



Guest House Museum By Dot Johnson

**THE FORT BRAGG-MENDOCINO
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"Paul Bunyan and Elma Storts" (1939)_s



Fort Bragg's first Paul Bunyan, at 6 feet 8 inches was a gentle giant. Also known as Charlie Buck, he enjoyed playing Paul during Paul Bunyan Days for many years. Here he posed for the photographer while hefting Belle of the Redwoods, Elma Storts, at the first celebration in 1939. He did make it look easy, didn't he?! [See page 11 for some more Paul Bunyan lore.]

We thank Niel Storts (Elma's nephew) for donating this fun image!

Historical images may be donated at the Guest House Museum or at the Archives.
Please fill out a donation form with your name and contact information so we can give you proper credit.



“John A. Kimball and the Curious History of a Steamer Named *Fort Bragg*”

The *Daisy Kimball* at Union Lumber's Fort Bragg Landing Wharf. The crowd is watching her back into the wharf, dragging her anchor as a brake due to rough seas. Some of the crowd would have been passengers awaiting her arrival so they could board. Photo: FB-MCHS Archives



Way back in 1898, Fort Braggers got a chance to watch yet another novel experiment taking place on the beach at the head of Fort Bragg Landing. A group of mostly outside interests—but for one individual—began and completed the construction of a fairly large wooden vessel. At its launching it was ceremonially christened *Fort Bragg*. Paradoxically, the *Fort Bragg* would never again see its birthplace, or engage in the hauling of freight or lumber on the North Coast.

The *Fort Bragg* was created for a small consortium of San Francisco commercial interests. The key local player was John S. Kimball, a man who mostly dealt (on the Mendocino Coast) as an investor in lands, a saw mill at Westport, and as a hotelier.¹ Here in Fort Bragg, he bought the pioneer business founded as the McMullen House—a.k.a. the “Johnson House”—or, to be more accurate, the replacement hotel after its predecessor burned to the ground (along with much of the earliest Fort Bragg business district) in early October 1887.² The original hotel was the first major building erected in the new community of Fort Bragg and along with its two successors, stood on the northeast corner of Redwood Avenue and Main Street, where Coast Hardware stands today.

Within a year of rebuilding the Johnson House, S.W. McMullen chose to sell it to Kimball for \$12,000, a considerable sum in those years. The new owner took three months to further improve the property before reopening the place with a grand public party.³ Not long after acquiring the Johnson House he sold the commercial storefront—with a meeting hall upstairs—the same structure that still stands at the northeast corner of Main and Laurel streets.⁴

John Kimball kept branching out. He soon heavily invested in a series of various Pacific coasting steamers. The first of those was the steam schooner *Record*, built in San Francisco, and on

which he planned to haul lumber and freight between Mendocino and other points south.⁵ Next, he commissioned the construction of the steam schooner *Daisy Kimball*. After her launch from a San Francisco shipyard, she entered what was commonly called “opposition” service, meaning that she ran independently, counter to the lumber companies’-controlled vessels which served North Coast ports and coves. However, the opposition “rivalry” was a peaceable one, for the *Daisy Kimball* called frequently at Union Company’s Fort Bragg Landing pier. She gave coast folks very pleasing cabin accommodations while also carrying profitable freight to and from San Francisco. Just two months after the *Daisy Kimball* entered service, Union Lumber Company wanted to get in on the action, and in November 1892 Kimball sold them half-ownership in the vessel for an undisclosed amount. Thereafter she would also carry redwood lumber (in addition to passengers) from the Fort Bragg wharf down to San Francisco, and freshly purchased merchandise for the Company Store on return trips.⁶

Kimball had successfully forged a friendly working relationship with Union Lumber Company. When money grew tight in the depths of the 1890s Depression, he took over ownership of the company’s steam schooner, *Noyo*, after which he chartered her out to more profitable service as a ferry and freight boat running between Puget Sound and the Klondike goldfields in Alaska.⁷

Before getting involved with the steamer *Noyo*, he entered into the interior river shipping business. The new partnership was aiming to create one or more self-propelled grain barges that would probe the sloughs and streams that were part of the Sacramento and San Joaquin delta and lower ends of Napa River and Petaluma Creek. The era of sailing scows in these same fields was waning. Kimball and his partners hoped to garner above average profits by challenging the scows’ trade, using the power of steam to make trips faster and more efficiently and without any need of, or use, of sails.

1- Mendocino Beacon (2 April 1887), 3: “Local Intelligence”;

Fort Bragg Advocate (29 September 1897), 2: “Locals”

2- MB (8 October 1887), 3: “Swept by Flames.”

3- MB (6 October 1888), 3: “Local Intelligence”; MB (13 October 1888), 3: “Real Estate Transactions.”

4- MB (23 June 1888), 3: “Local Intelligence”; MB (30 March 1889), 3: “Fort Bragg Items.” Note: This building erected in 1888 went from J. S. Kimball to one of the town’s pioneer residents, H. A. Weller and in time became known as the Weller Building, then Baum’s Drug Store (with Weller Hall upstairs), later on as Fiddles & Cameras and has most recently become a women’s wear emporium. This appears to be the oldest commercial building remaining in downtown Fort Bragg, having survived the disastrous fires of 1891 and 1906.

5- MB (10 August 1889), 3: “Fort Bragg Items.”

6- FBA (3 August 1892), 3: “A Handsome Craft”; FBA (9 November 1892), 3: “Local News”; San Francisco Call (10 November 1892), 6: “Shipping Intelligence”; FBA (24 January 1894), 3: “Local News.”

7- MB (9 April 1887), 3: “Local Intelligence”; MB (23 April 1887), 3: “Local Intelligence”; MB (11 June 1887), 3: “The Noyo Lumber Company”; MB (27 August 1887), 3: “Local Intelligence”; MB (18 February 1888), 3: “The Schooner Noyo.”

The whole barge-building concept here was fostered by the trial constructions of log rafts on the same site utilizing the "ways" set up in 1892 to facilitate building a series of log rafts sponsored by the very young Union Lumber Company. Like the majority of shipyard ways elsewhere, this particular cradle-like structure—rebuilt for Kimball—gave support to a wooden hull's "bones," its keel (like a central spine) and individually contoured "knees" (like ribs). In the "ways" a full hull could be assembled complete with external planking, partial masts and decking.⁸ The same ways also included a runway of sorts, a partly planked path designed to allow the completed hull to (ideally) slide downwards by the force of its weight and gravity directly into the water. The total length of this structure was 600 feet, easily allowing for a vessel about 300 feet long from stem to stern to be fabricated and then slip for that distance into the sea.⁹

This was not Kimball's first venture in shipbuilding and ship owning, however. He had earlier played a pivotal role in the partnership that created the steam schooner *Sequoia* at the same location in 1897. Even before the components of Kimball's *Sequoia* could be hewed from local fir, however, Union Lumber Company became a half-owner.¹⁰ Kimball also had the dominant owner-operator stake in the steam schooner *Daisy Kimball* (named for his daughter), a vessel made elsewhere which frequented Fort Bragg Landing in service as a freight and passenger steamer running in friendly "opposition" to the steam schooners *Noyo*, *Coquille River* and *Rival*, owned (in part) by Union Lumber Company and the Pudding Creek Lumber Company respectively.¹¹

John Kimball took fullest advantage of the functionally complete shipyard that had grown out of the more rudimentary log rafts-building ways. In constructing the *Sequoia*, Kimball and Union Lumber Company also erected a commodious managerial office near the head of the wharf, that provided ample space as a "workshop" where skilled workmen could form the various structural components using hand tools and larger power tools driven with a system of line shafts and pulleys equipped with leather belts.¹² For a brief interval the col-



River steamer *Fort Bragg* being loaded with grain. Location & date unknown. San Francisco National Marine Museum Library.

laborative partners considered adding a giant barn-like structure over the ship ways since the men often found themselves working in very windy, foggy and or miserable rain showers. Wet weather became a major interruption, and a costly one! In the end, though, no such structure was built. The shipyard facilities also included a separate cookhouse so the men could eat three square hot meals without having to go into town or up to the Union Lumber Company's busy cookhouse.¹³

Despite the buoyant optimism that *Advocate* editor Charles Cavanaugh often voiced in his editorials and topical articles on Fort Bragg developments, shipbuilding here was not the "endless possibilities" stuff that he and, for a time, Kimball had hoped for. While it was true that supplies of high quality White and Douglas fir could be gotten from the nearby woods, hewn or sawed into durable structural timbers and hull planking (redwood was too soft for these purposes), getting the necessary propulsion machinery and other necessary hardware meant traveling to San Francisco foundries and machine shops. Only major concerns such as Union Iron Works on San Francisco's south side had the facilities and production capacity for such critically important machinery. Getting reciprocating compound steam engines, propeller shafts, boiler water condensers and items like heavy cast-bronze propeller "screws" fabricated 200 miles away and then hauled north put a big dent in the profitability and economy of Mendocino coastal shipbuilding, whether done in Fort Bragg or farther south in the Albion area.¹⁴ It was for these reasons that John Kimball and his partners had only the hulls of the steam schooner *Sequoia* and their subsequent "barge" *Fort Bragg* built here. In both cases, these vessels' hulls were made fully seaworthy and then floated and towed to San Francisco for a full "fitting out."

Rumors marked the probability of constructing a second Kimball-ULCo steamer at Fort Bragg following the April 1898 launching of the *Sequoia*.¹⁵ A series of interruptions had offset any earlier plans. These included the Spanish-American War, the Yukon Gold Rush, a string of earthquakes along the Northern California coast and a steep drop in the wholesale prices of

8- FBA (3 November 1897), 3; "Locals."

9- FBA (27 January 1892), 3; FBA (18 May 1892), 3; "Locals."

10- FBA (6 October 1897), 3, "Locals": ULCo held the half-owner stake until the *Sequoia* was sold to outside interests some years later.

11- FBA (29 September 1897), 3; "Locals. . . . Captain Charles Kimball, according to the *Ferndale Independent*, is one of the owners of the fleet of steam schooners, to which the *Noyo* and other coasters belong." While the *Independent's* news item has not yet been fully substantiated, owning partnerships in the marine trade had been common for several centuries. Such collaborations spread out the costs of construction and operations, and reduced the real potential for capital losses sustained by wrecks or fires. Capt. Charles Kimball and John S. Kimball were brothers.

12- FBA (27 October 1897), 3; FBA 1 December 1897, 2: Aside from a band saw, no other specific mention is made of the workshop machinery used by the Kimball-ULCo partnership's contracted shipbuilders, the technology available in the late 1890s was limited to the equipment described. ULCo supplied a donkey engine to the shipyard, its steam gypsy engine was linked to the shop's central power shaft. Similar belt+lineshaft shop machinery was already in use at this time in the ULCo Machine Shop and the small shop wing of the CWR&N roundhouse. Portable electric power tools were still at least 40-odd years in the future, along with the electrical power distribution infrastructure, small, lightweight electric motors, rubberized power cords and such equipment.

13- FBA (17 November 1897), 3, "A NEW ENTERPRISE."

14- FBA (9 March 1898), 3, "Locals."

15- FBA (20 July 1898), 2, "Locals."

redwood lumber. This last event caused more than a few existing coasting steamers to be tied up for months or rented out to Klondike interests. Union Lumber Company's "flagship" *Noyo* was one of those leased out each fall and winter to haul freight, gold prospectors and mail to and from the Yukon Territory.¹⁶ Finally there was the costly loss by wrecking of two of Kimball's other steam schooners that normally worked the Pacific Northwest lumber and freight trade routes. The speculation from outsiders ran the gamut, from the next boat being one owned exclusively by Union Lumber Company's, to a replacement for one of Kimball's wreck-losses. Finally the truth surfaced when the *Advocate* was able to garner enough facts: the next vessel would be made for Kimball and headquartered in San Francisco. The enterprise was organized under the name Kimball & Company.¹⁷ The partnership was mostly familial. J.S. Kimball was president, with his brother Charles, his wife Helen, Union Lumber Company's longtime attorney and investor, Charles E. Wilson, plus John E. Bullock of San Francisco. The *Advocate* was, as usual, listening to rumors-on-the-street when it reported that a "San Francisco firm" was reportedly going to have a barge built here. In the following week's edition, some more solid facts were announced in its "Locals" column:

"...Work on the barges for the J. S. Kimball Company is under way, Captain Thomas Peterson, the well-known ship-builder is in charge."

So began the actual fabrication of the future scow-steamer *Fort Bragg*. Once Thomas Peterson arrived, refurbishing of the shipyard began and a fresh crew of builders was brought up from the "City" while another, Andrew Christenson of Albion was also hired. Just seven days later the *Advocate* announced that Peterson and his men had the hull rapidly coming together, and that it would be ready to launch within two more weeks.¹⁸ This attests to how much simpler the structuring of the vessel was compared to those designed for the rougher sea trades. The historic newspapers' use of the term "barge" is misleading. Traditional barges are unpowered and formed to be bidirectional, with low sides and plainly-angled prows at each end. In the case of the *Fort Bragg*, however, it was a "barge" in the sense that it would be a "freight boat" and would eventually be powered. Like a barge, it had a very shallow water displacement or "draft," with no exposed keel (or spine) and a flat bottom. In contrast, all seagoing vessels—whether equipped with sails or mechanical propulsion gear—require an exposed deep keel to help keep the hull balanced in deep and often rough water. Rivers and bays, on the other hand, typically feature shallower and calmer waters, and a keel could get mired in muddy bottoms or shoals, especially in tributary streams.

Several weeks of minor setbacks delayed completion and the festive launching ceremonies didn't occur until the third week of June 1899. C.R. and Mary Johnson, with their children Emily and Otis in tow, were also up from the "City" that

same week, and may have been among the throng that witnessed the launch from the vantage point of the company's wharf. After the basic hull slid into the sea cove, it was towed sideways to the dock. Then a steam schooner fastened its tow lines to it and the slow trip south to the Golden Gate began.

That very same week another barge—ostensibly also intended for Kimball—began to take shape in the form of new timbers being worked in the shipyard's shop. It was nearly complete by the end of July and would be named the *Chester A*.¹⁹ And if that was not enough, construction of a third barge—this one immense and designed for sea-borne freight traffic, with an estimated 800,000 board-foot lumber capacity (twice that of the steamer *Sequoia*)—was to be started, this time for Union Lumber Company. Once again, the *Advocate's* editor waxed enthusiastic about a fourth "anticipated" vessel's creation, a "stern-wheel river steamer" before he learned all the facts. While it was true that Kimball's hull *Fort Bragg* would soon be outfitted in San Francisco with a steam boiler and stern paddle wheel and steering gear, plus some sort of superstructure above decks, the mythical river steamer would not get built at all at Fort Bragg.^{20, 21}

The erstwhile maiden voyage of the "barge" *Fort Bragg* received no further remarks. The hull was towed around the City's waterfront to the industrialized south-eastern shore. There "she" was fully outfitted with all the vital mechanical equipment and "house" above her main deck. The Los Angeles *Herald* picked up the story from the Fort Bragg *Advocate* and gave salient details:

A BIG RIVER BARGE

*Fort Bragg, June 14.—There will soon be launched at the shipyards of Messrs. Rideout and Em[l]ay an immense barge which that firm is constructing for the J.S. Kimball Company. The barge will be christened Fort Bragg and her dimensions are as follows: Length 162 feet, beam 3 ft., [hull] depth 6 feet 2 inches, draft, light [hull empty] 10 inches; capacity, 700 tons. The firm has issued invitations to a large number of citizens to be present at the launching and christening ceremony. Miss Mabel Mulson, a very popular and beautiful young lady of Fort Bragg, daughter of Henry Mulson, a City Trustee, has been selected to name the craft. The occasion of the launching will be a gala day. The citizens have arranged to present the new boat with a splendid American flag."*²²

Summer 1899 passed before the next news of the *Fort Bragg* surfaced, this time in the San Francisco *Chronicle* (reprinted by the *Advocate*):

...The new steam barge Fort Bragg made a very successful trip yesterday afternoon on the Bay. Her owners, Messrs. J.S. Kimball, W.R. Rideout and T.E. Emlay had a party of friends on the run. The start was made from Howard street w[h]arf at 2 P.M. She was given a run for about a half hour, and when the records were

19- FBA (2 August 1899), 3, "Launch of the Chester A."

20- FBA (21 June 1899), 3, "Barge Fort Bragg Launched."

21- FBA (26 July 1899), 3, "Locals" Note: It is not known whether this largest barge, and the so-called "stern-wheeler" were ever built, for the news on the topic drops off not long after this brief mention.

22- Los Angeles *Herald* (15 June 1899), 2, "A Big Barge."

16- FBA (26 January 1898), 3, "For the Northern Sea Trade"; FBA (20 April 1898, 2, "Locals"; FBA (21 December 1898, 2, "Locals."

17- FBA (5 March 1899), 3, "Locals."

18- FBA (17 May 1899), 3, "Locals."

figured up it was found that she had cut out a pace of about ten knots.

During the afternoon the report was circulated that she had failed to return, and a great deal of anxiety was felt by the friends of those aboard for their safety. But later in the day she pulled into the Mission-street wharf in good shape.—Chronicle.

The year 1900 arrived, and in early February came another news item (again copied by the *Advocate*) on our steamer.

*"...The steam barge Fort Bragg arrived [at Petaluma] Monday night with 4,000 sacks of feed for George P. McNear. She brought a force of stevedores and the cargo was quickly discharged. She loaded a cargo of wheat for San Francisco consigned by George P. McNear and left at 9:30 for the bay city."—Petaluma Courier.*²³

For the rest of the story on the *Fort Bragg*, we must turn to other sources. The *Advocate* had ceased paying any further attention to what was, by now, less important "outside" news. In June 1900, John Kimball retired from his active role in what had evolved into the Kimball Steamship Company. That firm still had a sizeable fleet and still owned a majority stake in the coasting steamers *Noyo* and *Sequoia* and the stern-wheel river steamer *Fort Bragg*—which was at the time plying the lower Sacramento River. KSCo also owned four other coasting steamers that worked the length of the U.S. Pacific Coast hauling lumber, freight and (some) passengers. By 1901, though, the *Fort Bragg* had been sold outright to the California Transportation Company. That large outfit ran a half dozen stern-wheel steamboats on San Francisco Bay and its tributaries, especially the Sacramento and San Joaquin rivers. That same year the *Fort Bragg*—still being called a "steam barge"—was chartered by a gravel quarry concern for a 5-year period to haul crushed rock on daily round trips from Petaluma to San Francisco.²⁴

The *Fort Bragg* kept paddling along in relative obscurity, growing older and somewhat outdated and evidently more structurally and mechanically run-down. Within the CTCo fleet, The *Fort Bragg* was the least among the line's worthier stern-wheelers, having leaky and damp crew quarters far forward in the forecastle (bow). Even the company's best river steamer, the *Pride of the River*, had crew quarters barely better than those on the tired *Fort Bragg*. A scandal was brewing in December 1909, prodded by the *San Francisco Call's* appeals to the State Board of Health. The state and *Call* sided with the Steamboatmen's Union to improve crew quarters on all California Transportation Company vessels. The CTCo soon caved to the relentless highly publicized pressure, all the while blaming its crews for general sloppiness and bad attitudes. More likely, the company was doing its best to defer maintenance and maximize stock dividends at minimal expense. This attitude withered quickly for the California Transportation Company's two best boats, *Pride of the River* and *Fort Sutter* regularly shuttled California legislators back and forth between Sacramento and San Francisco, and wine and dined them on board, too—or

at least its management looked the other way when flasks or bottles of port were magically produced out on the river and bay in those Prohibition years. The *Fort Bragg* may have only been a lowly freight boat, but it was still picked out in the news stories for being so poorly maintained.

The *Fort Bragg* kept plodding along in its mundane freighting duties up to the start of 1921. The *Healdsburg Tribune* then broke a small news item that proved she still had some relative value, if only because one of her stern-wheeler rivals had gone up in smoke.

ANOTHER STEAMER PURCHASED TO REPLACE GOLD

*Petaluma, Jan. 13.—The Petaluma and Santa Rosa Railroad Co. has purchased from the California Transportation Co., its largest stern-wheel steamer Fort Bragg, the deal having been fully consummated, and it was formally confirmed Wednesday by General Manager E.H. Maggard of the company. The price was not made public. The steamer was towed to the Schultz shipyard at South San Francisco where it will be practically rebuilt and will be christened "Gold," taking the place of the steamer by that name which was recently destroyed by fire. She will be manned by the complete crew of the old Gold, and it will be a happy day when the new Gold and her old crew get back on the run. Work will be prosecuted day and night in order to hasten the completion.*²⁵

The same Sonoma County daily followed that story with the news of her re-launching and reentry into commercial duty.

GOLD IN SERVICE.

Petaluma, May 27.—The new steamer Gold, formerly the Fort Bragg, which was recently bought by the Santa Rosa and Petaluma Electric Railroad Co., [sic] arrived here at 1:20 this morning with a cargo of freight. Much interest was centered in the advent of her maiden trip. The steamer was launched at the Schultz Shipyard last week, after having been practically rebuilt and new machinery installed.

That next winter, she slipped her moorings and was rapidly imperiled.

*Petaluma, Dec. 28.—The steamer Gold which is in San Francisco receiving repairs to her boilers, broke adrift from her moorings at the Schulze [sic] ways in San Francisco Sunday morning during the storm, and for several hours the boat drifted on the bay and was in great danger. She was finally picked up and was towed back to her moorings undamaged. ...*²⁶

After her refitting and return to duty for the P&SR railroad, she continued to carry all types of bulk commodities for the next seven years, from sacked grain to crated apples, sand and (not too surprisingly) eggs, live chicks and poultry feed in and hens and feathers out, since Petaluma has long been billed as "the World's Egg Basket" and formerly an enormous supplier of edible fowl and dairy products.

Continues on page 6—

23- *FBA* (14 February 1900), 3, "Locals."

24- *San Francisco Call* (6 January 1901), 19, "Sale of a Petaluma Quarry."

25- *Healdsburg Tribune* (13 January 1921), 1.

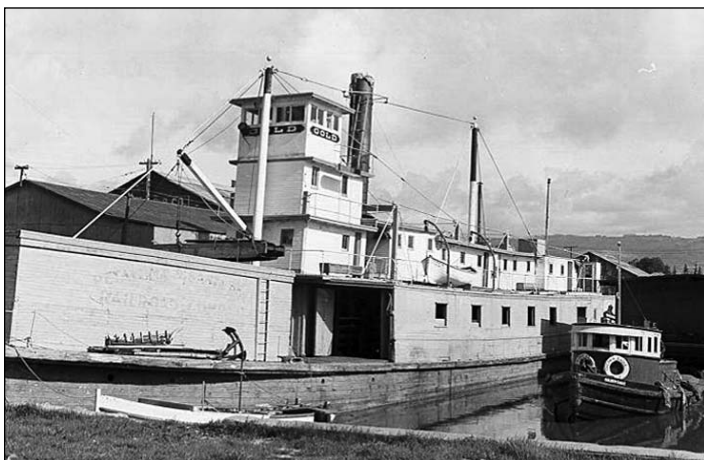
26- *Healdsburg Tribune* (28 December 1921), 4.

Once again the Great Depression that officially began in 1929 drove down businesses of all sorts. Included among the economic casualties was what kept the Petaluma & Santa Rosa Railroad going as a passenger and rural freight carrier. It was far cheaper for farmers and ranchers to truck their goods over new or improved public roads. In the case of many "interurban" and short line railroads, those roads ran close by or parallel to the tracks, hence the railways' business dropped off fast and sharp and a great many rail lines never recovered. The P & SR owned two stern-wheelers, *GOLD* and *PETALUMA*. After a valiant promotional 10-year fight designed to encourage public use of its services, the railroad surrendered in 1935 and ended its electric interurban passenger service that connected Graton, Forestville, Two Rock, Sebastopol, Santa Rosa and Petaluma.

Just two years earlier, Southern Pacific Company bought the struggling P & S R when it fell into bankruptcy. The reorganized P & S R was conveyed to SP's regional affiliate, Northwestern Pacific Railroad. The NWP was struggling, too, so a series of harsh but vital actions were undertaken to reduce capital losses all over its system that stretched from Humboldt to Marin County. Needing only one boat to keep up its much reduced business, the steamer *Gold* was idled, although she was kept tied up in Petaluma Creek next to the company's freight sheds. Finally, the Depression worsened to the point where the P & S R began liquidating as much unnecessary possessions as it could to bolster its cash supply while also reducing its tangible tax obligations. The *Gold* was sold "as-is, where-is" to Ras Welding & Boiler Works of Santa Rosa in late January 1940. The boat's boiler and some mechanical equipment were removed and the rest of the vessel broken up in February.¹⁽²⁷⁾ Since the hull and superstructure above the main deck was mostly wooden, very little scrap metal was gathered for resale.

Thus ended the 41-year lifetime of the vessel which was "born" on the beach at Fort Bragg and which died on the muddy shoreline of Petaluma Creek.

In a future installment we'll examine the other steam vessel called *Fort Bragg*. Stay tuned! 🚂



The second *GOLD* out-of-service on the muddy banks of Petaluma Creek. (1937) Source: Sonoma County Library.

27- Fred A. Stindt, *The Northwestern Pacific Railroad*, Vol. II, [published by the author], Kelseyville, CA, 1985; 1988), 113; 115-117; 123; 128.



Fortunately, most of this issue was completed before Russ and I went away for a "mini" vacation which turned out to be even shorter than planned.

I ended up in the ER, my camera dunked in a lake, rendering it no longer functional. It was all part of a canoeing mishap in which Russ discovered he could swim with his hiking boots on.

A subsequent X-ray revealed that my right arm was/is broken right below the shoulder. They can't put a cast on the not-funny bone for some reason called the "humerus" so I'm in a contraption justifiably called an "immobilizer," on pain meds while gradually thicker towels are inserted between my torso and upper arm to push the bone pieces back into alignment so the healing can begin.

I'm all for that! Healing, that is... And yes, I'm right-handed... Or was before the "incident." Now I'm learning to print left-handed and figure out ways how to do things with my formerly secondary hand before calling Russ for assistance.

Meanwhile I find a new appreciation for folks who will not be so lucky as I who are able to heal their way out of one-handedness...

The best parts of my visit with Dr. Bellah:

- a) He is a personable healer
- b) I won't need surgery if we can get realignment in this way
- c) I can now take a shower and wash my hair! One-handed, of course, and Russ's help... What a blessing!



PS: Sponge baths are better than nothing, but not much...w

FB-MCHS Establishes the Arthur Morley, Jr. Local Film Preservation Fund



FB-MCHS holdings include motion picture films. Home movies, using 8 mm film, became popular in the mid-20th century, but the Union Lumber Company's historical collections, donated to us in 2001, include two 16mm silent color films. One shows the California Western Railroad [aka "Skunk"], the other shows their sawmill and woods operations. Both were made in the 1950s. These film masters produced in Hollywood have never been shown. Celluloid film gets brittle when subjected to heat and light. Therefore, digitizing these masters is our best choice to view them without shortening the life of the film stock. From digital masters, we can make copies and keep the original films safe in our archives.

The Archives contacted a couple of recommended professional companies that clean, repair and digitize film. Once we knew what such a project would cost, we spoke with some locals to judge interest in helping us fund such a project.

The first person who stepped up to help was Arthur Morley, Jr. whose English grandparents arrived here in 1902. Grandfather Morley had been a shopkeeper in England; here he worked at Harry Spath's Fort Bragg Steam Laundry.

His son, Arthur Morley, Sr. was three when the family arrived including two older brothers. Two sisters were later born in Fort Bragg. Grandmother Alice was a homemaker, and Arthur, Jr. still lives in his grandparents' house in Fort Bragg. Arthur Sr. died of cancer in 1960, leaving Lily Evensen Morley alone. When she began to suffer from dementia a cousin advised Arthur, Jr., then living in San Diego, that he should return to Fort Bragg and look after Lily. From 1993 on he cared for her until she died.

Arthur's mother's family, the Evensens, were Norwegian. Emil Evensen was a seaman whom Johanna Winterstow met on the Atlantic coast where she was working. After marrying, they arrived in San Francisco in 1906 right after the earthquake, and recalled camping in Golden Gate Park, the city destroyed. Grandpa Evensen's shipmate, Erik Nelsen, married Johanna's sister Margaret.

The Evensens first lived at Mitchell Creek near the Mitchell Creek School, where Art's mother, Lily was born in 1907.

In 1912 they bought a house on the south side of the Noyo River. That house stayed in the family into the 1980s and is still recognizable. In later years, Art's cousin, Eloise Eklund, had lived there.

Arthur Morley, Jr. was born at Dr. Bowman's Redwood Coast Hospital (now the Gray Whale Inn) in mid-August 1926. In the Fort Bragg schools he played french and alto horns, and finally the trumpet in the school band for six years. After graduating in 1944, he and five classmates traveled to Santa Rosa to join the Navy. After 12 weeks of boot camp in San Diego, Art was the only one to receive the schooling he wanted, taking 16 more weeks of electrical training. The others got amphibious training at the Coronado Amphibious Base in San Diego and were part of the invasion of Okinawa. After two years, they all returned safely to Fort Bragg.

Employment for an electrician was hard to find right after the war. Art turned down a position in the cookhouse in the woods camp at Ten Mile, instead returning to the Navy where he remained for almost 21 years. In the Navy he was promoted to Chief Petty Officer, liked to travel and see new places, and twice worked as a gunnery instructor.

In 1954, he had met Jean Hussey in Washington, DC, who was working under Oveta Culp Hobby in Health and Human Services. They went hiking and birding with some of her friends, married in 1956, and returned to the Navy for another three years. Art took classes at the University of Michigan completing basic college requirements. When he was discharged in 1965 and they moved back to San Diego. There he attended San Diego State on the GI Bill, graduating in 1976 with two majors, Biology and Psychology. He worked summers at area State Parks as a seasonal/intermittent ranger, first at Palomar for four years, and then at Anza-Borrego where he could work winters. He retired in 1985.

In 1993, Art and Jean moved to Fort Bragg to care for Art's aging mother where they were active in the local Audubon Society, Sierra Club and California Native Plant Society. They both led nature walks, monitored local problems for Audubon, and Jean participated in artistic groups. Art volunteered with MAPA, the Mendocino Land Trust and Audubon as a trip leader, but his failing hearing made such activities very difficult. In 1996, after Art's mother died, he started volunteering one day a week for weed removal in the Ten Mile Dunes, Caspar, Big River, Pt. Cabrillo and other sites. In 2017, he was honored by State Parks for his volunteer work. Besides weekly weeding sessions, Art still delivers Meals on Wheels at the Bea Erickson Senior Center, and participates in seasonal bird counts. Fit and still active, in August he turned 92.

We hope other local folks will be interested to join Art in this film project. We know there are other films "out there" that should also be given a future, and we hope more folks will step forward to help us preserve local films and photographs. Imagine including well-made local films in future film festivals?! Funders' name(s) will be added to the roster of the film preservation project. Won't you join us? 🐾



THIS RANCH WHEN PHOTOGRAPHED WAS STILL SOME 540 ACRES, LOCATED THREE MILE NORTHEAST OF FORT BRAGG. BALD HILL WAS THE EAST STATION FOR THE MENDOCINO INDIAN RESERVATION, FROM 1857 TO 1864. THE RESERVATION EMPLOYEES OCCUPIED THE BUILDINGS AND SQUATTED ON PARTS THEY WANTED UNTIL 1869 WHEN IT HAD BEEN SURVEYED AND RETURNED TO PUBLIC LANDS. THE FORMER

RESERVATION LAND WAS OPENED TO HOMESTEADERS AT \$1.25 AN ACRE. THE FIRST CIVILIAN OWNER WAS FRED HELDT, WHO HAD WORKED AT THE INDIAN STATION. HIS WIFE, NANCY DARR, WAS ONE OF THE FORMER NATIVE INTERNEES. SHE OUTLIVED HIM AND GRADUALLY THE LAND PASSED THROUGH DIFFERENT HANDS WITH SOME PARTS SOLD OFF UNTIL IT IS NOW LESS THAN HALF OF ITS ORIGINAL SIZE.

BALD HILL CEMETERY - "DUTCH" FRED HELDT'S MONUMENT

The Heldt Monument on Bald Hill was located about three or four miles northeast of Fort Bragg next to the winding dirt road that led to the top of a rolling grassy promontory. Trees run along the flanks of the ridge away from the salt winds to the west.

The former employees on the reservation took pains to build enclosures around the land on which they had squatted, took over former reservation buildings and erected others for their own use. One of these employees was "Dutch" Fred Heldt. Dorothy Ross Balaam, Rev. John S. Ross's daughter, edited the story that her father had written down.



Fred Heldt was a member of an old New York family. They corresponded with the Ross family at intervals through the years. In 1922, my sisters and I called on them as we were en route to Europe. They lived in a beautiful home in a fashionable part of the city. When Fort Bragg started, Fred Heldt purchased a saloon. Fred never operated the saloon himself, but rented it out. However he spent a good deal of time there.

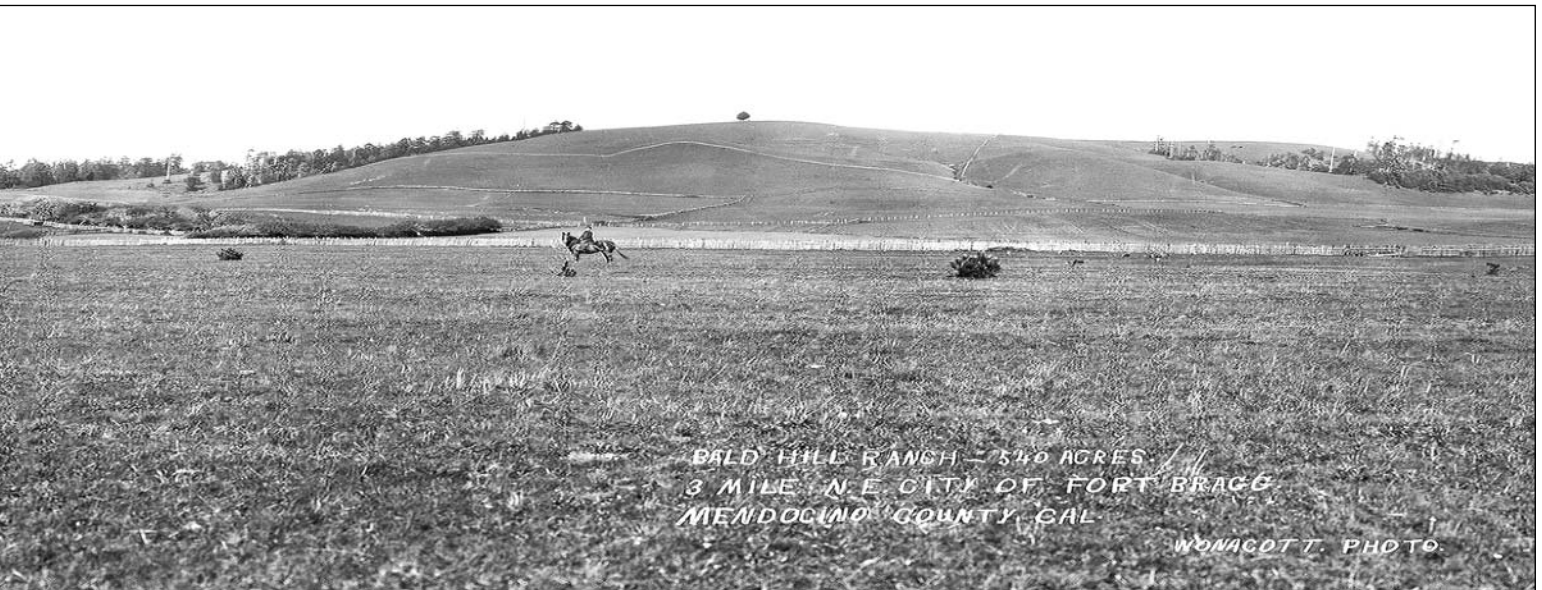
A man named Martin, an ex-convict from Carson City, Nevada rented or leased the property and ran a restaurant in

conjunction with the bar. Heldt took quite a shine to this Martin. As Fred and Nancy were estranged at the time, she living in a small house near Inglenook, Martin thought he could get Fred's property.

One day Martin was serving abalone chowder and Fred ate a hearty meal. Later in the day he became very sick. A doctor was called in, but Fred was dead before he arrived. He was buried on the top of Bald Hill [in 1949], on the property [then] owned by the Ross brothers.

After Heldt's death, Martin started action on a will he had in his possession, signed by Heldt, (or forged by Martin) which left Martin his Fort Bragg property and a large interest in his ranches. Someone became suspicious, and an autopsy was performed. The contents of his stomach showed that he had been poisoned. Martin was arrested and taken back to the Nevada State Prison to finish his life sentence. I believe he died there. Nancy got one-half of Heldt's property, and his brothers got the balance when the will was probated. Nancy married a couple of times after that, and—was penniless when she died.

In the tall shaft that is over Heldt's grave was a paneled recess in the stone, and inside was a good picture of Heldt. In later years some vandal hammered the outside plate to the entrance of the recess and took the picture.



THIS PANORAMA IS SO LARGE THAT IT IS VERY DIFFICULT TO REDUCE ITS SIZE SUFFICIENTLY TO FIT ONTO A SMALL PAGE WITHOUT LOSING SHARPNESS.

THE RANCH BUILDINGS ARE AT THE FAR LEFT AND A HORSEMAN IS IN THE MIDDLE DISTANCE. THIS PANORAMA IS SO LARGE THAT IT IS VERY DIFFICULT TO FIT INTO THESE PAGES. THIS VIEW SHOWS MOST OF THE LEFT HALF OF THE PANORA-

MA. MUCH OF THE DETAIL NEEDS TO BE SEEN IN A LARGER PRINT.

WE HOPE YOU WILL PLAN TO STOP BY THE GUEST HOUSE MUSEUM DURING VISITOR HOURS AND SEE THE NEW PANORAMAS MOUNTED AND DISPLAYED IN THEIR NEW FRAMES IN THE PARLOR (LIVING ROOM)..

[The monument is still there although pieces of the tree next to the fence have broken off in storms and damaged it. -Editor]

a fortune. However, noted Reverend Ross, Heldt's ill-gotten gains did him no good at the last. 🐾

Dorothy Ross's sister, Anne was a companion to Mrs. W. H. Kelley the last five years of Mrs. Kelly's life. Mrs. Kelley had lived in Mendocino since 1856 and told Anne how Heldt had been able to accumulate enough wealth to buy the government lands [part of the former Mendocino Indian Reservation] in 1870.

A twenty-dollar gold piece was called a "Big River bit" in those days. The men from the woods hid them in their shoes. After getting them so drunk that they were out cold, Heldt and Osborne took them into a back room, pitched them on a bed or cot, unlaced their shoes or boots, took out the "Big River bits" and then put their shoes back on again. Next morning, still stupid from the rot-gut whiskey, the woodsmen were presented with a flask to help them on their way. I had always wondered how a couple of ignorant men could accumulate



Dutch Fred Heldt's monument atop Bald Hill. Glass plate negative made by one of the Ross brothers while the property belonged to them. Courtesy of Noyo Hill House, Michael Ross Collection. (c.1950)

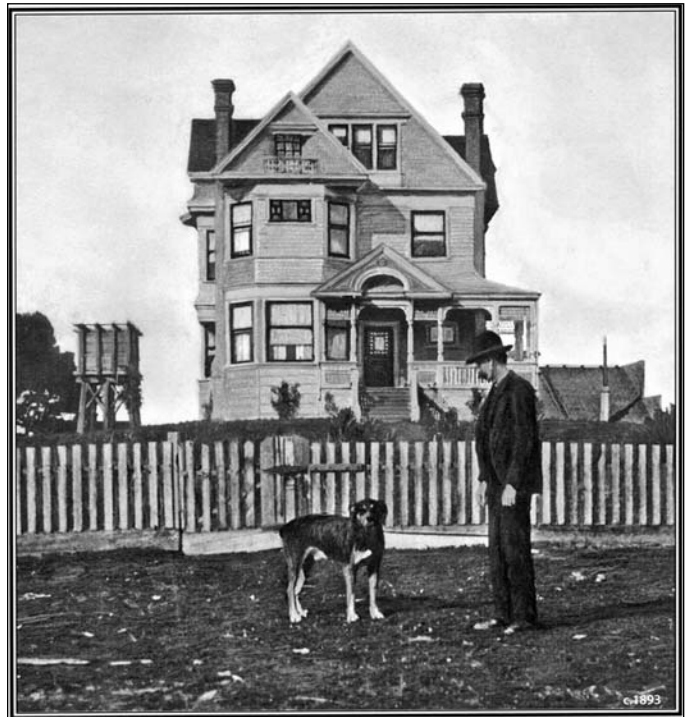
"The New Guest House History Debuted August 5th"

On 5 August, from noon to 5 pm, in time for the City turning 129, and the grand opening of the Coastal Trail along the city's west side connecting the Noyo River with Glass Beach to the north and beyond. The newest publication of the local historical society was seen by the eager crowds enjoying the sunny day, the completed trail, enhanced by live entertainment and many information booths and displays. There were also a variety of food and beverage vendors. Thousands of folks came from near and far to participate and enjoy the well organized celebration along the south end of the new trail.

FB-MCHS manned a table distributing information, offering society memberships, and selling our new book. FYI: The new Guest House History is selling like hotcakes. It is available at the Guest House bookshop, along with many other local histories, during regular visiting hours.



Sponsors included: Community First Credit Union, City of Fort Bragg, Noyo Center for Marine Science, Beachcomber Motel, Skunk Train, KOZT, The Color Mill, Akeef Construction, World Centric, Rhoades Side Restrooms, Norvell's / F/V Donna J, Frey Vineyards, Whispering Pines, New Trend Wireless, Waste Management, Sonoma Clean Power, Covington Creek Veterinary Clinic, NorCal Gasoline, North Coast Brewing Company, Pacific Physical Therapy, Hwy 20 Feed, Braggadood, DogTrekker.com, Georgia Pacific, PG&E. ☼



~ A Home Away From Home ~

History of Our Guest House Museum

Fort Bragg-Mendocino Coast Historical Society



Fun for the kiddies, too at future site of Noyo Center building.



Even Babe the Blue Ox came to celebrate.



Noyo Marine Science Center's P.A. system was powered by four peddling bicyclists.



Part of the fun of the Paul Bunyan Days celebrated in Fort Bragg is sharing some of the "tall tales" invented by loggers around the pot-bellied stoves in their cabins or at local saloons, especially in the off-season in the logging woods. They honed their imaginations and created characters like themselves. Here is a sample of the tales from when my father was a faller in the Big Trees.



Paul was born over two hundred years ago. Nobody knows the exact date, 'cause nobody kept records much then. But one thing is sure: Paul called for flapjacks the day after he was born. His parents didn't speak English at the time. Some say they spoke French, some say Russian, or Swedish, or Finnish. Whatever it was, it was not English. So you can see how smart Paul was, being able to talk in a foreign language the day he was born, or maybe it was the day after.

Next Paul asked for a toy. As he was lying in the big oxcart that was his cradle he asked for an ax. His parents didn't bring him one right away, maybe thinking he was a little young. So when he got tired of waiting he jumped out of his cradle and looked around until he found a good strong ax. Folks say that's what he cut his teeth on.

After a while Paul grew to like using an ax. And he grew. And grew! No one knows just how tall he was, some say taller than the tallest tree, but then, he didn't grow up in redwood country. Others say they had to cut off the top of a railroad car for him to ride in it. Whatever the case, he was tall.

The first time Paul went out in the woods alone his mother packed him a lunch. She put in several loaves of bread, a half dozen onions and a quarter beef. As he looked around he got interested in watching some foxes playing tag. Forgetting all about his lunch, he sat right down on it. Of course he squished the beef flat, so at lunchtime he put the squished meat and onion between the loaves of bread, and that's how Paul Bunyan invented hamburgers.

When Paul got his first job in a lumber camp he was still a boy, but he was already bigger than most of the men there, and could do some things better than they could. Paul could blow the dinner horn so loud that he blasted the man in the moon right out. The old fellow had to wait till the moon came around the next night in order to climb back in.

Hot Biscuit Slim was the camp cook and one of Paul's friends. His specialty was hot biscuits and flapjacks. When Paul first met Slim they started a big argument. Paul said that good cooking was important, because it helped the lumbering work. Slim said lumbering was important so that good cooking would get eaten up. They never agreed on that, but they did agree to work together.

Hot Biscuit Slim had problems in Paul's camp right from the start. The stoves had to be bigger than any that had yet been invented. Slim had to cook flapjacks for Paul and for three hundred more big men like him—as well as for Babe the Blue Ox. (More about Babe next time.)

For a long time, Slim cooked flapjacks like everybody



Paul's daily hot cake and syrup supply. ULCo. float in, 1951 Paul Bunyan Days Parade. FB-MCHS, ULCo. Collection. Photo by: Ed Freitas


did—in skillets, but as the lumber camp got bigger, there wasn't enough room for all the skillets he needed. Slim tried cooking the flapjacks on their sides instead of flat. This saved room, but nobody like flapjacks with flat edges. They all knew that flapjacks had to be round. So, the world's biggest griddle seemed to be the answer.

Hot Biscuit Slim did all the surveying for the griddle. His bookkeeper, Johnny Inkslinger helped with the figuring. When Slim had the plans ready, he went to another of Paul's friends, Big Ole the Blacksmith, and asked him to make the griddle.

All the iron had to be dug from three mines to make the griddle, but it was finally done. Big Ole could also do that kind of work. And he figured out how to punch the holes in all the camp's doughnuts, which was how doughnuts got started.

Now the griddle for cooking the flapjacks was so big that Slim couldn't grease it himself. He tried using a tree with a whole hog tied on the end of it to grease the griddle, but that was too slow. So he hired seventeen boys who tied slabs of bacon onto their feet and skated around on the griddle, keeping it in good shape. Sometimes the lumberjacks held a flapjack up to the light before they bit into it, just to make sure one of the griddle-skaters hadn't fallen into batter and gotten stuck.

Slim had to get the flapjacks from the stove to the quarter-mile long table where the lumberjacks sat. He tried many ways of serving the flapjacks, such as men on bicycles riding up and down the center of the table, throwing off the flapjacks as fast as they could. The worked okay until the bicycles began to skid in the spilled maple syrup and molasses. Then Slim tried roller skates and the men learned to jump over the spilled places, but had to dodge outstretched forks or knives reaching for the butter. Slim even tried a small train down the center of the table, but the men objected to the smoke in their eyes.

At last Slim borrowed an idea from mining country. He rigged up an overhead cable and cars that had an automatic gadget for dumping. He piled the flapjacks into the cars, sent them whizzing along the cable, and the gadget dumped out the flapjacks right onto each man's plate one after another... 

We received a research request this quarter for information about the natives who originally lived in the Usal area before the white settlers arrived. Since this region was occupied by more than one indigenous group, it appears in two parts, on pages 6 & 7.

*Sources: Thad Van Bueren, **Belonging to Places**, 2012. Also see the Smithsonian's Vol. 8, **The Handbook of North American Indians**. California.*



Ancestral occupation by a Yuki-speaking group was documented in 1990 by Archeologist Tom Layton near Albion dating to 5,500 years ago. They had tools to mill plant foods and some shellfish remains were also found.

Inland and coast occupation by early indigenous groups is common from 5,000 to 3,000 years ago. They lived by hunting and gathering, using spears and darts, mortars and pestles, and made shell beads to exchange like "money." As populations increased, boundaries became more defined. Pomo language groups came west from a homeland in the Clear Lake area. Sudden appearance of Clear Lake obsidian appeared in sites south of Ten Mile River. The volcanic glass is datable providing a window on when Pomo entered the area occupied by Yukis.

Interviews with Coast Yuki people confirm they were not on friendly terms with the Clear Lake Pomo via Little Lake in the Sherwood Valley, as the two groups were competing for the same natural resources. Uses of shellfish and other marine resources rose, with introduction of the bow and arrow allowing for more small game hunting over 1,000 years ago. The depletion of preferred larger animals like elk and deer required the increasing use of small game.

Villages controlled lands and resources in their area. Neighbors had to negotiate visits, so people with access to shellfish and seaweed traded for access to surf fish, or other materials. Alliances between villages were easy for those speaking the same languages, and intermarriages helped relations between different family groups. Those speaking several languages in the area often served as intermediaries to help resolve disputes.

According to Barrett (1908), the area from Cleone north was Coast Yuki territory. Tony Bell, a man of mixed Coast Yuki and Sinkyone ancestry born before 1850, agreed. He identified 11 Coast Yuki hamlets between Cottoneva Creek and Cleone (Gifford 1939). He also noted that the villages south of Ten Mile River were jointly occupied by Coast Yuki and Sherwood Valley Pomo, so the actual boundary was inferred to be the Ten Mile River.

Place names provide additional insight into the geographic range of each tribal group, since naming a place indicates personal familiarity with it. The Pomo had names for places as far north as Cape Vizcaino, while the Coast Yuki had names for places as far south as Albion.

Coastal sites after 500 BC were visited by Pomo from Clear Lake who came to the shore seasonally, picking shellfish, catching fish, and hunting elk and sea mammals. Abundant grinding and pounding tools indicate use of acorns for food, along with



North of Ten Mile River was the village of Be-lo-be-da ["near the river"].
(Whites' version of this name is "Abalobadiah") M. M. Hazeltine-1867-1869

plentiful Clear Lake obsidian tools and flaking debris. Because Coast Yuki had little or no obsidian, these occupants had been Pomo. Their food search was not as specialized as the Pomo's. Remaining near the coast year-round gave the Yuki less access to acorns, solely from coastal tanbark oaks. Their hunting and cutting tools were made from chert (a form of quartz) found south of Point Arena, which required the risk of encountering hostile neighbors in order to access the chert. The nearest chert source inland, to the east near Branscomb, or south at Fort Bragg. Yuki camps to access chert appear to have been short-term and not for any long-term occupation.

Interaction between the Pomo and Yuki surely varied over the 2500 years they interacted along the coast, but Van Bueren's impression is that it was a long-standing dispute between the groups in which there is little or no evidence of trade. There is also no evidence of warfare that has been found, but many accounts of battles were retold in the time preceding white settlement along the coast. The Coast Yuki had generally friendly relations with their Sinkyone neighbors to the north, but had more strained relations with their Kato and Pomo neighbors to the east and south. They were sworn enemies of the Pomo from the Willits area who seasonally visited the coast.

Some of their differences were cultural. For example, the Coast Yuki engaged in barter as a community, whereas the Pomo had a more developed economy which included individual exchange. Sellers had to accept whatever they were offered for fear of ritual poisoning. Apparently this included any item the buyer might want, sometimes including women and girls. Wars or strained relations often resulted from such trading differences.

However, intertribal marriages helped to avoid some conflicts by establishing kinship ties between hamlets. It is unclear if any marriages were arranged to create alliances, but is considered likely. Both groups permitted a young couple to choose which village to live in, either the bride's or the groom's. Some spent time first in one and then in the other. Although no bride price was usually paid, the husband and father-in-law would exchange shell and magnesite beads (specifically made as a medium of exchange to be used like money) and other property.

There is much less known about the natives who lived in the region north of Usal. Today's Sinkyone Park was home to the Lolangkok Sinkyone people. The Coast Yukis lived south of them.



LIFE BEFORE THE WHITES CAME

The area which now makes up Humboldt Redwoods State Park was once the home of the Lolangkok Sinkyone Indians. Lolangkok was their name for the stream now called Bull Creek. About 15 village sites have been identified in the park. The Lolangkok population diminished soon after the arrival of white settlers, so little is known about them or their way of life.

In the 1920s, when anthropologists and linguists visited the area, they found very few Lolangkoks remaining of a population estimated to have been more than 2000 in 1850. By 1910, fewer than 100 Lolangkoks remained. Much of the information we have was provided by two tribesmen, George Burt and Jack Woodman. The Lolangkok did not venture far from their home villages. One man lived his entire life within 20 miles of his home village in any direction.

FOODS AND PLANTS COLLECTED

The lands of the Lolangkok provided abundant food. There were many deer, elk, raccoons, bear, rabbit, and game birds such as quail and grouse. Acorns from the Tanoaks and other oaks were a staple in their diet. They also ate the nuts from the California buckeye (a wild chestnut) which they called *lah-se*. Grasshoppers were roasted. Slugs, called *nah-tos*, were dried and stored to be cooked in hot ashes. Other edible plants were collected year-round.

Within their home territory, the tribe occupied at least three seasonal village sites each year. In late spring and early fall they hunted the prairies and upland areas. The primary game they hunted were the black-tailed deer and Roosevelt elk. In the fall, the salmon and steelhead runs began on the South Fork Eel River. The Lolangkok set up temporary fishing villages along the river. When the river water level was high, they moved up to their permanent villages along the creeks and tributaries where they continued fishing through the winter.

Redwood was used to construct canoes and shelters. The fibrous bark was woven into baskets and clothing items. Many plants were used for food and medicine, including salmon berries, blackberries, thimble berries, wild strawberries, huckleberries and salal berries. The inner bark of willow trees was used as a pain reliever (original source of Aspirin). The leaves of the California Bay tree were used the same way. Leaves were pressed to the forehead to relieve headaches.

LANGUAGE

The Lolangkok Sinkyone and the Hupas, another tribe in northern Humboldt County, both speak Athapaskan languages. Four additional Athapaskan-speaking tribes were adjacent to them. Other Athapaskan-speaking peoples include the Apache and Navajo of the Southwest.

DWELLINGS

Two types of permanent dwellings were built. One was a wedge-shaped lean-to; the other a conical building assembled around a center pole. These dwellings were made out of slabs of redwood bark. Two types of circular houses were constructed. One was for dancing; the other for sweat baths. Temporary shelters used at summer camps were constructed of brush and rebuilt the following season.

MARRIAGE AND FAMILY


Family life was the center of Lolangkok life. Families and groups of relatives might live close to each other. Chiefs were the leaders of the bands. Families were more obligated to the band or tribe than to relatives. The land each band occupied was shared in common. Lolangkok marriages were monogamous and the groom purchased his bride. Sometimes friends and family would help the groom if the woman he wanted to marry was rich. If the man was poor, he could work for his in-laws to make his payments.

Divorce was common with various reasons that a couple might divorce, such as mistreatment, infidelity or failure to provide for the family. Family relationships were governed by strict rules. Sisters and brothers could only speak to each other when necessary. A woman could not directly communicate with her son-in-law, but had to go through a third party. She had to cover her face when passing him. A young woman was not allowed to laugh in the presence of her father-in-law, but had to speak to him briefly, slowly and seriously.

TOOLS

The Lolangkoks used bows and arrows for hunting. They constructed canoes from hollowed out redwood logs. They hollowed the logs with fire and by chipping the wood. They used bow drills for making fire. The drills were made of wood and fire was created by the friction generated by spinning the drill in a fireboard. Baskets were made from fibrous plant materials such as redwood bark, alder bark, and the black stems of the five-finger fern. Baskets were used for fishing or storage. The hides of deer and elk were used to make clothing. The horns of the elk were used to make implements like spoons and awls.

WARFARE

Tribes supported themselves on their own small territories, so warfare was rare. Strife between tribes was usually between the Sinkyones and the Mattole to the west, or the Wailaki to the southeast. During battles, arrows were fired at the war leaders who stood in front of everyone else and tried to dodge the arrows. Bull Creek got its white name after some Lolangkoks stole a bull from a homesteader and slaughtered it for food. A group of settlers then attacked and killed the Lolangkoks. Near Squaw Creek is an historical site where 300 Lolangkoks were massacred by the settlers. 

Source: California State Parks

Another request we received this quarter asked for information on how Englenook (Inglenook) got its name. Such requests usually lead us in interesting directions which provide material that other locals may well have wondered about but did not call us to ask. Here is what I found:



Wikipedia identifies an inglenook as being of Modern Scottish origin (*ingleneuk*), or "chimney corner," a recess right next to a fireplace. The word comes from *ingle* meaning fireplace in Old English (from Old Scots or Irish *ain-geal*, "angel" or euphemistically "fire", plus *nook*, a small separated space in a larger room.

As many of the early names not based on the names given by the native peoples, which frequently identified places with descriptions of the sites they occupied, names given by the white settlers often referred to things they remembered from the homes they had left behind in "the old country." Inglenook is one such instance.

The "inglenook" was originally a partially enclosed hearth area that was attached to a larger room in the house. The hearth was used for cooking in the wood-fueled fireplace. Its enclosing alcove would have been a natural place for people seeking warmth to gather.

As building designs changed, kitchens became separate rooms. However, inglenooks were retained in the living space ("living room") as intimate places to get warm, and were somewhat separated within the larger rooms.

Inglenooks became prominent features of shingle style architecture and were one of the characteristic features of Arts and Crafts architecture, but began to disappear with the coming of central heating. Prominent American architects who employed the feature included Greene and Greene, Henry Hobson Richardson, and Frank Lloyd Wright. Richardson was significantly influenced by the British architect Richard Norman Shaw.

Thus we see that many of the early settlers in the area north of Fort Bragg and south of the Ten Mile River were of Scottish, Irish or English origins. Although rarely mentioned, many of the early entrepreneurs, such as Robert Dollar, who started the Dollar shipping lines, Alexander Wentworth Macpherson, who established the sawmill at Noyo, and C.R. Johnson of the Fort Bragg Redwood Company, later Union Lumber Company, and many others, had come from that part of the world. 🌲

Original Caspar Lumber Company Railroad Tie Donated to Guest House Museum



The Caspar Lumber Company's logo is embedded in one end of this hand-hewn redwood railroad tie. It is a capital "C" enclosed in a square. Can anyone donate the special hammer that was used?



August 4th, FB-MCHS received a hand-hewn old-growth redwood railroad tie donated by Elmer Whaley. He had found it some 50 years ago while exploring Caspar Creek. Of particular interest is the Caspar Lumber Company logo pounded into one end. Being 50 years younger than today, he saved it from being washed away and lugged it home.

You may know that railroad ties were 8 feet long and 4 x 4 inches square. Made from close-grained old growth redwood a tie was one heavy load then, and now it is still one hefty hunk of beautiful fine-grained redwood. For one man to wrestle such an item alone was no small feat even for young men in their prime. It's another thing when this man is one of our senior citizens. Elmer is a "can-do" kind of a guy, and Kevin Bunker, Bill Mulvihill and David Maki were waiting to help unload the tie and carry it up to the railroad room on the second floor.

The end impressed with the logo for the Caspar Lumber Company identifies its provenance, making it a fine one-of-a-kind item for display at the Guest House Museum to add to our logging and railroading displays. We will try to find out how long such a logo was used before painting marks began.

We are most grateful to Mr. Whaley for his generous community spirit, wanting to save and share this piece of local logging railroad history for interested locals and visitors. He always has a merry twinkle in his light blue eyes above a luxuriant bushy beard. ...🪵



1) The gathering may be inside the Temperance Hall, later the Kalevala Hall, today the Lions Hall on Redwood Avenue.

2) It may be Easter with white Calla Lilies decorating the stage area and festive attire on everyone.

3) Can anyone provide more information ??

DONATION HIGHLIGHTS: THANK YOU ALL !!! ☺

- ★ **JIM HAVLENA**~ provided historic postage for this issue.
- ★ **DAVID MAKI**~ a local history book by Nevin & Jackson: *Newport & Kibesillah, Two Logging Towns*, before Fort Bragg mill was begun (1884-85; town incorporated 1889).
- ★ **JULIE PARKER**: creating inventories for database; updating Facebook pages for FB-MCHS & Guest House; organized & inventoried the FBHS annuals & *Real Estate Magazine*; shared more copies of historic family photos...
- ★ **JOLENE BISHOP**~ framed drawing of first FBHS building by James Burkeholder Živo, '38, given to Cordelia Jones, his language teacher. (She married Perry Bishop).

- ★ **MIKE GLASSON**~ 3 photos: locomotive his GG'pa drove at Navarro; the mill at Wendling; GG'pa's portrait.
- ★ **CHRISTEL GREGOR LECOUNT**~ Gregor family photos, Caspar; Panorama FB 8th grade class; *Breath of Ocean*, 1928.
- ★ **JOANNE VALENTI**~ Leonard Valenti's photos & negs.
- ★ **ELMER WHALEY**~ Caspar Lumber Company railroad tie with company insignia for Guest House Museum displays
- ★ **ARTHUR MORLEY**~ Donation to establish the Arthur Morley Film Preservation Fund. [See story page 7.]
- ★ **Betty Carr**~ FB-MCHS Archives copied several of her local photo postcards and prints.

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Jolene Bishop, Placerville; Kevin Bunker, Fort Bragg; Betty Carr, Fort Bragg; Jim Havlena, Seaside; Christel Gregor LeCount, Suisun City; David Maki, Fort Bragg; Gabriel Maroney, Fort Bragg; Art Morley, Fort Bragg; Julie Parker, Fort Bragg; Karen Peterson, Fort Bragg; Joanne Valenti, Fort Bragg; Anne Marie Weibel, Albion; Elmer Whaley, Caspar.

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 707-964-3777 (home)



Guest House Museum . . . Dot Johnson

The Fort Bragg–Mendocino Coast Historical Society is a membership organization whose mission is to preserve and interpret our past for the present and the future.

FB-MCHS Board Members & Officers

President David Foucheaux
 Past President John Skinner
 Vice President David Maki
 Secretary Betty Carr
 Treasurer Judith Edwards
 Archivists . . . Russell & Sylvia Bartley
 Publications Editor . . Sylvia E. Bartley
 Assistant Editor Bill Mulvihill
 Museum Director David Maki
 Board Counselor James Larson

Other Board Members

Kevin Bunker
 Mark Ruedrich
 Bill Scott
 Mike Stenberg
 Peggy Templer

Advantages to FB-MCHS Membership

You are invited to become an active member involved in the work of historical education and preservation. There are many ways you can become part of the local history team. Here are some of the important ways you can help:

- ✓ Become a Docent at the Guest House Museum
- ✓ Work with us in our new Archives
- ✓ Research local history questions
- ✓ Assist researchers and students
- ✓ Create new historical displays
- ✓ Collect donated historical materials
- ✓ Learn how to safely handle historical materials
- ✓ Research and write local history
- ✓ Publish local history in books and other media
- ✓ Attend FB-MCHS-sponsored historical programs
- ✓ Tell your friends about FB-MCHS
- ✓ Bring your guests to visit the Museum
- ✓ Give a membership as a great gift!

Love History? Docents are Always Needed at the Guest House Museum.
(Training is provided.)

★ MEET AT THE GUEST HOUSE MUSEUM, 343 N. Main Street, Fort Bragg, CA ★

⇒⇒ FB-MCHS Board meetings are *the second Tuesdays of*: ⇐⇐
 ⇐⇒ January, March, May, July, September, and November, at 7 p.m. ⇐⇒ *Please join us!* ⇐⇐

★ FB-MCHS BULLETIN BOARD ~~ Autumn~2018 ★

- ⇒ **SOS: MORE DOCENTS NEEDED FOR GUEST HOUSE :**
 → Join our LOCAL HISTORY TEAM → Learn history
 → Have fun → Tell stories → Training Provided
- ⇒ **REMAINING DOWNTOWN HISTORY WALKS:**
 SECOND SATURDAYS, 10 AM, LEAVE FROM GUEST HOUSE
 SEPTEMBER 8; OCTOBER 13.
- ⇒ SECOND SUNDAYS, 2PM, LEAVE FROM GUEST HOUSE
 SEPTEMBER 9; OCTOBER 14.
- ⇒ **[ROSE MEMORIAL] CEMETERY HISTORY WALKS**
 THIRD SUNDAYS, 2 PM, ELM & FRANKLIN ST. ENTRANCE
 SEPTEMBER 16; OCTOBER 21.

⇒⇒⇒⇒⇒ SELLING FAST ⇐⇐⇐⇐⇐⇐
 LONG REQUESTED BY VISITORS, NOW AVAILABLE:
A HOME AWAY FROM HOME. HISTORY OF OUR GUEST HOUSE MUSEUM. FEATURES INCLUDE RECOVERED INFORMATION ABOUT CONSTRUCTION IN 1892; ITS DIFFERENT USES THROUGH THE FOLLOWING 125 YEARS; PLUS A SECTION ABOUT THE PEOPLE WHO WORKED AS HOSTS AND HOSTESSES, COOKS, HOUSEKEEPERS, AND GROUNDS KEEPERS. YOU WILL FIND THE RICHLY ILLUSTRATED FIRST EDITION AT THE GUEST HOUSE MUSEUM'S BOOKSHOP.



Reminder: — You Must Be Current to receive the FB-MCHS Historical Quarterly... THANK YOU!!

RETURN SERVICE REQUESTED
 Fort Bragg, California, 95437
 343 N. Main Street / P.O. Box 71
 Fort Bragg-Mendocino Coast Historical Society