more than five Christmas trees to have evidence of ownership. This includes the bill of sale, the name and address of the original owner, the number of trees purchased, and the description of the land. The only exceptions are where the individual owns the land or where a common carrier is involved.



VAST IMPROVEMENT in river crossings is the Lone Rock Bridge which now spans the North Umpqua above Glide. It was built in recent years as part of the general improvement and construction on the North Umpqua Highway which will eventually lead to Diamond Lake.



TWO JEEPS AND TWO TRAILERS suspended on a cargo sling are air transported by the Mojave, Army's medium transport helicopter. Sling loading of equipment provides a tremendous savings in time for both loading and unloading in air mobile operations. The Mojave H-37 twin-engine helicopter is produced by Sikorsky.

New Brand Rules Now Being Used

Effective since Nov. 5 are new regulations on location of brands on horses, mules and cattle, according to report from the state Department of Agriculture.

The new regulations say that brands on cattle can only be used or placed in the following locations: right hip, right flank, right rib, right shoulder, right neck, left hip, left flank, left rib, left shoulder, left neck. Neck and flank locations are new.

Brands on horses and mules must be placed on: the right hip, right stifle, right shoulder, right neck, right jaw, left hip, left stifle, left shoulder, left neck, left jaw. Neck, jaw and stifle locations are new for horses and mules.

Fall Fatal To Portlander

PORTLAND (AP) — A man climbed up on a sink to get medicine from a high shelf, and then fell, suffering a fatal head injury, police said.

Invitation Considered

COLOMBO, Ceylon (AP) — Mrs. Sirmavo Bandaranaike, Ceylon's woman premier, is "thinking over" an invitation from Soviet Premier Khrushchev to visit the Soviet Union, a reliable source said today.



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MAN AND DOG TEAM helped guard the Nation's NIKE HERCULES installations. Currently there are over 400 teams on duty at NIKE sites in the nation. Trained together as a unit, the team remains together as long as possible during their service.

West Germany Trade Pact Reinstatement Offer Eyed

BERLIN (AP) — West Germany is expected to make an offer soon to reinstate its trade pact with Communist East Germany, canceled in reprisal for the Red squeeze on Berlin.

The question of concessions from East Germans on the Berlin issue is being soft-pedaled. The West Germans appear to have dropped any idea of pressing for new Eastern guarantees.

Stop For Transit Grain To Carry No Charge

WASHINGTON (AP) — A railroad industry proposal to impose a charge for stopping grain in transit more than twice has been dropped.

The Interstate Commerce Commission said Friday that as a result it has cancelled a hearing on the plan set for Kansas City, Mo., Dec. 5.

Present operating rules permit three free stops of transit grain for inspection, grading, storage, processing or mixing for feed.

Carriers proposed in the recent general railroad freight rate increase proceedings to charge five cents per 100 pounds for the third and subsequent stops.

have gained a small but symbolic right to issue passes to East Berlin and given the West nothing in return. The West is caught in this dilemma—if it asks the East Germans to loosen their squeeze, it boosts Red prestige.

The two parts of the country do not have official relations. Trade is handled on the West German side by a specially created "trusteeship" with headquarters in West Berlin.

East German Communists have taken the position that since the West Germans canceled the pact, it is up to their trusteeship to make a new offer. Indications are that the offer, when it comes, will simply seek to restore the situation as it existed before the cancellation Sept. 30.

Trade has not in fact been interrupted. On paper, the cancellation is to take effect Jan. 1. Actually, deals are arranged so far in advance that even if there is no agreement before that date, exchanges would not actually slow down until about the end of March, 1961.

Some Western observers in Berlin believe the West Germans ordered the cancellation largely as a gesture of defiance. They are not expected to demand that the Communists withdraw their order requiring West Germans to obtain a special pass for a visit to Communist East Berlin.

New Blue Book Due On Jan. 15

The 1961-62 Oregon Blue Book, the official biennial directory of state agencies and government activities, will contain more charts and statistics than ever before, according to word today from Secretary of State Howell Appling, Jr. Publication date is set for January 15.

Principal changes will be an increase use of charts, maps, and statistical material and a reduction of space allotted to state department.

Containing 376 pages, the new book will be somewhat smaller than the last Centennial edition, but Appling emphasized "there will be no significant features omitted." He said the inclusion of more statistical illustrations "should add to the use and interest" of the publication. "A new page heading carried through the state agency section should make it much easier to locate needed information," he said.

Farm Organization To Battle Unionists

Representatives of state-wide commodity organizations have been invited to meet at the Farm Bureau Building in Salem on Dec. 2 to discuss plans for formation of an agricultural association to cope with the threatened organization of farm labor in the state.

A steering committee named at a recent meeting of 13 state-wide commodity organizations will report their recommendations for consideration including the type of organization to be developed, the need for legal assistance and the method for coordinating a state-wide program of activities.

Riddell Lage, chairman of the group, said the move toward a closed shop for agricultural workers by the Agricultural Workers Organization Committee could become a grave danger to the vast production of Oregon crops and is a matter all farmers must consider immediately. He pointed out the teamsters union have announced they will issue charters for locals of agricultural employees. They are apparently interested in permanent farm employees and will organize tractor and truck drivers as well as operators of combines, balers, and other specialized equipment, he said.

Telephone Mouth Gun

DETROIT (AP) — A masked gunman robbed a credit union teller of \$8 and a telephone mouthpiece Friday.

Sandra Pluta, 21, a clerk at the Associated Trucking Employees Federal Credit Union, said the man demanded money at gunpoint.

Miss Pluta told the robber the credit union did all its business by check and payrol deduction and had no cash. The bandit took \$8 from her purse and left after removing the mouthpiece from the telephone.

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