

# HISTORY OF THE UMPQUA

## INTERESTING STORY OF FOUNDING OF TOWN OF GARDINER

Capt. Coffin Brought Samuel Roberts, First American Ship, in There in 1850

THE Roseburg Review prints the following interesting history and sketch of Gardiner and the lower Umpqua:

A sunny afternoon, a crystal river, a refreshing breeze with a tang of the sea, and a sturdy steamer with a pleasant company, is the happy combination that makes the journey from Scottsburg to Gardiner a treasured memory.

Every day except Sundays the steamer Eva makes the round trip from Gardiner to the North and South beaches and to Scottsburg and return. Capt. H. B. Sagaberd is at the helm, with his brother, Engineer F. B. Sagaberd, in charge of the motive power. The Eva is the successor of the old-time Juno. Neither were famous for making speed records, but they have the reputation for "getting there" like clock-work in all kinds of weather. This line, as well as the mail stages to Drain, continues under the management of Capt. N. J. Cornwall, the veteran steamboat man of the lower Umpqua.

According to historians the schooner Samuel Roberts, in charge of Capt. Coffin, was the first American vessel to enter the Umpqua River. This was in 1850. There is a tradition, however, that Sir Francis Drake, the noted English freebooter, entered the Umpqua river in 1578 and put ashore his Spanish pilot, Morena, and left him to his fate among the Indians. It is true he was doubtless the first Caucasian to set foot upon the Pacific Coast of the United States. Another tradition says a Spanish vessel entered the Umpqua River about 1750, but unfortunately the historians find no definite record of either of these incidents.

The Samuel Roberts was fitted out by Winchester, Payne & Co., at San Francisco, and after a hasty exploration of the Umpqua River returned with a glowing account of its adaptability as a supply port for the mines of Northern California. Winchester, Payne & Co. immediately sent the schooner Kate Heath to the Umpqua with 100 men, headed by Winchester himself. Many prominent men came with him, including A. C. Gibbs, who later became governor of Oregon. Meanwhile the Bostonian, sent around Cape Horn from Boston by a merchant named Gardiner, had entered the harbor on October 1, 1850, but missed the channel and was wrecked upon the sands at its mouth. The crew escaped and went into camp with most of their salvaged goods, where the town of Gardiner now stands. The Winchester party, who arrived in ten days later, located Umpqua City not far from the present U. S. life saving station near the mouth of the river, but its career was brief. At the mouth of the Smith River the party cut piling timber for shipment to San Francisco. At Scottsburg they found Levi Scott already in possession of the townsite. Some of the party went far up the river to the crossing of the 49ers enroute to California where Winchester himself located the town which still bears his name. The bay at the mouth of the river also bears the name of Winchester, although disagreements with his associates finally made the expedition a failure and the company became bankrupt.

Gardiner has long been a lumbering center. The first mill was built in 1862 from timbers taken from the old block house at Umpqua City. It was erected by G. Christolm, David Morey, Geo. Bamer and John Kruse. In 1865 Capt. J. B. Leeds laid out the town of Gardiner. In 1877 he, with G. S. Hindsale and E. Brin, erected another sawmill. Four years later Hindsale secured the property and sold an interest to W. F. Jewett. Later they, with others, formed the Gardiner Mill Company, with head offices in San Francisco. They soon absorbed the other mill and have ever since been one of the most prominent and successful lumbering institutions on the Pacific Coast. Their present mill has a capacity of 125,000 feet in ten hours. It has its own electric lighting system and is otherwise modern. O. B. Hindsale is the general manager. Mr. Jewett died more than a year ago. His wife and son, W. H. Jewett, live in Gardiner where they have beautiful modern homes. Hou. J. S. Gray, also connected with the mill company for many years, has a fine home here amid beautiful flowers and vines.

The Gardiner Mill Company has its own fleet of four schooners and the steamer San Gabriel, which supply their San Francisco yards and

their yards and planers in San Pedro and Los Angeles. They have a large general store in Gardiner, in charge of L. J. Seymore, and valuable and extensive tracts of timber in the Umpqua, Scofield and Smith River districts. They also manufacture shingles and other by-products.

Another prominent industry here is salmon canning, there being two canneries in this vicinity, the co-operative cannery just above town and the Elmore cannery at Reedsport. The Umpqua River salmon are unexcelled and would furnish a feast for an epicure. The fishing season is a busy and profitable one on the Lower Umpqua. Numerous other fish are also caught and there is an abundance of crabs and clams, both eastern and coast, in the bays and tide flats near the beach.

A tannery was operated here for many years by the late Hon. A. W. Reed, and he also established a large modern creamery, this being a splendid dairying country. The Reed, Janelle Company, consisting of W. P. Reed and J. A. Janelle, have a large general store in Gardiner and a warehouse and other extensive interests in Reedsport. Mr. Reed is also one of the Commissioners of the Port of Umpqua.

Prominent among the features of any modern town or city is its hotel accommodations. The Gardiner, under the management of A. La Rouché, excellently supplies that want here. This hotel is new, modernly equipped and the guests are well served. Their parting assurance is: "We'll tell our friends and come again." What house may expect or merit more?

The Port Umpqua Courier, published every Saturday by J. H. Austin, is an able exponent of every interest in the western portion of the county, and is probably doing more than any other agency to make the wonderful advantages and resources of that region known, and to promote their development. Editor Austin is also a practicing attorney and handles considerable legal business.

Drs. R. H. Fields and F. S. Pratt are in charge of the Gardiner hospital, where sufferers receive the most skillful treatment. Even in the best of climates accidents will occasionally happen, and here is the place the sick or injured are made well again.

The town is lighted by electricity and has pure water piped from a never-failing supply in the adjacent hills. There are two confectioneries, millinery store, four churches, a fine public school, Masonic, Odd Fellows Rebekah and W. O. W. lodges, the two former having their own buildings or lodge quarters being comfortable and commodiously established. The big new "Wigwam" is a splendid domicile for employees of the mill company. Work is promised on the new public dock as soon as the county authorities can secure the use of a pile driver. This will provide free dockage for vessels coming into this harbor. Petitions are also out for a new road from town up the river about two miles to the railroad crossing at the mouth of Smith River. This is to be built on a dike and will bring railroad transportation practically into the city a few months hence.

Among the newer institutions here is the First National Bank, established early in the present year. It has shown a remarkable growth from the day of opening, again demonstrating the wealth of this region.

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## The Sanitation of a Summer Camp

(By U. S. Health Department.)

A SUMMER camp is a device for seeking health and pleasure without modern conveniences. Campers are persons who of their own volition, or through the enticement of others, revert to primitive modes of existence and ostensibly obtain enjoyment therefrom. Both place and persons then favor the development of irregularities, encourage more or less irresponsibility and lead to immediate wildness. In this there is no harm and often much good. However one thing should not be forgotten—the arrangements. Allow the "animals" to break loose once more for the seasonal enjoyment, but by all means have the camp sanitary so that in their wildness they will do no harm.

For, be it remembered that he who selects a suitable site, pitches his tent or builds his hut in a proper manner, examines his food, and protects himself from the natural enemies, is a wise camper indeed.

The camp site is important. Select high ground where the breezes blow and the drainage is good. Only a veritable amateur will occupy the space where another camp has been, for the filth, the flies and food remnants are probably still there. Seek another location. If you are not satisfied, move; you probably haven't leased the premises and you ought not to put up with faulty conditions.

The water supply should be pure. The source should be known and proved to be uncontaminated and if there is the slightest suspicion of its quality it should not be used without boiling. This is a practicable and easy method of rendering any water safe for consumption. A second method is by the use of bleaching powder. Add a tablespoon of chloride of lime to one pint of water and keep in a well stoppered bottle. A tablespoonful of this solution should be placed in two gallons of the water to be treated and after standing for thirty minutes it is then absolutely safe for consumption.

Guard against insects of all varieties; many are not alone tormenting but disease carriers as well. Screen the cabin, the tent, or the hut—even the most primitive people protect themselves in this manner. Flies frequently spoil an otherwise successful camping trip. Remember that they breed in manure and filth and that the camper himself is therefore often responsible for their presence. Make the handy man clean up and keep the grounds polished. A little borax added to the manure or filth inhibits the development of the larvae and should be in every outfit. Watch the mosquitoes. They carry in their sting more than a temporary annoyance. See that the campfire conveys a little smudge at night. Oil the pools and screen the sleeping place if you have not forgotten to put a few yards of netting in your kit. Anoint yourself. There are really a few preparations which mosquitoes do not like. One

is castor oil and pine tar, equal parts, and another is oil of citronella.

Dispose of all human and animal wastes in a proper manner. Burns whatever is destructible, bury deeply what you can not burn, and protect that which you can not bury. If your site is more or less permanent handle garbage in properly covered cans and then incinerate. Just as tin cans have marked the pathways to the West, so they indicate camp sites for all time to come. They have no other usefulness except as breeding places for mosquitoes. Why not consign them to their grave while they are still in the heyday of existence? Do not permit the cook to scatter dish water indiscriminately about; it attracts flies, decomposes, and is otherwise objectionable. Fasten a sign to this effect upon the nearest tree, or if you have your courage with you, emulate Luther and nail it to the kitchen door.

Provide a suitable toilet. Remember that soil pollution is one of the great causes of diseases in our country today. Do this and then not only for your own protection and convenience, but for welfare of others. The pail system may be used or a trench dug, utilizing dry earth or chloride of lime for covering. Be sure to protect from insects by screening. When abandoned make it your business to see that it is not objectionable in any manner and of no danger to those who follow in your footsteps. Do not pollute the streams. That man should lessen the charm of the wayside brooks, the very voices which called him from afar, is inconceivable.

Be careful of the provender. Select only proper foodstuffs, those whose quality is known, and properly preserve them. Use the stream for cooling and that world old device of lowering temperature by the evaporation of water. Secure ice if possible, keeping it in the camp refrigerator made by placing one box within another with hay between and caring for all perishable food products in this manner. Do not forget that the news of your coming has been wafted abroad by innumerable winged and other malevolent insects and that they are gathering for a feast unheard of in all the days of their existence; therefore screen your food, hang it high and guard it zealously.

Interest yourself in your own welfare. Be moderate. Beware of the farmer's corn and cucumbers, eat sparingly of the confections to which you are unaccustomed, and glance at the well of boyhood days only with suspicion. Don't allow the weather or the children to annoy you, rest as well as you can, show the youngsters what father can do when he has the proper environment and imagine what a wonderful time your are having. Then when it is all over we'll get together again, tell of the fish we've caught and recite our numerous adventures, and begin to plan for the season to come.



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Tuesday	24	3:30 a.m.
Wednesday	25	4:00 a.m.
Thursday	26	4:30 a.m.
Friday	27	5:00 a.m.
Saturday	28	5:00 a.m.
Sunday	29	5:00 a.m.
Monday	30	5:30 a.m.
Tuesday	31	6:00 a.m.

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**TIME TABLE**  
WILLAMETTE PACIFIC MOTOR CAR  
Between Marshfield and Bunker Hill Daily.

Leave Marshfield	7:15 a.m.
7:30 a.m.	8:00 a.m.
8:30 a.m.	9:00 a.m.
10:00 a.m.	10:30 a.m.
11:00 a.m.	11:30 a.m.
12:30 p.m.	1:30 p.m.
2:15 p.m.	2:30 p.m.
3:15 p.m.	3:30 p.m.
4:00 p.m.	4:30 p.m.
4:30 p.m.	5:00 p.m.
6:10 p.m.	6:15 p.m.
7:10 p.m.	7:30 p.m.
7:25 p.m.	7:30 p.m.
8:20 p.m.	8:25 p.m.
9:15 p.m.	9:20 p.m.

Between Marshfield and North Beach

Leave Marshfield	6:15 a.m.
6:30 a.m.	7:40 a.m.
7:25 a.m.	8:25 a.m.
8:05 a.m.	9:25 a.m.
9:05 a.m.	10:25 a.m.
10:05 a.m.	11:25 a.m.
11:05 a.m.	12:25 p.m.
12:40 p.m.	2:00 p.m.
1:30 p.m.	2:50 p.m.
2:35 p.m.	3:40 p.m.
3:20 p.m.	4:30 p.m.
4:10 p.m.	5:00 p.m.
5:35 p.m.	6:30 p.m.
6:55 p.m.	Marshfield limits only.
7:35 p.m.	8:35 p.m.

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