DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: Oregon

DESCRIPTIVE REPORT.

Locality:
Umpqua River - Mouth of River to the Point
Cannon Beach to Bandon

Chief of Party:
O. W. Swaim
DESCRIPTIVE REPORT
TO ACCOMPANY

FIELD SHEETS A & B

UMPOQUA 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 intermittently 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 omitted 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 shorelin was made up of steep rocky cliffs no change was found on checking several points 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 concrete 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 50 or 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.
Beginning with signal "Mile" on the north bank of the river the shore-
line changes from steep rocky cliff to deciduous and undergrowth which
extends up the river to within a few hundred meters of the remains
of the old Tannery. Back of this undergrowth there is excellent farm
land under cultivation, also grazing pastures, extending to Gardiner
Mill property. Beginning about three hundred meters north of a 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 it is used only for storage as the
lumber is shipped by rail via 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 back of 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 road 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 accommodating 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.

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

Between A Boom and A Never is an Old Cannery now used to haul out fish boats and repair nets.

After passing A 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 small dwelling houses. Good landing places for small boats are also to be found here.
Since last chart of Umpqua was made numerous changes in the islands in the river have taken place. Cannery and Steamboat Islands (both local names) 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 A 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 located 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 accommodated.

The prominent landmarks are the Tank at the Hubbard Mill; Johnstone 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. Zentkind
US. R. R. Engr.
Topographer
PLANE TABLE POSITIONS
TO ACCOMPANY SHEET A.

<table>
<thead>
<tr>
<th>Object</th>
<th>Lat.</th>
<th>D. M.</th>
<th>Long.</th>
<th>D. P.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Range</td>
<td>43 40</td>
<td>132</td>
<td>124 11</td>
<td>1263</td>
<td>Front range of entrance to Umpqua</td>
</tr>
<tr>
<td>Rear Range</td>
<td>43 40</td>
<td>170</td>
<td>124 11</td>
<td>1057</td>
<td>Rear range for entrance to Umpqua</td>
</tr>
<tr>
<td>Boat</td>
<td>43 40</td>
<td>651</td>
<td>124 11</td>
<td>607</td>
<td>Peak of Boathouse on south shore at river mouth</td>
</tr>
<tr>
<td>Stump</td>
<td>43 40</td>
<td>922</td>
<td>124 10</td>
<td>900</td>
<td>Snag on Bluff at Winchester</td>
</tr>
<tr>
<td>Bluff</td>
<td>43 40</td>
<td>1606</td>
<td>124 10</td>
<td>706</td>
<td>Army Engr signal on bluff east side Winchester Bay</td>
</tr>
<tr>
<td>Peak</td>
<td>43 43</td>
<td>1795</td>
<td>124 10</td>
<td>23</td>
<td>Front gable of abandoned stable at Barretts</td>
</tr>
<tr>
<td>Flag</td>
<td>43 41</td>
<td>1444</td>
<td>124 10</td>
<td>780</td>
<td>Flagpole of Coast guard Station</td>
</tr>
<tr>
<td>Crane</td>
<td>43 41</td>
<td>164</td>
<td>124 11</td>
<td>483</td>
<td>Top of derrick on Jetty unloading platform</td>
</tr>
<tr>
<td>Watch</td>
<td>43 41</td>
<td>258</td>
<td>124 11</td>
<td>647</td>
<td>Watch tower of Coast Guard</td>
</tr>
<tr>
<td>Object</td>
<td>Lat.</td>
<td>D. M.</td>
<td>Long.</td>
<td>D. P.</td>
<td>Remarks</td>
</tr>
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<td>------------------------</td>
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<td>-------</td>
<td>-------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Smoke</td>
<td>43</td>
<td>43</td>
<td>1786</td>
<td>124</td>
<td>06 929 Scrap wood burner of Gardiner Mill</td>
</tr>
<tr>
<td>Episcopal church (Gardiner)</td>
<td>43</td>
<td>43</td>
<td>1746</td>
<td>124</td>
<td>06 704 Cross on Gable</td>
</tr>
<tr>
<td>Catholic church (Gardiner)</td>
<td>43</td>
<td>43</td>
<td>1489</td>
<td>124</td>
<td>06 699 Cross on Gable</td>
</tr>
<tr>
<td>Cup</td>
<td>43</td>
<td>43</td>
<td>1121</td>
<td>124</td>
<td>06 788 Cupola on Oil House of Gardiner MILL Store</td>
</tr>
<tr>
<td>Fore</td>
<td>43</td>
<td>42</td>
<td>1256</td>
<td>124</td>
<td>05 636 Semaphore off east side of Umpqua Bridge</td>
</tr>
<tr>
<td>Church Reedsport</td>
<td>43</td>
<td>42</td>
<td>179</td>
<td>124</td>
<td>05 968 Cupola on church</td>
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<tr>
<td>Dabney</td>
<td>43</td>
<td>42</td>
<td>298</td>
<td>124</td>
<td>05 1029 Flagpole on front of Dabney bldg in Reedsport</td>
</tr>
<tr>
<td>Reed</td>
<td>43</td>
<td>41</td>
<td>1735</td>
<td>124</td>
<td>06 327 West chimney on Reedsport house in Reedsport</td>
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<tr>
<td>School</td>
<td>43</td>
<td>42</td>
<td>12</td>
<td>124</td>
<td>06 602 Flagpole on roof of Reedsport School</td>
</tr>
<tr>
<td>Tank</td>
<td>43</td>
<td>42</td>
<td>915</td>
<td>124</td>
<td>06 437 Tank of Hubbard Mill in Reedsport</td>
</tr>
<tr>
<td>Lum</td>
<td>43</td>
<td>42</td>
<td>924</td>
<td>124</td>
<td>05 1223 Northern of two stacks of Reedsport Lumb. Co.</td>
</tr>
<tr>
<td>Hut</td>
<td>43</td>
<td>43</td>
<td>65</td>
<td>124</td>
<td>07 166 Pipe on Peak of farmhouse roof</td>
</tr>
<tr>
<td>Hoe</td>
<td>43</td>
<td>43</td>
<td>1293</td>
<td>124</td>
<td>07 483 Beacon on north end of shack, Cann. Id.</td>
</tr>
<tr>
<td>Bunk</td>
<td>43</td>
<td>44</td>
<td>136</td>
<td>124</td>
<td>07 1086 Chimney of Long bunkhouse</td>
</tr>
<tr>
<td>Wat</td>
<td>43</td>
<td>44</td>
<td>614</td>
<td>124</td>
<td>08 645 Beacon on log.</td>
</tr>
<tr>
<td>Ten</td>
<td>43</td>
<td>44</td>
<td>901</td>
<td>124</td>
<td>07 219 Front gable of abandoned Tannery</td>
</tr>
<tr>
<td>Draw</td>
<td>43</td>
<td>42</td>
<td>616</td>
<td>124</td>
<td>05 983 Semaphore on top of house on top of bridge</td>
</tr>
</tbody>
</table>
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.

HUNT'S 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 Reedport.

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.
SECTION OF FIELD RECORDS.


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. F. Ellis, February, 1921.

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

Chief of party . . . . O. W. Quarnstrom
Surveyed by . . . . C. M. Jensen

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

Scale . . . . 1" = 1000'

Heights in feet above . . . . Mean Sea level

Contour interval . . . . 20 feet

Inked by . . . . C. M. Jensen
Lettered by . . . . C. M. Jensen

Records accompanying sheet (check those forwarded): Photographs, Descriptive report, Horizontal angle books, Field computations, Data from other sources affecting sheet . . . .

Remarks:
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. 3803

State: Oregon
General locality: Umpqua River
Locality:

Chief of party: C. W. Olwainson
Surveyed by: C. M. Zerdin
Date of survey: May to Sept. 1920
Scale: 1:10,000
Height in feet above Mean Sea Level
Contour interval: 20 feet
Inked by C. M. Zerdin, Lettered by C. M. Zerdin

Records accompanying sheet (check those forwarded): Photographs, Descriptive report, Horizontal angle books, Field computations, Data from other sources affecting sheet.

Remarks: