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Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

State: Oregon

11—5613

DESCRIPTIVE REPORT.

Topo Sheet No. 3802-3803

LOCALITY:

Umpqua River —
Mouth of River to the Point —
Cannery Sands Lt. to
Reedsport

1920

CHIEF OF PARTY:

O. W. Swainson

3802
3803

C. & G. SURVEY
L. & A.
DEC 7 - 1920
Acc. No.

DESCRIPTIVE REPORT

TO ACCOMPANY

Topog. FIELD SHEETS A & B

UMPQUA RIVER, OREGON

1920

O. W. SWAINSON, CHIEF OF PARTY.

DESCRIPTIVE REPORT TO ACCOMPANY SHEETS A & B.

UMPQUA RIVER AND APPROACHES. OREGON.

SCALE OF SHEET: 1: 10,000.

The Topographic work in connection with the resurvey of the Umpqua River and approaches, Oregon was begun in June 1920 and was worked intermittingly with Hydrography and Triangulation until the time of completion of the entire survey on September 1, 1920. L. M. Zeskind, Jr. H. & G. Engr. executed on two sheets the topography beginning with the ocean shore line about a mile on each side of the mouth of the river and extending up the river as far as the Southern Pacific Railroad Station at East Gardiner and on the South bank ~~as~~ to include the waterfront of the city of Reedsport. Wherever vertical rock cliff marked the shoreline the Topography was ommitted but many checks were made to prove that there was no appreciable change in the shoreline since the last survey. All islands in the river or forming a part of the shoreline of the river and bare at high water were very accurately roded in. In general an attempt was made to revise and supplement Chart No. 6003 where it was deemed necessary. In some places where the shorelind was made up of steep rocky cliffs no change was found on checking several poimts and therefore it was deemed best not to run this part of the shoreline. However wherever sand formed the shoreline great changes were apparent and the shoreline was very carefully roded.

An attempt was made to include in the work all the important features on that part of the shoreline that was run. In cases where

some of these features were constantly changing as for instance in areas covered by sand dunes and hollows no attempt was made to include these but on the sheet the general location of such areas were described. Countours were made of all hills or bluffs within 500 meters of shore on north shore of Sheet A.

CONTROL.

The system of control used consisted of Tertiary Triangulation stations established within a quarter to half mile of each other on important points on either bank of the river or on prominent hills near the river. Secondary control was obtained by cutting in additional stations which also served as hydrographic signals as the work progressed up the river. Most of the triangulation stations are permanently marked by brass discs set in concreter while many of the topographic stations are landmarks and therefore of a permanent nature.

METHOD OF SURVEY.

Most of the work was done by short traversing with the positions checked up frequently by cuts to those stations which were visible. As the triangulation stations were mostly located on the shore line there were plenty of signals to check on at each planetable position and therefore it was possible to obtain a high degree of accuracy in the work.

Two rodmen were employed continuously in the work so that no time was lost at the planetable.

DESCRIPTION OF SHORELINE.

The shoreline of ocean beach on either side of the mouth of the river is found to have moved out about 40 meters on the south beach and 200 meters on the north while the general direction of the coast near the river has moved outward from 10 to 15 meters. The reason for such a great change in shoreline at the river mouth is due to the establishment in 1916 of a jetty on the north shore extending several hundred meters to seaward.

Following the river from the coast on the north bank, which is sandy for a distance of about 4 miles, it appears that in some places the shoreline has moved outward toward channel, while in other places the reverse has taken place. Also a great change in the sand hills lining the shore is noted.

On the south bank of the river from the ocean head to Winchester Bay, the shoreline has moved outward about 30 or 40 meters. At Winchester Bay no change in outline has taken place, the bay being made of steep rocky bluffs of sandstone. The town back of the bay was misrepresented on the old chart and the topography was therefore carefully done to show its true appearance at the present time. There are at present 30 pr 40 inhabitants , mostly fishermen, in this town, and one store and postoffice. During the summer months many people camp here.

From the northern end of Winchester Bay to a point about one-half miles east of the "Point" (where the rocky shore line ends and the salt marsh begins) the topography was not run but by means of several cuts it was checked and found to be as represented

on the old chart. It will be noted that many names appear on the sheet for the numerous coves on this shore. These are the local names for the coves and were obtained from Captain Henderson in charge of the Coast Guard Life Saving Station on the north bank of the river near the Jetty. Captain Henderson has been on the river for 20 years and these names should therefore be authentic.

The spit locally known as the "Point", on which signal Spit is located is a salt marsh used as grazing land for cattle. There is a well-defined cut-off between the spit and the mainland which bares at some low waters.

SHEET B.

Beginning with signal "Mile" on the north bank of the river the shoreline changes from steep rocky cliff to deciduous and undergrowth which extends up the river to within a few hundred meters of th remains of the old Tannery. Back of this undergrowth there is excellent farm land under cultivation, also grazing pastures, extedding to Gardiner Mill property. Beginning about three hundred meters notth of ⊼ Hide is a dike about two feet on top which extends up the river as far as the Gardiner Mill wharf.

The Mill wharf and mill shown on the sheet is the property of the Gardiner Mill Co. At present ittis used only for storage as the lumber is shipped by railvia S. P. R. R. one and one half miles south of Gardiner. The ⊙ Smoke is a scrapwood incinerator lined with steel on the outside and about 50 ft. high. It is a prominent landmark and visible for several miles. Other landmarks that would serve as aids to navigation are the Episcopal and Catholic Churches and the School house. All of these buildings are painted white and are located on the slope backmof the town.

A first-class plank road about 12 ft. wide begins at ⊙ Smoke follows the shoreline thru Gardiner to the railroad station at East Gardiner. The rodd is used mostly by the Mill Co. to transport lumber to the trains for loading. Supplies for the inhabitants are also brought in over this road.

The town of Gardiner has a population of about 400. Its inhabitants either work in the lumber mills at Gardiner and Reedsport or fish for salmon in the river. There are two good general stores and a first-class hotel in the town. Water, gasoline and wood fuel may be obtained here.

The waterfront of the town has two large wharfs, the Gardiner Mill wharf and the Mill store wharf each capable of accomodating boats of about 12 ft. draft. A floating dock at the Mill store wharf permits small gasoline boats to land. That part of the waterfront not taken up by the wharfs is used as lumber booms by the Gardiner Mill. These booms run almost entire length of the town and numerous boat-houses are tied up to them.

Δ Boom is at the southern end of a marsh island about 250 meters long and 10 meters wide.

Between Δ Boom and ΔNever is and Old Cannery now used to haul out fish boats and repair nets.

After passing Δ Never the road to East Gardiner leaves the bluff line and passes on an embankment over a salt marsh to the railroad station. The road embankment acts as a dike and makes of the land behind it good pasture for cattle.

At East Gardiner is located the railroad station of the Southern Pacific, a cannery, gravel bunkers and smalldwelling houses. Good landing places for small boats are also to be found here.

Since last chart of Umpqua was made numerous changes intthe islands in the river have taken place. Cannery and Steamboat Islands (both local mames) have now assumed large proportions, Although still covered by sloughs in some places they make good pasture lands, especially Cannery Island which has many trees and brush on it.

LEED ISLAND. (local name)

This island combines the two marsh islands shown on the old chart. A dike surrounds the entire island making of it excellent farm land. Two farms are now located here.

Northeast of Leed Island is a salt marsh island (on which Δ Flat is located) inundated at extreme high tides in winter.

BONE ISLAND.

Very little change has taken place on this island. The northern end however has been cut away about 10 Meters by the current cutting across from the Reedsport Channel to the Gardiner channel. On the south side of the island where the railroad crosses a salt marsh extending for two hundred meters south has been joined on to the island.

REEDSPORT.

The city of Reedsport established about three years ago and therefore not appearing on the old chart has grown to a town of 1500 population. There are several lumber mills, dairies, a foundry, cannery, farms , and many other industries. However the chief industries are lumber and fishing. The town has as yet not been very much improved and most of the buildings are set on piles. There are many elevated plank roads leading to the water front. Schools and churches are loaated in or near the town.

Water, gas and fuel may be obtained at the docks. There are many docks and vessels of 16 ft. draft can be accomodated.

The prominent land marks are the Tank at the Hubbard Mill; Johnstons Mill; Smokestacks of the Reedsport Lumber Co. called " Lum" on the sheet; house on drawbridge called " Draw" on the sheet.

Beginning at Scofield River there is a boom running by Hubbard Mill. The Hubbard dock about 100 meters south of Tank is still under construction , the # is to be 300 ft. long, 100 ft. having been completed on Sept. 1. From the Hubbard Mill passing upstream is a slough between the Hubbard and Johnston Mills. Between the Johnson Mill and the railroad are several docks. Just south of the R. R. bridge is a floating dock among several other. Small boats usually tie,up here. Between the railroad bridge and the Rainbow slough are several wharves, the principal one being the Reedsport Fish Co. dock. Many private dwellings are also located on the waterfront.

The Southern Pacific R. R. crosses the Umpqua at Reedsport. It is a single track road. It crosses the Umpqua at Reedsport on a steel bridge. The distance between East Gardiner and Reedsport is spanned by four bridges, three of which are steel. Two of

C. M. Zeskind
Jr. C. & G. Engr.
Topographer.

PLANE TABLE POSITIONS

TO ACCOMPANY SHEET A.

Object	Lat.	D. M.	Long.	D. P.	Remarks.
Front Range	43 40	132	124 11	1263	Front range of entrance to Umpqua
Rear Range	43 40	170	124 11	1057	Rear range for entrance to Umpqua
Boat	43 40	651	124 11	607	Peak of Boathouse on south shore at river mouth
Stump	43 40	922	124 10	900	Snag on Bluff at Winchester
Bluff	43 40	1606	124 10	706	Army Engrs signal on bluff east side Winchester Bay.
Peak	43 43	1793	124 10	23	Front gable of abandoned stable at Barretts.
Flag	43 41	1444	124 10	780	Flagpole of Coast guard Station.
Crane	43 41	164	124 11	483	Top of derrick on Jetty unloading platform
Watch	43 41	258	124 11	647	Watch tower of Coast Guard.

PLANE TABLE POSITIONS

TO ACCOMPANY SHEET B

Object	Lat.	D. M.	Long.	D. P.	Remarks.
Smoke	43 43	1786	124 06	929	Scrap wood burner of Gardiner Mill
Episcopal church (Gardiner)	43 43	1746	124 06	704	Cross on Gable
Catholic church Gardiner	43 43	1489	124 06	699	Cross on Gable
Cup	43 43	1121	124 06	788	Cupola on Oil House of Gardiner MILL Store
Fore	43 42	1256	124 05	636	Semaphore on east side of Umpqua Bridge
Church Reedsport	43 42	179	124 05	968	Cupola on church
Dabney	43 42	298	124 05	1029	Flagpole on front of Dabney bldg in Reedsport
Reed	43 41	1735	124 06	327	West chimney on Reads house in Reedsport
School	43 42	12	124 06	602	Flagpole on roof of Reedsport School
Tank	43 42	915	124 06	437	Tank of Hubbard Mill in Reedsport
Lum	43 42	634	124 05	1223	Northern of two stacks of Reedsport Lumb. Co.
Hut	43 43	65	124 07	166	Pipe on Peak of farmhouse roof
Hoe	43 43	1295	124 07	483	Beacon on north end of shack, Cann. Id.
Bunk	43 44	156	124 07	1086	Chimney of Long bunkhouse
Wat	43 44	614	124 08	645	Beacon on log.
Tan	43 44	901	124 07	219	Front gable of abandoned Tannery
Draw	43 42	816	124 05	983	Semaphore on top of house on top of bridge.

NEW NAMES

TO ACCOMPANY SHEETS A & B

DOUBLE COVE. Local name for fourth cove from Winchester Bay on south shore of river.

JERDEN COVE. Local name for next cove east of Double cove on south shore of river.

MACY COVE. Local name for next cove east of Jerden cove on south shore of river

HUNTS COVE. Second Cove east of Macy cove on south shore of river. Local name.

HENDERSON COVE. Local name for cove west of the "POINT" on south shore of river.

The "POINT" Local name for the spit that makes off on south shore of river near Cannery Sands Light.

LEED ISLAND. Local name for island about 3/4 miles north of city of Reedsport.

STEAMBOAT ISLAND. Local name for eastern of two islands opposite town of Gardiner.

CANNERY ISLAND. Local name for westerly of two islands opposite the town of Gardiner.

DIRECTOR
ADDRESS THE [redacted]
U. S. COAST AND GEODETIC SURVEY

AND REFER TO NO. 4-MEM

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

SECTION OF FIELD RECORDS.

Report on Topographic Sheets Nos. 3602 and 3603. Surveyed in 1920.

Chief of Party; O. W. Swainson. Surveyed by L. M. Zeskind.

Inked and lettered by L.M. Zeskind.

1. These surveys fulfill the requirements of the General Instructions.

2. The plan and extent of the survey satisfy the specific instructions. These did not direct that the survey be extended above Ork Reef, but it is assumed that the authority for the extension of the survey to Reedsport was given in supplementary orders.

3. No further surveying is required within the limits of the sheet.

4. The character and scope of the surveying, as well as the field drafting, are excellent and the descriptive reports very complete and illuminating.

5. Reviewed by E. P. Ellis, February, 1921.

6. Two copies of this report to be sent to Hydrography and Topography Division.

Form 537a
11—5813

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 3802

State . . Oregon . . . . . .

General locality . Umpqua River . . . . . .

Locality . . . Mouth of River to ~~Cannery Sands Lt.~~ The Point

Chief of party . . O. W. Swanson . . . . . .

Surveyed by . . L. M. Zeskind . . . . . .

Date of survey . May to Sept. 1920 . . . . . .

Scale . . . . 1:10,000 . . . . . .

Heights in feet above . Mean Sea level . . .

Contour interval . 20 feet.

Inked by L. M. Zeskind Lettered by . L. M. Zeskind

Records accompanying sheet (check those forwarded): Photographs,

Descriptive report, Horizontal angle books, Field computations,

Data from other sources affecting sheet . . . . . .

Remarks:

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11—5813

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U. S. COAST AND GEODETIC SURVEY

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General locality . Umpqua River

Locality . . . ~~Vicinity of Gardiner~~ Cannery Sands Lt. to Reedsport . . . .

Chief of party . . O. W. Swainson . . . .

Surveyed by . . . L. M. Zeskind . . . . . .

Date of survey . . May to Sept 1920. . . .

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