THE NOYO

by

Beth Stebbins

Being an account of history at the mouth of the Noyo River, on the Mendocino County coast of California, from 1852 into 1920 and a little beyond.

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To our good and helpful friend Charles R. Weller II, who answered our questions, showed us where the Pudding Creek - Noyo Railroad used to be, where the logs were dumped near Olson's Landing; and generally came to our aid when we were in a quandary, a situation that often occurred, we dedicate our book about The Noyo.

Charlie, who grew up in Fort Bragg, in an historic family of Wellers, has kept records in his head and on paper about the history of Noyo and Fort Bragg. He has been very generous with his knowledge.
ACKNOWLEDGEMENTS

Noyo is the first Bear & Stebbins publication where Dorothy Bear's name does not appear at the top of the title page with mine. I feel exposed and vulnerable as the sole writer of "The Noyo", subject to comments about what I left out and what may be considered incorrect, and I invite everyone who is kind enough to read the book to express himself or herself fully.

The historical research has been long and voluminous. It is in that department where I can emphasize Dorothy's help without reservation. Also she is an excellent editor; Columbia University and her profession as a public librarian prepared her for the history field she chose when we arrived in Mendocino seventeen years ago. She surely is my faithful consultant.

Richard Tooker, who lives in San Francisco, has researched much of the history of the Mendocino coast. He also wrote a short biography of Alexander W. Macpherson for the "Creag Dhubh" 1968 annual publication of the Clan Macpherson Association in Scotland, that aroused our interest to find out more about Mr. Macpherson. We know that we have not written "The Noyo" as he would have done it, and he undoubtedly would have written it much better, but it would have been a very different book from the approach to the subjects we selected.

Lois Roach of San Lorenzo, who is a California history buff, traded houses with us for the summer of 1981. In her comfortable home her library of Californiana started us on our way to "The Noyo", especially with Indian reservation history. It was Jean Gallegos McFarland, daughter-in-law of Wanda Bunner McFarland, at that time living in Pittsburg, CA, who furnished us with much of the information regarding Wanda and the McFarlands for Wanda Bunner McFarland's Story. Lois Stewart Lasher of Santa Rosa, CA, L.E. White's great granddaughter, released to us many facts about him, some not very complimentary.

As for local history, we have listened to many people who have lived at or near Noyo for most of their lives. We enjoyed several interviews with Ethel Wikstrom Lynn. Louis Andreani came to see us with information we valued, Victor Hornbeck searches yard sales for items of historical interest to us. (see p.56) Gertrude Gallian, granddaughter of Evans McCloud Jackson had information not known to many. Evelyn Escola, daughter-in-law of the late Nannie Escola, Mendocino's long time historian, brought us photographs we needed from Nannie's collection that Emery Escola has now. Carmel Ghens and her niece Dolly Efishoff have told us about the changes on Noyo flat since the Ghens bought the White & Plummer store in 1941. Georgia Pacific let us comb their records in the basement for Wonacott photographs. Many others we have listened to and borrowed photographs from. Credit is given beside the photographs printed in "The Noyo". If we have left anyone out, please forgive us, we appreciate all the help and friendly kindness extended to us.

Beth Stebbins
On road, top left: Macpherson's store; next right unidentified; next right, Dodge's store. Lower left, Rundle's trading post & fishing station; At foot of road, the fishing wheel; Across river, trestle that carried water pipe from waterfall gulch to mill. Water pipe crossed under river and continued on trestle to mill. Bottom right, ferry that operated until Byrne & Warrington built the first bridge across the river.
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Noyo river had a double harbor. The outer one was protected by high bluffs on both sides, north and south. The inner harbor had a tidal flat at the foot of the east hillside, after the first bend in the river. The south end of the tidal flat faced the river after its second bend. It was on the south end of the flat that Captain Richard Thomas Rundle had a trading post and a fishing station about 1853, before the Mendocino Indian Reservation was established. After the reservation was started a small schooner that belonged to the Indian reservation station was kept near the fishing station. It was used by fishermen to provide fish for the reservation kitchens. It was also used to transport supplies to the Noyo from Big River for the reservation and the military post.

Illustrations on Title page and above are from paintings by Alexander Edouart, pioneer artist of the region. They were reduced in size and used on an 1857 map "Reconnaissance of the Coast Country in parts of Mendocino and Humboldt counties made for Hon. Thom' J. Henley, Supt. of Indian affairs, California by James Tobin." The map was published in "The American West" September, 1968.
In Mendocino County the Russian River runs north to south and between it and the cliffs at the shoreline of the Pacific ocean is a secondary chain of the Coast Range that was heavily forested with redwood trees. The seaward slopes of the range are cut into steep transverse canyons by a series of rivers from the Noyo in the north to the Gualala River in the south. Between the range of hills and the ocean is a gradual sloping table-land of rich and fertile earth suitable for farming and pasture for livestock. All of this area was in the possession of Pomo Indians, a small population divided into tribes.

The Encyclopedia Britannica describes rivers as being straight, meandering, or braided. The Noyo is a meandering river, divided into three main branches flowing through transverse canyons: the North Fork, the South Fork and the North Fork of the South Fork.

Small spring-fed streams drain the hills along the Noyo's winding course and flow into the larger waterway fortifying its size at its final sharp bend. It still was not a river for navigation until the Army Corps of Engineers dredged its bottom many years after the Indians were gone and fishermen needed a safe harbor for their commercial fishing boats.

The walls guarding the Noyo are high and straight. Only a few shore level spaces break up the river's canyons. North from the Noyo the land stretches wide from the ocean to the range hills, sloping gradually, inland. It was a pretty land, dotted with pine trees and carpeted with grassy turf and wildflowers in the springtime. We have no doubt that a variety of birds were even more plentiful then than now.

Of all the rivers large enough to be called rivers that flow into the Pacific ocean along the Mendocino coast, the Noyo can recall the most varied activities dependent on its existence. The fish in its waters fed the Indians. The wild game, animals and birds that were plentiful in the area watered at the Noyo. Before Indians and wild game were gone, white men built sawmills on the Noyo's shores and floated their sawlogs to the mill on the river. After the sawmills were gone, the fishermen took over with seagoing boats and the fish canneries and related businesses sprouted on the Noyo's river flats.

The Noyo that we write about spans the years 1852 into the 1920s and a little beyond. We have learned a lot that we think needs to be added to the history of the Mendocino coast.
Eugene Compton copy of an historic photograph

The Mill at the Mouth of the Noyo River, c. 1863

This photograph was taken from the tidal flat where most of the present day buildings are now in the Noyo River Basin. The curving line of logs reaching from the left center of the picture to the mill mark the small log boom that held logs ready for the mill saws. Mid-river booms up river held additional logs that were brought to the mill when needed.

The long sand spit, reaching almost all the way across the river, divided the inner harbor from the outer harbor where vessels anchored to await lightered loads of lumber for shipment.

The Indian reservation was still operating in 1863 and had two more years to go before it was abandoned in 1865.
INTRODUCTION

In researching the history of Noyo we found much more to write about than we had anticipated. At first it was thought that the histories of Noyo and Fort Bragg could be combined, but although the name, Fort Bragg, was chosen early in the 1850's it did not apply to a town, only to a military post to patrol an Indian reservation, which was established in 1856 and abandoned in 1867.

A rudimentary sawmill was built at Noyo in 1852 and a larger steam powered mill in 1858. Fort Bragg's mill was not started until 1885.

Noyo was a thriving lumber town, a shipping port, boasted five hotels, several stores and saloons and dance halls before the city of Fort Bragg was born. And yet, Fort Bragg has outgrown and outlasted many other communities on the Mendocino coast and is the commercial city for the central and northern Mendocino coast.

After Noyo Lumber Company merged with Fort Bragg Redwood Lumber Company in 1892 to become the Union Lumber Company, the lumber business became concentrated in Fort Bragg and many of the Noyo residents moved to that city. The part of Noyo situated on the river flat has to this day preferred to remain outside of the incorporated city of Fort Bragg.

Fishing became the main industry of Noyo and as the interest and profit in commercial fishing increased, fishermen from other parts of the California coast moved into Noyo. Soon the harbor was a confusion of small boats. Gradually, through the years, order was brought about by planning, time and effort.

But long before the fishing industry began Alexander Wentworth Macpherson built a sawmill on Noyo flat in 1858. Mr. Macpherson was half owner of the Albion Lumber Company, which he started in 1854. The story of his life is an important part of this book and his lumber company greatly influenced the early development of Noyo.

We start "The Noyo" with the Indians, just before the white men came to control them, and move on through the period of the Indian reservation into the development of Noyo as a village, its sawmill days, the problems that ensued for his partner when Mr. Macpherson died.

We close the book with references to events and photographs of places and people some local residents of certain age may recognize. They will remind us of how many people helped us with facts, stories and photographs. Photo credits appear with the pictures. Acknowledgements for other favors will be found on page iii.
THE SECOND BRIDGE AT NOYO

A photograph showing the road James Townsend built on the south side of the Noyo river. It passed Mr. Byrne's hotel and barn, turned sharply to cross the swamp and bore left at the foot of the hill where it can be faintly seen through the shrubbery before it crossed the hill. The small building at the far right end of the bridge must be a toll house. Almost all of the bridges crossing the rivers and creeks on the coast were built by men receiving franchises from the County. The tolls they exacted helped pay for the construction costs. Later the County purchased the bridges.
CHAPTER ONE

Indians of the Mendocino Coast

Reference notes, Chapter One
INDIANS OF THE MENDOCINO COAST

Small tribes of Pomo Indians were clustered from the Noyo to south of Mendocino. Their territory was divided into Northern, Central, Southern and Southwestern Pomas. At the mouth of the Noyo River there was a small Pomo Indian village called "Kadiu" in their language. The Indians called the Noyo "O1-hepech-kem", which means "tree foggy".

The Coast Yuki Indians inhabited areas from the Noyo north to Ten Mile River and farther north. The Pomo and Coast Yuki were friendly with all of their neighboring tribes: the Huchnom, inland east of the coast; the Kato, who were north and east of the Coast Yuki and more inland; and the Sinkyone, who were around and north of what is now Usal. The Mattole Indians were north and west of the Sinkyone and there were several different tribes to the east of them, all included in the larger grouping of Athapaskan Indians. (see Fig. 1)

Although the Indian tribes did not map out their territories as white men did, A. L. Kroeber, in his "Handbook of the Indians of California", does describe their method of establishing their rights to areas that were acknowledged by tribes among themselves. He writes, "The native (Indian) did not think, like a modern civilized man, of his people owning an area circumscribed by a definite line, in which there might happen to be one or many watercourses. This would have been viewing the land through a map, whether drawn or mental; and such an attitude was foreign to his habit. What he did know was that the little town at which he was born and where he expected to die lay on a certain river or branch of a river; and that this stream, or a certain stretch of it, and all the creeks flowing into it, and all the land on or between these creeks, belonged to his people; whereas below, or above, or across certain hills, were other streams and tributaries, where other people lived, with whom he might be on visiting terms or intermarried, but who had proprietary rights of their own." (2)

According to Mr. Kroeber the Pomo and Coast Yuki Indians were a peaceful people, their tribes small and well fed and adapted to a quite temperate climate. Their manner of dress was simple. Women wore a fringed skirt or apron made of buckskin, and if weather demanded it, a deer cape or blanket over their shoulders. Young men wrapped a fur or skin around their hips and "old men may have gone stark naked." (3)
BEACH FISHING WITH BASKETS

Along the beach, at intervals a few hundred yards apart, groups of Indians caught fish in their specially constructed baskets. They stood in the water, about knee deep, and faced their wide mouth baskets toward the sea.

They held the center pole with both hands watching for the breaking waves and when they saw one of sufficient force and size approaching that looked to contain a quantity of small fish, they quickly turned themselves and their baskets to face shore and as the water receded from the shore taking the fish with it, the Indians with great dexterity scooped them into their baskets, a sizeable number at a time.

The women took the catch away to the rancherias in their baskets. There the fish were dried in the sun to be eaten as the need arose.

"In cold weather a deerskin served as a blanket. Rabbit fur robes are scarcely mentioned. Their advantages are such that they must have been prized; but the timbered country was more productive of deer than rabbits," wrote Mr. Kroeber. (4)

The Wickiup was the shelter of these somewhat nomadic tribes. It was typically elliptical in form, with a rough frame covered with reed mats of grass or brushwood. The only one we saw was a relic found in a grove of trees near the coast. It was about six feet tall at its peak, without a center post, about six or eight feet in diameter at its base and constructed of six inch boards laid vertically side by side. It was evident that this wickiup had been assembled from lumber manufactured by some early lumber company, possibly in the 1860s or '70s. It was engulfed in a thicket of tall brush and a tall pine was pushing at its rear wall.

The Indians' food consisted of salmon, speared with a two-pronged harpoon as they went upstream, or caught with a scoop net on their downward swim. Surf fish, or smelt were netted in the receding ocean surf. Eels were caught on a bone gaff at night. Snares were set for deer and elk. Acorns were not plentiful near the Noyo, but edible seeds were found farther north over the hills and in the Ten Mile river bottoms. (5) Deer, elk, bear and birds furnished hides and meat, as well as ornaments of teeth, claws and feathers for clothing, baskets and tools. The Pomo Indians were makers of baskets of every size and for many uses. Their beauty and craftsmanship is well preserved and cherished in collections of Pomo baskets in California. The baskets designed for holding water were so tightly woven that the very large ones were used as boats, pushed by men, to carry women across the river.(6)

According to archeologists who have studied the layers of shell mounds left by the Indians, very little changed in the Indians' food supply, their way of living, or their tools or migratory habits, for at least 3,000 years before the coming of the white man. They were fortunate in both an equable climate and a plentiful food supply. They had a religion, a spoken language and lived in small political communities governed by a chief.

And it is unfortunate that students of our local Indian tribes met them only after the white man had so damaged their existence that they were no longer a people of pride and personal condition able to be themselves. Points that Mr. Kroeber include in his preface stimulate an interest for further study. He speaks of population and its decimation. About the Indians who lived on our coast, circa 1910, he says, "The disintegration of native members and native culture have proceeded hand in hand."

He urges further research on the physical anthropology of the natives of California and on their speech. Mr. Kroeber regrets, "One cultural activity of the profoundest emotional import I have regretfully felt compelled to refrain from considering
(is) music. There is no question that any attempt at a well rounded description of the culture of a people which omits music from its consideration is imperfect."(7)

Kroeber describes on Page 176 of his book the Yuki Indian system of counting. It was not decimal or quinary, but octonary. Using the spaces between his fingers and the space between the thumb and first finger, there were four spaces in each hand. Placing twigs in these spaces a method of counting was achieved. Thus eight twigs in each space, using two hands, added up to sixty-four. The Yuki used multiples of eight as we use multiples of ten. Young descendants, who have associated with white people do not seem to know that their fathers figured by eights instead of tens, and are so confused in consequence that they give the most contradictory accounts of even the lowest native numerals. The old generation of Indians is as innocent of the white man's method of counting and the white man thinks him ignorant, although the Indians's system was as accurate as ours.

Kroeber's book is 995 pages long. On Page 934 he makes this sad statement:

"It is therefore quite possible that we are confronted by the usual phenomenon of a culture proceeding undisturbed from prehistoric times until its elimination by the Caucasian; with merely the peculiarity that its modern phase disappeared before being observed."

There is another quotation of a philosophic nature from a modern popular fiction writer in his book "The Lonely Man". In it Louis L'Amour has an elderly Californio, Don Luis Cisneros, who is living under the threat of Apache Indians, tell his guest William Tell Sackett,

"I know how the Apache feels. He loves his land as I do, and now he sees another way of life supplanting his. The wise ones know they can neither win nor last, but it is not we who destroy them but the times.

"All things change. One species gives way to another better equipped to survive. Their world is going, but they brought destruction to another when they came, and just so will we one day be forced out by others who will come. It is a way of the world; the one thing we know is that all things change.

"Each of us in his own way wars against change. Even those who fancy themselves the most progressive will fight against other kinds of progress, for each of us is convinced that our way is the best way."(8)
AN INDIAN WOMAN GATHERING ACorns

Before the white people interrupted the daily living of the Indians on the Mendocino coast, the Indians' principal food was acorns, roots, weed and flower seeds, clover, wild greens, gnats, sap of the white pine, mushrooms, grasshoppers, rabbits, rats, squirrels, fish and sometimes antelope or deer. All of these things were easily obtainable. The women did the work. When a winter store of acorns was to be gathered, all the women and children went out among the oak trees with their baskets to gather them.

The Spaniards, in their missions in southern California and as far north as Sonoma, adhered to a principle that the Indian should be preserved, civilized and improved and utilized as the basic element in the permanent population. The earliest arrivals from the United States accepted this status quo and soon came to regard the California native as a useful and acceptable element in the local population. (9)

At the time of the gold discovery in 1848, the two races, white and red, worked alongside each other for the most part without friction in the extraction of the precious metal. However, John W. Caughey in his book, "California", said, "After the secularization of the missions, the Indian policy derived from Spain had lost its vital features......no effective agency was at work for the training of additional Indians. Grave abuses developed in the treatment of many of the former mission Indians." (10)

The United States Government in Washington, D.C. was far away from California and not absolutely sure it wanted to add it as a state to its growing responsibilities. However, during Millard Fillmore's term of office in the Presidency, California was accepted into the Union as the thirty-first state, on September 9, 1850.

As more and more gold seekers and farming settlers arrived in California, Indians became a nuisance to the white men and friction developed between the races. Killings on both sides became quite common and in some instances started outright wars, although the Indians had little chance against the guns of the whites.

The federal government decided to set up Indian reservations in California as it had in other territories. In January 1851, three commissioner agents: Redick McKee, G. W. Barbour and O. M. Wozencraft arrived in California. Their primary interest was the Central Valley and Sierra foothill Indian tribes in the gold country, where trouble was imminent. There followed treaties with Indians that the U. S. Senate rejected because land chosen for reservations was said by Californians to be too good to be given to the Indians. The opinion of newcomers to California was that Indians had no right to any land or at least not in gold mining country or land suitable for agriculture.
Edward F. Beale, newly appointed Superintendent of Indian Affairs in California, had endorsed the treaties and reservation land selected. Beale was particularly sympathetic to the Indians' needs and in October, 1852 he submitted a new program, calling for a system of military posts.

"For the convenience and protection of the Indians. At each post there would be a resident agent vested with disciplinary authority and responsible for instruction of the natives. The reservations thus created should have exactly defined limits. The Indians should be required to stay on the reservations and should be taught civilized pursuits, such as farming and simpler trades, which would enable them to be self-supporting."(11)
It was on this plan, drafted by Beale, the new style reservation system was adopted for California. It also became the policy for other U. S. Government Indian reservations. So, although the reservation system as designed by Beale was to protect the Indians and teach them to live and work in the white man's world, the white people believed that the intention of the reservation system was to control the Indians. As the white man's surge to new lands continued Indians were in the way, saying the land was theirs. The push against them became a natural thing for the whites. Move over or die, and die the Indians did. Especially was this true after the Indians responded to white men's mistreatment and killings by thievery and raids of their own.

Five reservations were established in California: Tejon (under Beale, who was soon removed from his position as Indian superintendent through political skullduggery in Washington, D.C.); Fresno; Nome Lackee, near Tehama; Klamath River; and at the Noyo. The last four were under Thomas J. Henley, who succeeded Beale as superintendent.

Superintendent Henley does not seem to have been the man of integrity that Edward F. Beale was. His office, as he used it, was often an opportunity to better himself and his appointees. The Indians were of little importance to him and their supplies were often diverted to Henley's benefit.

In reading the history of the California Indian reservations, Cape Mendocino is named as the fifth reservation, not the Noyo river. It could be that the location at Noyo was more accessible to the San Francisco Presidio for military personnel and that Big River (Mendocino City) with a good harbor was already in existence and that the land and climate were more agreeable for a military post than at Cape Mendocino. (12)

In making the decision for the location of the Mendocino Indian Reservation, Thomas J. Henley decided to locate it from the south side of the Noyo river to Ten Mile river. The first station was located three miles upstream on the north side of the river at the ruins of a small sawmill established by George Hegenmeyer in 1852. Captain H. L. Ford came there as the first agent, appointed November 3rd, 1855. Robert White, John P. Simpson, Samuel Watts, J. Hinckley, Henry Kier, Harvey Beale and Lloyd Beale, Sr., were there as employees during the first year or two. Dr. T. Mather Ames was the first physician. During 1856 Ford constructed at least eight dwellings. (13)
The buildings of the station stood on a slightly elevated plain, about a mile from the sea, and nearly the same distance from the mouth of the Noyo. There were a number of buildings: a large storehouse, offices and mess hall, the dwelling of the Agent and some smaller cottages for employees. There was a physician's and apothecary's accommodation and a number of workshops.

The Indian employees, with their families, lived near in blockhouses, arranged in an open square. In the center of the square was an Indian sweat house, which was used for sweat baths, council meetings, sometimes for a banquet hall and for the performance of religious rites. Nearby, on the edge of the woods, were the Rancherias of the Indians who preferred to live in their own huts or wigwams as had been their custom.

The second station was on Bald Hill, located northeast of Noyo about three miles, with Captain Michael C. Dougherty agent and John Clark assistant. The third station was at Ten Mile river about ten miles north of the Noyo. Major Lewis was agent there and E. J. Whipple assistant. Captain Ford's report of 1857 claims:

"More than 3000 Indians on reservation; new station at Ten mile, twelve buildings, twenty-five horses for Indians, large hospital."(14)

The fourth station was located about one half mile south of the Noyo river and was called Culle-Bulle. John P. Simpson was agent and William Ray assistant.(15)

Commissioner P. N. Cooley's report to the Secretary of the Interior, 1866 notes: that the President of the United States on May 22nd, 1856 designated Mendocino Reservation,

"lying between the south bank of the Noyo river, so as to include that river and a point one mile north of the mouth of Hale or Bee-do-loc creek, and extending eastward from the coast for quantity, so as to include the valleys beyond the first range of hills to the Coast mountains, conforming to their shape, and to contain an area not exceeding 25,000 acres of land.(16)

"Mendocino reservation extends from the south bank of the Noyo river, north with the coast, to a point one and one half miles north of Bedata creek, ten miles in length and three and one half miles in width.....(17)

"The whole reservation consisted of 24,938.46 acres and was abandoned in 1867.(18)

"Many strange stories come down to the present time (1880) about those old reservation days. It is said that the soldiers and employees of the reservation would make incursions into the interior valleys and corral and drive the Indians into the reservation just as they would so many wild hogs or cattle. It was immaterial whether a tribe was hostile or not, all Indians were considered legitimate game for these paid man-hunters who had the mighty authority of our great free Republic at their backs to sustain any and all of their depredations into the peaceful homes of the native denizens of the realm. Is it any wonder that forbearance ceased to be a virtue sometimes, and that the Indian occasionally kicked against the pricks? Their camps were raided and despoiled and their people kidnapped by the whites."(19)

Another opinion can be attributed to many early settlers of this entire country from the Atlantic to the Pacific, no matter how callous it seems to us now.

"Many people are inclined to put on a sentimental air and charge that the white man has been the cause of all this
decimation among their ranks. Such, however, does not seem to be the case. The truth is, that they (the Indians) had served their purpose in the great economy of God, and the fullness of time for their disappearance from the earth has come, and they are going to go. Of course, looking at it from this standpoint does not give the white man leave or license to help rid the county of them. Far from it; but on the other hand, the great law of Christian, by which word is meant Christ-like, charity comes in, and demands that they should receive just and honorable usage at the hands of those who come into contact with them."(20)

The winning of the west was accomplished by many wars with the Indians as the first explorers and settlers crossed the plains from Missouri to California and Oregon. Lives were lost on both sides of the contest. Many white men came to consider all Indians their enemies and carried their fear and distrust of them into California and to the Mendocino coast. It is doubtful that the Mendocino coast Indians knew of the great wars of the plains across the Rocky Mountains. But the white settlers did, and all Indians were lumped together and stereotyped. And the stereotype was all Indians are bad and should be got rid of.

REPORTS ASSEMBLED PERTAINING TO INDIANS OF THE MENDOCINO RESERVATION

In 1859, J. ROSS BROWNE, special agent of the Federal Department of Indian Affairs, issued a report attacking California Superintendency of Henley and the administration of the Mendocino Reservation; also G. Bailey, special agent. In 1859 James Y. McDuffie replaced Henley.(21)

STEELE'S report October 31, 1863: mentions, "there is a large sawmill on reservation land at Noyo, plus quite a number of buildings belonging to private citizens...... a great number of employees is one great source of the prevailing disease with the Indians." He notes that "the south side of the Noyo river has been taken by a citizen through the title never passed from the U.S.(22)

"On Big River (at Mendocino City) there are about 200 Indians under charge of Captain (David F.) Lansing, as special agent of Mr. Hanson. Capt. Lansing claims no pay for his services, and says the Indians support themselves very well by aiding in lading schooners, and doing occasional jobs about town. The appearance of the Indians was better than those on the reservation, except at Whipple's station."(23)
WILSEY'S report, June 30, 1864: upon assuming office he made an inspection at the old Headquarters at the mouth of the Noyo river. "I found things in a somewhat dilapidated condition. Nearly all the houses were occupied — some by former employees, some by butchers, and some by whites and Indians promiscuously."(24)

"MALTBY'S report of September 15th, 1866 notes: "the Mendocino Reservation under E. J. Whipple was discontinued March 31, 1865. It is thought advisable that the Indians remain at their present location for the time being; they desire to remain until the lands of the reservation shall have been sold by the government. At this locality they obtain large quantities of fish and clams, and many of them find employment at the lumber mills in the vicinity at fair wages, with which to obtain clothing; their presence is not obnoxious to the few settlers adjoining the reservation, nor is their labor required on the reservation at Round Valley at present...."(25)

THE ROUND VALLEY RESERVATION

In 1856 an Indian Farm was established in Round Valley, or Nome Cult Valley, in the northeastern hills of Mendocino county. It was estimated that at that time there were approximately 5,000 Indians in Mendocino county and that 3,000 of them were subject to the Round Valley farm, and 2,000 or more to the Mendocino reservation at Noyo.(26) The farm was principally used as a stock range and the cattle raised there were driven over to the Noyo station to be slaughtered.

In 1858, the Round Valley farm was changed into a regular reservation which contained about 25,000 acres and when the Mendocino reservation was discontinued, it was expected the Indians of the Mendocino reservation would move to Round Valley.

The problems that had beset the coastal reservation were carried over to the Round Valley reservation. Thomas J. Henley as agent, administered the reservation in much the same way as the Mendocino reservation was operated under his supervision. After many years of stormy confrontations between white settlers and Indians, in which the Indians were the losers and their numbers greatly reduced, as well as their control of land for their own use, a bill passed the U. S. Senate on April 28th, 1886. It provided that the reservation's agricultural lands be surveyed into ten acre tracts, and allotted to the Indians in severalty, as follows: to each head of family, 30 acres, to each single male person over 18 years old, 30 acres; and to each unmarried orphan child under 18 years of age, 30 acres. In addition to the agricultural lands,
there shall be reserved a reasonable amount of grazing and timber lands for their use. The portion of the agricultural lands unallotted shall be reserved for agency and school purposes. The remaining portion of the grazing and timber lands shall be sold to the highest bidder in tracts of 64 acres.(27)

This episode of Mendocino county Indian history is well covered in "Genocide and Vendetta", by Lynwood Carranco and Estle Beard, published in 1981. They pull no punches and protect no offenders in describing the details concerning Round Valley. The title of their book is apt.
from "The Coast Rangers"

HORATIO GATES GIBSON
photo c.1860

arrived in Mendocino City June 4, 1857 and because there was no road he moved his heavy baggage to the Noyo on the Indian agency schooner. The tents and light articles were packed overland by Indians. He selected the site for the military post where the present center of the town of Fort Bragg is.

J. ROSS BROWNE

was the author of "The Coast Rangers", in which he wrote of the Corruptible West. His reports on the inefficiency of Thomas J. Henley helped to remove Henley from the superintendency of the Mendocino Indian Reservation.
Major W. W. Mackall,
Asst. Adjt. Genl.
Head Trs. Dept., of the Pacific
San Francisco, California

Major:

Having furnished Captain Keyes during his inspection of this Post and Reservation with a statement of all the facts I had been able to glean in regard to the management of the affairs of the latter, I have seen no occasion for rendering any further report until now. Further observation has only confirmed the truth of all my former statements and the Indians are now in a worse condition even than they were at the date of my report to Capt. Keyes. Though not actually starving, articles of food are rarely issued to them, and only to those who labor, and such as are furnished to them are of the poorest quality, unwholesome, and insufficient for their subsistence. Complaints are made even by the employees on the Reserve in regard to this matter. That they are obliged to make the Indians work day after day, and yet have no food to give them; that the Indians complain to them and beg for food, but that they are unable to relieve their wants. I examined a few days ago some flour sent from San Francisco for issue to the Indians, and found it to be a mixture of bran, sawdust, coarse cornmeal and a little flour. It is so bad that even the Indians refuse to eat it. This flour purports to have been purchased, like all other supplies sent to the Agency, at the highest market rates. The supplies of grain etc. raised on the Reserve by Indian labor are totally inadequate for the support of the Indians. It is true they can procure shell fish and sea weed on the Reserve in abundance, and that they are permitted to leave the Reserve to gather grass seed, acorns, etc. for their subsistence. Fish are also abundant in all the streams which water the Reserve, especially the Noyau, and are there caught daily with the seine or deep sea lines outside the harbor. Except the refuse small fish, which are given to the Indian boatmen, I have never seen the Indians receive any. The large fish are dried and salted down, and I half suspect for other purposes than issue to the Indians. The hunters for the Reserve have been discharged, and the Agent is now awaiting the arrival of cattle purchased for the use of the Reserve. How much the Indians will be benefitted by their arrival remains to be seen; heretofore they have received but little fresh beef.

The number of Indians on the Reserve, I think, is greatly exaggerated. There are four stations, one north, and another south of the Noyau River; one at "Bald Hill", three miles back from the coast, and another at "Ten-Mile River" to the north of the Noyau; and the whole number of Indians cannot exceed a thousand. What number of Indians there may be north of "Ten-Mile River", I cannot say, but I think six hundred is a safe estimate. No census has been taken of any tribe, wild or tame, and even the Agent tells me he guesses at the number in making his estimates, requisitions and report.

Nothing of importance has occurred in this vicinity except the murder of a white man in Sherwood’s Valley, 30 miles from here, and the robbery of his house by Indians belonging to the Reserve. The murdered man seems to have deserved his fate, as he has killed one or more Indians, and has behaved brutally towards them.
generally. Efforts have been made to arrest the Indians concerned in the murder and robbery, but without success, although they are known. It is said they were incited to commit the crime by a white man living in the same valley.

With regard to my Post, I have to report the erection and occupation of three buildings, all of which, however are unfinished. The men are now at work on the officers' Quarters, which ought to be completed within a month. A stable, guardhouse and storehouse have yet to be built.

I forwarded some time ago a requisition for Mountain Howitzers and Ordnance stores, but not having received them, I presume the requisition was not approved. Taking into consideration the fact that this Post is garrisoned by a detachment of artillery, whose proper arm of service the howitzer is, that every Post in the Army has ordnance of some kind for the purpose of instruction if no other, and their incalculable importance in the event of the large number of Indians around me becoming disaffected and hostile, I do not deem my requisition unreasonable or unnecessary, and regret much its non-approval, if such has been the case. Certain articles on it, I must have, and I therefore respectfully enclose another requisition for the articles before asked for, and others which have since become necessary.

The services of a good physician are very necessary here. I have been compelled to employ the physician at the Agency, but he is, in the opinion of everyone, ignorant and incompetent, yet as he knows something of medicine I must rely as far as possible upon him. I am satisfied that the station of an Army Surgeon here would enable the Superintendent to get rid of the present physician, and be a great benefit to my men and the Indians under his care.

Very Respectfully
Your Obedt. servt.
H.G. Gibson
Comdg.

The publishers of The Noyo acknowledge the gift of a copy of Lieutenant Gibson's letter from Ben Booth of Fort Bragg, CA.

Can the Indian woman's cradle-board be the original back pack?
REFERENCE NOTES, CHAPTER ONE


2. Ibid, page 160.
5. Ibid, page 213.
6. Ibid, page 244.

8. "The Lonely Man", by Louis L'Amour, published by Bantam Books, 1973, is a story of the old west. Apache Indians are on the warpath, driving the white settlers from their homes and confiscating their livestock. Don Louis Cisneros, a wealthy Californio, has been able to keep his large rancho by hiring a sufficient number of riders to ward off the Apaches so far. William Tell Sackett has just escaped their clutches and has sought refuge with Don Cisneros.

9. "California", by John W. Caughey, 1940, and there is much more to read in his well written historical account about "Liquidating the Indian" in his book and the introduction of the Indian reservation system in California.

10. Ibid

11. "Genocide and Vendetta", by Lynwood Carranco and Estle Beard, published 1981, by University of Oklahoma Press, Norman, OK. (Letters Heintzleman to Henley, Nov. 16, 1853, Mf.RG 75, Roll 34:914-15) "In the latter part of September, 1855, Superintendent Henley asked Major H.P.Heintzleman, Sonoma state senator, to examine the country of Cape Mendocino. Heintzleman, accompanied by McKibben, Mitchell, Hinckly and G.W.Henley left Petaluma on Monday October 24, and proceeded by the valleys of Santa Rosa, Russian River, and Anderson's to Robert White's ranch three miles north of Bool-dam river (Big River) and to a point on the coast one mile north of the mouth of Hale River (Ten Mile River) and running back to the Coast Mountains."


13. Ibid


15. Ibid


18. Ibid


20. Ibid


22. Ibid

23. Ibid

24. Ibid
REFERENCE NOTES, CHAPTER ONE, continued

25. Ibid.


White men's civilization brought the Mother Hubbard to Indian women.
CHAPTER TWO

Sawmills on the Noyo
Alexander Wentworth Macpherson
Events following A. W. Macpherson's death
Wanda Bunner McFarland's story
"Through a Bridge into the Sacramento River"
Reference Notes, Chapter Two
An effort to put together a water powered sawmill on the Noyo was made by the Hegenmeyer brothers in late 1852 or early 1853. Captain William A. Richardson, holder of the Albion land grant, aspired to extend his claim as far up the north coast as he could and he made a contract with George Hegenmeyer to build a mill on the Noyo river. Gebhard, George's brother, was involved in the project. When the mill building was about ready to install the machinery, George went to San Francisco for it and to hire men to run the mill. Gebhard was left in charge at Noyo. In February, 1853, while George was away, Indians ransacked their house and drove workmen away. They stole everything in the place except three guns.

Toward the end of March, George Hegenmeyer returned aboard the schooner "Water Witch" with the machinery and men he had hired to work in the mill. The sawmill, which was located three miles up the Noyo, was finished after several months, but it was not until November 1853 that they finally started it running. In the biography of Alfred E. Sherwood it is written that he came to Noyo river in May 1853 and worked in building a mill for three months. (1)

The Richardson-Hegenmeyer mill was equipped with one single circular saw and one edger and could cut 8,000 feet of lumber a day. In the short while that the mill operated only about 150,000 feet of lumber were cut. It was hardly a profitable operation. The sawmills at Mendocino City, under the management of J. B. Ford and E. C. Williams were cutting 100,000 feet of lumber a day by this time. To add to the Hegenmeyers' woes the mill was carried away by a freshet in January 1854. The brothers had suffered a similar experience on Big River in 1852, when they lost their summer's cut of piling in a freshet that flushed the piles down river to be lost at sea. It is to be explained that the winters of 1852 and 1853 were periods of very heavy rain after a long period of dry years.

The Albion mill, built by J. Scharf, was also water powered - a tidal mill. It too, suffered the fate of the Noyo mill in the winter's heavy rains. The Germans, as these men Scharf and the Hegenmeyers were customarily alluded to, came to the Mendocino coast early, even before Ford and Williams had explored the vast growth of redwood trees on the slopes of Big River. They were the last of the era that applied simple methods to manufacture giant redwoods into lumber for profit. There were five Hegenmeyer
brothers. We know the names of only three John B., George and Gebhard. John filed a preemption to land at Noyo June 7, 1853.(2)

Gebhard is the only one of all of this group of Germans who figured in Mendocino coastal history after he moved to Mendocino City. He was identified with its first sawmill, the first schoolhouse built there and the Masonic Lodge of that town. He was listed as a capitalist in the 1884 business directory. Gebhard died in 1901 in San Francisco.

The Noyo was to wait another four years for someone else to build a sawmill on its shore. A.W. Macpherson was the man to do it, but first he was busy establishing a mill, run by steam on the Albion river flat.
Photographs courtesy of Jean Gallegos McFarland
ALEXANDER WENTWORTH MACPHERSON

Alexander Wentworth Macpherson, as anyone could guess from his name, was a Scotsman. He was one of the younger sons of the Macphersons of Banchor of Scotland, born in Inverness in 1824. As a younger son, in the tradition of English and Scotch families, he would not inherit any sizeable bequest in the family; that would go to the eldest son. He would consequently be obliged to make his own way in the world. (3) It was his good fortune that the young man was placed with the investment banking firm of Jardine, Matheson and Company, north of Scotland men like himself. He was first employed in the office at Liverpool, England and finally in Hong Kong, where, between 1843 and 1849, he benefited from expert training in finance and trade.

When he came to California in June 1849, on his own, he began a venture as a merchant importing merchandise from Hong Kong and Australia. His first warehouse was in San Francisco, his second in Stockton to supply the gold miners on their way to the mother lode country. Fire destroyed his Stockton warehouse and then a second fire demolished the warehouse in San Francisco. Fire was the greatest enemy of the early pioneers to the west coast and a boon to lumber manufacturers of the Mendocino coast. It is not known how he recovered from his losses, perhaps his warehouse inventories were insured for an adequate amount and he was able to continue business. His personal history has been researched enough to know that during the course of his twenty some years in San Francisco he was a successful business man.

Soon after his arrival in San Francisco he married a pretty young woman, hardly more than a girl, with light brown hair and blue eyes, Petrita "Petrita" Gonzales of Peru, who had come to San Francisco with her brother. Alexander Macpherson, ten years her senior, must have cut quite a figure himself. Over six feet tall and a redhead, he bore himself with an aristocratic air and, from what we have heard and read, a certain amount of arrogance. The two young people made a striking couple in the early social scene of San Francisco. Macpherson was a proud man, autocratic and domineering and bent on having his household maintain a decorum and style in this rough western frontier appropriate to his heritage in the clan Macpherson, which was a large and important one of high rank in north Scotland. The young, well mannered and beautiful Petrita would be worthy of his expectations.

Alexander and Petrita became the parents of four children: Emily, born March 1, 1851, during the short period the couple lived in Stockton; Alexander Wentworth, Jr., born March 1, 1854; Thomas, born April 14, 1857 and Allan, born in 1865. Allan died in 1869 in Albion. (4)
A.W. Macpherson kept in touch with his former associates in Hong Kong and in 1853, after going to Australia on business, he visited them in the old Asian city he remembered so well. When he returned to San Francisco at the end of the year, one of the firm's partners, A. Grant Dallas, came with him to investigate the office of Mr. Compton, an agent of the company who had made some poor investments and whose honesty was suspect. And it was the result of one of these investments that brought Macpherson to the Albion on the Mendocino coast.

Captain William A. Richardson, a very early resident of San Francisco, while it was still called Yerba Buena, had succeeded in obtaining a large land grant on the Mendocino coast in September 1844. He named it the Albion. Being financially embarrassed in some of his other enterprises, he mortgaged his Albion timberlands as collateral for a loan to pay off some of his debts. The loan was from the firm of Jardine, Matheson and Company.

Studying the best way to recover the debt owed the bankers, Dallas and Macpherson arranged that Macpherson would buy out the agent's interest in the company, the company would foreclose on the loan and claim the timberland along the Albion. Dallas would see to the financing of a sawmill and Macpherson would build the sawmill and manage its operation. It was a complicated deal with the Jardine, Matheson Company so far away in the east, but it was accomplished and this was the way that Macpherson gained a foothold on the Mendocino coast and started enterprises that lasted, for him, the rest of his life.

Macpherson built the Albion sawmill in 1854 and ten years later, when he acquired a partner, Henry Wetherbee, the partners bought the Jardine, Matheson and Company's interest in Albion and became sole owners.

In the execution of transfer of ownership from the Jardine company to Macpherson and Wetherbee, it was discovered that the four partners of the investment banking firm were: Joseph Jardine, Alexander Matheson, Alexander Grant Dallas and Alexander Campbell McLean, all from Tain and Inverness in the north of Scotland. (It would be difficult not to comment on all of these Alexanders.)

In the meantime Alexander W. Macpherson, always an ambitious man, wanted to expand his lumber operations to Noyo, which was about fifteen miles north of Albion. After scouting the area he could see the advantages of a second mill with a good harbor close to great stands of redwoods. It was a time when the redwood forests, growing not far from the coast and into the back country, were dense with prime timber of immense proportions. The sawmill at Big River was cutting logs twelve to sixteen feet in diameter into lumber. Macpherson's sawmill at Albion was doing the same. A sawmill at Noyo could produce lumber equal in size and quality to the other two mills.
In 1855 what he needed was a capable man to supervise the Albion mill, someone with initiative and experience in the lumber business who could free Macpherson to start his venture on the Noyo. And in May of that year he found just the man he was looking for in James Townsend, only six years younger than himself, a former mill superintendent and mill owner near Woodside, south of San Francisco. Townsend was a man of many interests, on his way up the ladder of success and he soon took over the mill operation besides an interest in a store in Albion. Now with a superintendent he could depend on, Macpherson could devote some time to his financial interests in San Francisco and be at home with his family more. At the same time he could be making his plans for a mill at Noyo. The Albion mill was making money and bringing more people and business to the flat. A hotel was started and the Albion harbor became a port for shipping other merchandise besides lumber.

Soon after the Macphersons had moved from Stockton to San Francisco, Alexander bought the residence and furnishings of the British Consul who was returning to England. It was in the best residential district of the city and contained furniture imported from France, carpets and drapes of elegant styling and material, in fact all a family would need except the silver which the consul took with him. As it happened, the ship the consul sailed in was lost at sea and neither he nor the silver ever reached England. (6) The family attended the Episcopal church, entertained frequently in their new home and were invited into the new San Francisco elite society in return. To all appearances A.W. Macpherson, the younger son required to make his own mark in life had attained a cultural stature of which he could be proud.

It was in 1856 that the Mendocino Indian Reservation at Noyo was established by Thomas J. Henley. And in 1857 a military post known as Fort Bragg was started, about a mile north of the Noyo river, to control and protect the Indians on the reservation. Macpherson knew about these changes but he decided to go ahead with his plans for a sawmill anyway.

If he did not already know Mr. Henley and Lieutenant Gibson, who was in charge of building the fort, which he probably did, it would be an easy matter to sound both out on his ideas. He might sell some lumber from his Albion mill to the government at low prices as an inducement for his plan. The river flat below a high bluff was just the right site to build the sawmill. Macpherson hoped it would all work out to his satisfaction.

His meetings with Gibson and Henley went well. Each man could see the benefits for himself, and Macpherson most of all. They talked of lumber for the military post buildings, jobs for some of the Indians, so they could be self-supporting. And Henley found just the site that Macpherson wanted for his sawmill and was willing to sell it for a reasonable price. It was only in researching the
A copy of a glass plate negative originally made by Carleton E. Watkins, who we know came to the Mendocino coast at least twice (1863 & 1867). The path was A.W. Macpherson's access to the mill from his home on the bluff. The cookhouse is at the foot of the path beyond the mill workers' cabins in the foreground. The two conical roofed buildings are meat lockers. Various tracks from the mill and in the yard serve to move lumber to storage or lighters floating at the edge of the mill flat waiting to take lumber to ships waiting in the harbor.
history of the Indian reservation that it was found Henley had used Indian reservation funds to buy the land from Captain Richard Thomas Rundle, a well known historical pioneer of Mendocino City. (7) Captain Rundle had been operating a fishing station and a trading post at the mouth of the Noyo for several years.

In these early days of lumbering on the Mendocino coast, the great redwood trees were considered to be on public land, free to anyone who could make use of them.

"This timber land is all a part of the public domain, and so extensive are these forests that the millmen rarely ever go to the trouble of reducing any portion of it to possession, each man cutting in the vicinity of his mill without molestation or question. So abundant is the supply that it is not likely to suffer serious diminution during the present generation." (8a)

It is probable that Macpherson followed the prevailing custom. Although in 1864, when the Commissioner of Indian Affairs knew that the Indians on the Mendocino reservation were to be moved to Round Valley and the Mendocino reservation closed, he wrote in his annual report that "McPherson (sic) was to have the first chance to purchase the land embracing the mill property, because it seemed: 'that it would be unjust to place the property in open competition between him and other parties by sale of the land on which it stands!'" (8b) Whether Mr. Macpherson knew about this offer or acted upon it we have no knowledge.

While the Noyo sawmill was under construction Mr. Macpherson lived with Lieutenant Horatio G. Gibson on the military post. (9) And by April 1858 he had his mill ready and operating on the flat on the north side of the Noyo near its mouth. To accommodate the employees he hired, a cookhouse and a few cabins were built near the mill and business began.

The mill when built had a capacity of about 35,000 feet daily, or 6,000,000 feet a year. The first machinery consisted of a gang sash with 26 saws in the gang and one 72 inch double circular (saw), one single circular (saw), three planing-machines, one picket saw, one picket header, and one lath saw. "Its present (1880) capacity is 40,000 feet daily. It is estimated that the mill has cut about 120,000,000 (board) feet of lumber, which amount is probably about one third of the entire yield of their (Macpherson & Wetherbee) tract of timber land, which embraces about 17,000 acres." (10)

As the years rolled by the Macpherson family found the headlands above the Noyo river a good place to spend their summers. After the military post and Indian reservation were closed and most of the Indians removed to Round Valley Reservation, Mr. Macpherson extended his Noyo holdings north, east and west along the banks of
the Pacific. Whatever land he had occupied for any of his ventures he laid claim to. In 1872 the Macphersons moved permanently to Noyo. The one and-a-half story house the family had used for their summer sojourns was situated on the north bluff of the river eighty feet above the mill. (about where a large motel is located in 1986) A.W. built a two and one-half story addition to the existing house. A handsome new parlor became his office from which he managed the production end of the business while, after becoming a partner in 1864, Henry Wetherbee maintained the San Francisco office to look after the sales and shipping departments for both Albion and Noyo.(11)

The new house had a spacious veranda on three sides and the view of the Noyo river and out to sea was spectacular to say the least. Many a visitor from the city, invited to the Macpherson home was impressed by the opulence attending every aspect of its furnishings and hospitable surroundings. There were servants to wait on the family and guests. Landscaping of the grounds was overseen by a permanent gardner and the cuisine was that of a family of wealth and good taste, with the lovely Petra the charming hostess. Macpherson's granddaughter told us that Mr. Macpherson spent money lavishly. He always had cooks and servants and the best of food and service. When lumber or railroad tie contractors came to Noyo, he would invite them to his home and, if they were important men and he liked them, they were his overnight guests as well as invited to sit at his table. San Francisco friends also came to Noyo on occasion and Mr. Macpherson extended hospitality to them in the same way. His home was as elaborately furnished and comfortable as any home in the city of San Francisco.

If one can visualize the location as it was then, there was no high bridge across Noyo river to obstruct the view and no highway along a Main street that did not exist. The road from the river flat meandered up the hill in much the same location as now, to wander across the reservation toward the military post, which had been abandoned in September, 1867. The town of Fort Bragg was in the future. The whine of the mill's saws and the handling of the lumber and other mill sounds could be heard above the breaking of the waves on the shore, but that was far below the top of the bluff. The smell of wood burning in furnaces to heat the water in the boilers that created the steam to run the mill machinery was a pungent fragrant smell that wafted in the air but was mostly blown south on the prevailing winds. Sailing schooners came into the harbor or moored just outside waiting for lighters to take cargoes of lumber to them. Noyo was a busy place; men were at work earning wages. More people were moving into the community on both sides of the river. The development of Noyo was proceeding as Macpherson had expected it would.

The Macpherson family was well on its way to setting a way of life that would establish a trend for other successful businessmen and
their families to follow. The community was growing fast and attracting men of vision with capital to invest.

And then tragedy struck. The lovely Petra Macpherson, who had suffered from asthma for some time, died in December 1875. She was only forty one years old. The effect on the Macpherson family was devastating. The boys, Alexander now twenty-three and Tom three years younger, were not close to their father. They may have admired him but they feared his strong disciplinary attitude. Their mother had always been more understanding of their minor pecadillos and protected them from their father's disapproval. It was a saddened family that accompanied the deceased Petra, in her coffin, to rest in the family's cemetery vault in San Francisco, where her son Allan had preceded her.

After the loss of the gracious Petra, an accomplished hostess and manager of the domestic domain, A.W. Macpherson prevailed upon his twenty-four year old daughter to preside as hostess in his home. The training she had received at home and in Mr. Mills' college for young ladies in Benicia would assist her to carry out the hostess role. However, it was probably left to the Chinese cook to decide the daily menu for the family, and the servants to run the house. Emily had never learned to cook or keep house.

Mr. Macpherson turned more and more to his business interests. He missed his wife terribly, but he was thankful for Emily, who adapted very well to her hostess duties. The partners, Macpherson and Wetherbee, had decided earlier in 1875 to construct two miles of railroad to bring logs from Pudding creek to Noyo river. (The railroad was just west of Perkins Way and Whipple Street, in the present Fort Bragg.) Those were the days of giant redwood logs and to move them on railroad cars the few miles to the river and dump them over the cliff into the water so that they would float to the boom at the mill saved much time and labor. Husky men operating jack screws and bull teams snaking the logs on long hemp lines got the logs from the woods to the rail cars.

Then, when business was going so well, in January 1877 adverse economic conditions struck California a heavy blow.

"During the winter of 1876-77 little or no rain fell, less than during any other season since the great drought (1863-64); there was a general failure of the grain crop, a large loss of cattle on the stock ranges, and a serious decline in the yield of gold. It was said that the damage caused by the want of rain ran high up into the millions of dollars. In the southern part of the state especially, where there was as yet comparatively no irrigation, nearly everything was depressed.

"About the same time, the bonanza mines on the Comstock lode in Nevada began to rapidly decline in reputation; the
immense monthly dividends of the Consolidated Virginia mine in particular stopped in January 1877; the California mine declined in the same manner, and the great stock market of San Francisco, which had attracted the attention of the world by its extent and activity and the immensity of its transactions, rapidly fell away and became almost paralyzed. Within a couple of years, according to estimation, there had been a shrinkage of nearly a hundred and fifty millions of dollars in the market value of a couple of the leading mines alone, nearly all of which were owned by San Franciscans. Everybody was directly or indirectly more or less affected; and the condition of the laboring classes and poor people, who were thrown out of work and could not find employment in the distress of capital, became fearfully grave."

To ease some of his debt load in 1877, Macpherson sold land along Hare creek to J.C. Jackson of the Caspar Lumber Company. (13a)

Congress had passed a bill on July 28, 1868, authorizing the sale of Mendocino Indian Reservation lands at $1.25 per acre. It was surveyed in 1869 and the land was selling rapidly.

Was it during this time that Mr. Macpherson secured a loan from Hibernia Savings and Loan to buy the land he had laid claim to since 1858? And now that he could not pay the loan the bank on October 30, 1877 was awarded a Judgment against Macpherson and Wetherbee. The Judgment was recorded in the County records December 6, 1877 in the Judgment Book N, page 409.

In 1878 Congress passed an act for the sale of timber lands in the States of California, Oregon, Nevada and in Washington Territory. It was called the Timber and Stone Act and provided for the sale of 160 acre plots of all government surveyed lands unfit for cultivation but which contained valuable timber. The price was to be $2.50 per acre. The land could not be used for speculation nor could the patent be sold to anyone else. Because 160 acre plots were too small for logging the timberland the lumber industry rocked along cutting logs illegally.

In 1879 a Public Lands Commission was formed. It visited the redwood country of California and found small shacks unfit for human habitation on the small 160 acreages and they were the only improvements that had been made in spite of the requirements of the pre-emption and homestead laws. By this means large areas of redwood forests possessing great value had been taken under pretenses of settlement and cultivation. (13b)

In the meantime Henry Wetherbee, in 1879, fearful of what his losses in the partnership of Macpherson & Wetherbee might be, forced dissolution of the partnership. (14)
It is said that tragedy strikes in threes and this third time was the most tragic of all for Alexander Macpherson. As he was mounting his horse to return home after calling at the Joseph T. Carroll ranch on the coast just west of the old military post, something startled his one-eyed horse before he was fully mounted in the saddle and he was thrown to the ground and landed on his head. He was momentarily dazed but when a ranch hand, who had seen the accident, came to help the prostrate rider, Mr. Macpherson considered himself recovered enough to mount again and did so. He rode home, a matter of little more than a mile, left his horse and walked down the path to the mill. There he collapsed, paralyzed on one side and unable to speak. The accident happened in the early summer of 1878. As soon as he was thought able to travel, arrangements were made for him to go to San Francisco where he could have medical help and conduct his business affairs, though probably with difficulty, since he could not speak. (15) His niece, Mary Macpherson, daughter of his brother Cameron accompanied him on the trip down on the steam schooner, while his sons Alex and Tom stayed at Noyo where they worked in the mill. Emily, too, stayed at Noyo. Alex made trips to the city to see his father and was there over the Christmas holidays in 1878. (16) It was a difficult time for Alexander W. Macpherson. Faced with financial problems and incapable of freedom of movement or speech, though his mind seemed not to be affected; he still tried to protect his property and investments.

Sometime before his accident and after the abandonment of the Indian reservation, he became worried about losing the land he claimed along the Noyo and on the former Indian reservation. So, Macpherson had borrowed money from Hibernia Savings and Loan Society in San Francisco to pay the United States Government for it.

Now when the economic depression hit the lumber business and his financial holdings in San Francisco, he could not pay the mortgage, which amounted to $90,474.76 with interest and cost of suit. He was trying to forestall foreclosure by Hibernia on the Noyo properties before and after his accident. The man was truly in a difficult situation. The final blow came when, at a sheriff's sale and public auction, May 31st, 1879, Hibernia Savings and Loan Society bid in its own behalf as the highest bidder, the sum of $55,505.00. There followed in the Certificate of Sale, the description of the real estate involved. (17) Macpherson still had some time to clear the debt but it was doubtful he could do so. The best he could hope for was to save his share of the sawmill, his home and whatever property that was not lost in the mortgage to Hibernia Savings and Loan.

In September 1879, Macpherson came home to Noyo. Daughter Emily brought him home. Although he could manage to get around with the aid of a cane, he needed a great deal of care and his niece Mary Macpherson was engaged to stay at the house and care for him.
The Noyo, Chapter Two

Emily would have been helpless to do so without Mary. No longer able to go down to the mill or to supervise any of the business he had worked so hard to develop, the old man, who now was fifty-five years old, often sat on the porch of his home staring out to the river. He could tell no one what his thoughts were, the power of speech was gone. Whether his mind dwelt on all he had once accomplished, no one knew; whether he realized it was lost to him now, who could know, he could not say, and he seldom attempted to communicate. The last recorded real estate transactions made in his name appear in the June 2nd and August 30th, 1879 Beacons. (18) Alexander Wentworth Macpherson died at his home at Noyo, February 19th, 1880 at fifty-six years. He was buried on the grounds of his residence temporarily, until his remains could be removed to the vault in San Francisco. Somehow that removal was never made and his unmarked gravesite at Noyo is now lost to eternity.

Macpherson was one of only a few men who recognized the opportunities to produce a fortune on the Mendocino coast. If it had not been for his unfortunate and ill-timed accident, it is believed that he could have recovered his financial standing and increased it. If his son, Alexander, had been older and more experienced, he might have been more help to his father, if his father had given him the opportunity to learn. With such an autocratic father, who had no forewarning of his impending incapacity, the chance to mend the gap was lost.

All that remains to mark the presence of Alexander Wentworth Macpherson at Noyo is a street in Fort Bragg named McPherson, and even that is not spelled as he spelled his name.
ALEXANDER W. MACPHERSON'S LAST WILL & TESTAMENT

In the name of God, Amen, I, Alexander W. Macpherson of the County of Mendocino, State of California, being of sound and disposing mind, but knowing the uncertainty of this life, do hereby declare this to be my last Will and Testament and do hereby make the following disposition of my property, as follows:

I hereby give and bequeath to my two sons Alexander W. Macpherson and Thomas Macpherson of Mendocino County, State of California, all of my property both real and personal that I may die possessed of, after all of my just and lawful debts are paid, subject however, to the following conditions. That the sum One hundred dollars be paid on the first day of each and every month to my daughter Emily Macpherson of Mendocino County, California during her life time, said sum at the Death of my said daughter, Emily Macpherson, to revert to my said two sons Alexander W. and Thomas Macpherson, and furthermore, if my said daughter Emily Macpherson should marry, that in that case the said sum of One hundred dollars per month as aforesaid shall be paid as aforesaid to her personally and for her sole use and benefit. And in case my said daughter, Emily, should die and leave issue that on her death the sum of five thousand dollars be held in trust by my two sons Alexander W. and Thomas Macpherson for her children to be paid to them in equal amounts as they become of age.

It is my wish that my two sons Alexander W. and Thomas Macpherson continue to carry on my present Steam Saw Mill business at the Noyo River in Mendocino County, State of California and not to dispose of the same during their life time, and if possible leave the same to their issue.

I hereby appoint Alexander W. Macpherson and Thomas Macpherson of Mendocino County, California, my two sons together with Cutter MacAllister and Thomas Pollard of San Francisco, California the executors of this my last Will and Testament without bond.

And Thereby revoke and annul all or any Will or Wills by me made hereby declaring this to be my last Will and Testament.

In witness whereby I have hereunto set my hand at Noyo River, Mendocino County, California on this the 7th day April A.D. 1878.

Signed: A. W. Macpherson

Witnesses: George Miller
John Hopkins
Signed in presence of G. Canning Smith, Notary Public.
EVENTS FOLLOWING A. W. MACPHERSON'S DEATH

On April 7th, 1878, when Alexander W. Macpherson signed his last Will and Testament, he may have been feeling hale and hearty, in charge of his business, his health and his family. But what about the Judgment and Decree of foreclosure awarded to Hibernia Savings & Loan Society on the 6th day of December 1877, against A. W. Macpherson and Henry Wetherbee, Defendants, in the amount of $90,474.76 including interest and costs of lawsuit?

Mr. Macpherson's Will is short, simple, direct and clear. It also indicates that he trusted his sons to carry on his business, but did not trust his daughter with finances. It is true that in that era women were thought to be incapable of managing money. In this case Emily fit the stereotype.

It is unthinkable that A. W. Macpherson, with his educational background, was a careless man. We would have expected him to spell out, in great detail, the disposition of every asset that he possessed. We would have expected him to mention ways and means to cope with his debt to Hibernia Savings & Loan. We would have expected him to include a number of his philosophies about the proprieties of living and succeeding in his business world. He surely had enough qualifications to advance this advice. We can only believe that death for him seemed a distant possibility and as he had surmounted business problems before, he would solve the present ones.

As it turned out after his death, his lawyers were obliged to use their judgment many times to settle a very difficult estate for the protection of Macpherson's heirs. Henry Wetherbee was left to shift for himself to protect his half of Macpherson and Wetherbee properties in both Noyo and Albion. Hibernia Saving & Loan Association did not intend to lose a cent.

In order to begin the settlement of the estate of A. W. Macpherson, his attorneys must satisfy the legal requirements of the Court. The first step was to open the Estate of the late Petrita Macpherson, deceased December 19, 1875. Mr. Macpherson had not bothered with the small matter of legally inheriting her half of their holdings; he undoubtedly considered all of their jointly held property his anyway. But his attorneys, Cutter McAllister and Thomas Pollard, named in the will, were being very careful in every legal aspect of this tangled case.

Before the Will could be brought to probate it was necessary for the attorneys to complete four legal steps through the court. They accomplished this in a much shorter time than it took for the final settlement of A. W. Macpherson's estate.(19)
Events following A. W. Macpherson's death

After Mr. Macpherson's death business was at a standstill at the sawmill. Both Alex and Tom Macpherson were out of work when the mill closed. They and Emily were without much money to support their needs, until the Court awarded them allowances against their future inheritances.

Alex and Tom went to San Francisco. They were more at home and had more friends there than at Noyo. Alex, with expectations of inheriting a considerable amount of money proceeded to marry his childhood sweetheart, Alice Risdon; and Tom, who had married his cousin Mary Macpherson, needed to find a place for himself, his wife and daughter Lucille to live, decided to go into business and opened a tin shop.

Alex was appointed administrator of his father's estate and after May 1st, 1880 was required to execute legal papers prepared by the attorneys in San Francisco and Noyo. The telephone had not yet reached Noyo and maybe not even San Francisco, so we expect many important documents were either sent by mail or by courier between Noyo and San Francisco, to be signed or presented in court. We are fortunate to have had many business and court matters recorded in the Mendocino Beacon, which we researched quite thoroughly.

Emily stayed in the family home at Noyo, fully confident that she would always have a home there. Her father's will provided her with $100 per month and in 1880 that seemed a large amount to the young woman who had never had money of her own.

There is a great gap in what we know about the Macpherson children between the time of their father's death and more than a year later when the attorneys were able to begin the settlement of Mr. Macpherson's estate. Many years later Emily's daughter told us her story and a little about her brother Tom. Outside of knowing Alexander Macpherson's age, that his hair was red and his nickname "Brick" and that his wife, Alice was formerly married to a man named Collins, he seems to have vanished from the scene, except as was said, for his signature on legal papers.

Thomas' tin shop business failed and he returned to Noyo in 1886 with his wife and daughter. They lived in a house which had been occupied by the Surgeon of the former military post. In September 1892 Tom registered to vote, giving his residence and post office as Noyo, his age 36, his occupation, planerman and he was 5 feet 8 inches tall, with a light complexion, blue eyes and brown hair. Tom, Mary and Lucille went back to San Francisco; it may have been after the merging of the Noyo mill with the mill in Fort Bragg. Tom's niece, Wanda Bunner McFarland told us he died in the San Francisco earthquake in 1906.
The Noyo, Chapter Three

John Church Bunner
1851-1901
husband of
Emily Macpherson
and father of
Wanda Bunner

Jane Stebbins Bunner Smith
and
granddaughter
Wanda Bunner
on Wanda's eighth birthday
January 28, 1893

Photographs Gift of Wanda Bunner McFarland
History can be a listing of events supported by dates, or history can be a printing of impressive documents prepared by government agencies, or history can be a telling of personal tales. The only person we met who experienced some of the consequences of A.W. Macpherson's abrupt fall from the leadership of Noyo's business affairs was a native of Noyo, born in 1885.

Wanda Bunner, the daughter of John Church Bunner and Emily Macpherson was our one human link with the Macpherson family's past. As it was, we did not meet until a visit to her home in Pittsburg, California, in 1973. By that time she had been married to Clarence McFarland, had two sons, and had outlived her husband and one son. She was eighty-eight years old and although somewhat physically incapacitated from the effects of a broken hip and swollen and painful joints, her mind was bright and active, and she was delighted to reminisce about the Macphersons.

She and her mother lived many years together in the old eighteen room house at Noyo. While she was growing up, Wanda listened to stories Emily told her about the family. Also because Emily was so inept at housekeeping and cooking, Wanda as a child soon learned to take care of both of them. Wanda told us:

"I remember taking care of her. She would get the asthma, or she would get cold very easily and I can remember going down stairs with a lamp in my hand and heating water for a hot water bag and making her a cup of tea. I was only eight or ten years old. Of course, my mother did not know how to cook. I had to learn to cook for her. But she was always sweet and good. And everybody loved her, no matter where she would go. At church, they would take her home from church, or they would say, 'No, you don't have to go home. You stay to dinner and stay all night. You go in the parlor and play the piano.' Or if the people had an organ my mother would play that; and 'we'll come in as soon as the dishes are done and we'll all sing.' That's all I knew."(20)

And this is how it all started for Wanda.

"Grandfather had promised my mother that if she wouldn't marry until after he died he'd provide for her well. He wanted her to sit at the head of his table. He wanted her for his hostess. He said, 'If you will not marry until after I'm gone, I'll provide for you in my will and for your first child.' So as soon as he died, my two uncles left the country, which they were not interested in, and moved back to San Francisco where they were born. My uncle Alec, who was the head of the family, after his father died, then married his old sweetheart, Alice Risdon, whose father was
Risdon of the Risdon Iron Works in San Francisco."(21)
Emily stayed in Noyo to be served and taken care of by the Chinese
cook and one or two servants. The gardner still took care of the
grounds. Emily understood that she would inherit the house and
grounds; she got that much information from Alec before he left
Noyo. But it was more than a year before she received news that
led to this announcement in the Mendocino Beacon of June 1881,
"Miss Macpherson of Noyo went down last Monday to the City
to spend a few weeks with her friends. Her house is being
painted and otherwise renovated in her absence."

In July 1881, a month after Emily's departure, the Mendocino
Beacon announced in its real estate transactions column that Henry
Wetherbee had deeded to A.W.Macpherson, Jr., a House and lot of
land, 7 acres at Noyo for $1. Wanda said that her mother received
$10,000 and some dry dock stock, but the house was put in trust
for her first child. So, since Wanda was the first and only child,
the house was hers before she was born.

Behind the scenes, Alexander W. Macpherson's attorneys were busy
sorting properties and deeds and the above are two results of
their efforts. Although the settlements do not seem to agree with
the copy of Alexander Macpherson's will that we have obtained from
County records, we must remember the extenuating circumstances
that surrounded the Macpherson children. For now we are concerned
with Wanda's story, as she told it to us.

Emily was 30 years old in 1881, an attractive young woman with a
big house full of beautiful and expensive furniture and $10,000
all her own. She was also headstrong, demanding and assured of the
importance of social graces, which had pleased her father, but was
resented by her brothers. She was a very spoiled young woman, made
so by a doting father. Now she was on her own, alone and without
anyone to guide her.

It was with perfect timing that personable John Church Bunner
entered the picture and with charm and a strong shoulder to lean
upon, persuaded Emily that he would take care of her forever; "So
she married him", Wanda said, "March 30, 1882."(22)

John Bunner was deputy constable at the time, but had a proclivity
for trying any business that looked promising. It can be said that
this was the attitude of many young men of his time. One of John's
ventures involved a shingle mill with C.R.Johnson as his partner.
The shingle mill failed and closed down. It was started up again
in 1886 but under the operation of Fort Bragg Redwood Company,
which was C.R.Johnson's company. Although John Bunner was not
connected with the second shingle mill operation, he did sell
quite a few parcels of land to Mr. Johnson; land that he had
acquired from J. B. Bacon, William Carness, G. W. Walsh, F.
Fowler, Thomas Riley and Thomas Macpherson, besides eighty acres
from his wife Emily. John realized a substantial profit from the sale to Johnson, so he may have recovered some of the money he had invested in the original shingle mill, money that may have been part of Emily's $10,000 inheritance. She had given her husband power of attorney over her finances and it is reasonable to assume that the $10,000 may have been from the sale of the dry dock stock included in her inheritance.

Mr. Bunner had, at one time, been a timber cruiser. Now he decided to try his hand at surveying. As he gained experience he found more work and opened an office in San Francisco. There was more business available from a more central point than Noyo, but it kept him away from home and Emily. He sent his wife money when he could, but by this time, as Wanda said, "My uncles knew my father would never get along with my mother. No ordinary man could possibly get along with my mother. Her brothers had to stand up when she entered the room. Nobody could be seated at the table until she was." Under the circumstances John Bunner, a friendly and likeable young man, made many friends away from home and established quite a surveying business in the Sacramento valley. Once in a while Wanda saw him, though not often.

It became necessary to ask the cook and the servants to go, Emily had not enough money to pay them. She had scarcely enough money to pay for her needs and those of her infant daughter. She tried renting rooms in the big house for a while and that brought in a little money. From time to time she sold some of the furnishings of the house, piece by piece.

John Bunner's mother, Mrs G. Canning Smith,(23) helped her daughter-in-law some and took Wanda to live with her in Mendocino for long periods of time. Sometimes Wanda went to school in Mendocino and sometimes in Noyo. The Noyo school was across the street from her mother's home. It was built on land her grandfather gave for the school. He also gave lumber for the building. This was some years before Wanda was born. It was a two story building with the schoolroom on the ground floor and a meeting hall on the second floor. Sunday school was held on the second floor. Mr. Macpherson had purchased an organ and Emily played hymns on it to lead the congregation in singing.

Then when Wanda was sixteen years old a strange and freakish accident happened to her father.
THROUGH A BRIDGE INTO THE SACRAMENTO RIVER

"J. C. Bunner, a San Francisco Surveyor Falls into the Stream and Floats Away.

"Sacramento, February 24, 1901 - John C. Bunner, a civil engineer employed by F. A. Hyde & Co., stepped off the 6 o'clock train from San Francisco to Sacramento tonight and fell through the bridge into the river. He was last seen a quarter of a mile down the river from where he fell, apparently floating easily and encouraging would-be rescuers, but the boats sent to his rescue came back without him.

"As the train reached the Yolo bridge the engine left the track and Bunner, Louis Devoto, J. J. Crowley and Attorney T. P. Riordan requested the porter of the parlor car, 'Axena', to let them off that they might walk to the station. The porter opened the vestibule and Bunner stepped off. Devoto was about to follow when Crowley heard a splash, and exclaiming: 'My God! John has fallen into the river.' caught Devoto by the coat collar and pulled him back into the car.

"A cry was sent up for boats and assistance, as the party could see Bunner far down stream apparently floating. He hailed back that he was all right, but to hurry boats to his assistance. Three of them were started out, but came back with the report that nothing could be found of the missing man.

"Bunner had an office at 430 California street and was regarded as an expert in land matters. He was the Democratic candidate for County Surveyor at the last election and has been interested in various land bills before the Legislature at this session."

As far as we know John Church Bunner's body was never found. Whatever assets he possessed at the time of his disappearance came to Emily. In 1884-85 he owned 214 acres of land in Noyo; Emily owned 167 acres, undoubtedly including the seven acres around her home.(25) If, in 1901, when her husband disappeared she was entitled to his land, or if there was a waiting period before he or his body might be found is not known. Nor is it known if he had insurance. Emily may have been a little better off after John Bunner's accident than she was before. But she still rented rooms with kitchen privileges and she still sold some of her valuable furniture and belongings.

In 1895 when the Harry Mulsons became the owners of the Grand hotel in Fort Bragg, Emily sold Mrs. Mulson the large gold framed mirror that hung in her parlor, but that was six years ago and the
money for the mirror had been spent long ago. The two women managed to keep going with help from friends. Wanda was an attractive young woman, vivacious and fun loving like her mother. The young men liked her but she chose to marry a man fourteen years older than herself. He was steady, had a good job and knew that he probably would have to take care of Wanda's mother too. Wanda was capable, older in experience than her years because of her many responsibilities in her growing years. These attributes may have encouraged Mr. McFarland to propose to Wanda.

January 24, 1905, "at the Sand Dunes ranch, near Cleone by Rev. J.S. Ross," Wanda Bunner married Clarence Eugene McFarland, the Mendocino Beacon announced. The couple built a house in Fort Bragg and soon after found another place for Wanda's mother, Emily, next door to the Bennett house on Franklin Street, between Laurel and Pine Streets. Emily did not want to live alone in the big Macpherson house at Noyo, so the women sold it. Clarence worked for the Fort Bragg Redwood Co., and for Union Lumber Company after the companies merged in November 1892. He was a timber cruiser for each company. Later he was transferred to the city of Pittsburg, California, where Union Lumber Company had a large lumber drying yard. He was put in charge of the yard. By this time Wanda and Clarence had two sons, Eugene Bunner McFarland and John Church McFarland; Eugene was called Bunner, and John was called Jack. When the family moved to Pittsburg they took Wanda's mother, Emily, with them. They bought property there with a small "auto court" on it and a house for the family to live in.

However, sometime after the move to Pittsburg, Wanda divorced Clarence McFarland. In the 1960s Wanda moved to Mendocino to live in the MacCallum house for several years after Jean MacCallum died, so that the house would not stand empty and be subject to vandalism. Wanda and her mother had been friends of the William H. Kelleys, Daisy Kelley MacCallum and a companion to Daisy's daughter, Jean. Early in the 1970s Wanda moved back to Pittsburg, too old and unwell to be alone in the large MacCallum house.


"My mother, Wanda B. McFarland, passed away following a coronary arrest in Pittsburg Community Hospital, Tuesday last, the 28th of August. Her death was peaceful and painless. She was cremated according to her wishes and the ashes buried beside her husband and son at Greenlawn Cemetery in Antioch following an Episcopal service. The emotional pain is bad, yet I know that if one can live 94 years and retain all faculties, then die peacefully and painlessly, one could not possibly wish for more."
There are 33 names listed on the back of this 1886 Noyo school picture, but they may not be matched exactly to the students. The names are: Laura Tyson, Susie Ulltalo, Mary Higgins, Sarah Higgins, Julia Harrington, Charlie White, Stella Higgins, Alice McDonald, ? Alice Black, Wanda Bunner in Mrs. Bunner's arms, Jack Ross, Sandy Ross, Jack McDonald, Noly Main, James McAbee, Minnie Fairlie, Lottie Blume, Lottie Main, Bell Sallinen, Fred Blume, Albert Blume, Annie Little, Evelyn Simonds, Claude Simonds, Carrie Higgins, Frank Sallinen, Frank Hilton, Charlie Blume, Jennie Main, Carl Higgins, Bill McDonald.
REFERENCE NOTES, CHAPTER TWO


2. Mendocino County records, Deeds, Book E, in Sonoma County Recorder's office in Santa Rosa, CA, where Mendocino County records were kept until 1859.


7. "Genocide and Vendetta", by Lynwood Carranco & Estle Beard, published by University of Oklahoma Press, 1981; an excerpt: "In April, 1858, the two agents (J. Ross Browne and Goddard Bailey) accompanied by Henley, went to the Mendocino Reservation where they found a costly sawmill about five hundred yards from headquarters and within the reservation boundary line. Near the headquarters was a canvas store where Dodge, one of Henley's friends from San Francisco, sold goods, merchandise, and whiskey. During the investigation, the agents found that both the mill and the store were situated on a claim which Henley had bought from 'one Rudell (the correct name is Rundle) for $963. out of the Indian fund'." Browne to Mix, Apr. 19, 1858, Mf.RG 75, Roll 36:33-46; Account of Articles Furnished White & Indian Laborers at McPherson's Mill, Mf.RG 75, Roll, 36:47-51; Charges Referred by G. Canning Smith against T. J. Henley, Mf.RG 75, Roll 36:70-75; Browne to Mix, July 2, 1858, Mf.RG 75, Roll 36:79-85. References are National Archives, microfilm records.


8b. Commissioner of Indian Affairs annual report 1864, page 129. W.P. Doyle was the commissioner in 1862. It is not known if he was in 1864, they seemed to change so often.


It was not until 1891 that the federal government revised the land laws under the General Revision Act. For one thing it repealed the Pre-emption Act to reduce the chance of fraud. It amended the Homestead Law to allow rights to the property only after 14 months of residence and cultivation. Public land sales were abolished and provisions were made for establishing forest reserves. In its efforts to protect forests by withdrawing them from the public land rolls little change was accomplished. Whether legally or illegally the loggers continued to cut into the timberlands. (Dogholes & Donkey Engines: A Historical Resources Study of Six State Park System Units on the Mendocino Coast, published April 1980 by State of California - The Resources Agency Dept of Parks & Recreation prepared by Martha Sullenberger, M.A.)

14. "Notice is hereby given that the co-partnership heretofore existing under the firm name of Macpherson & Wetherbee has been dissolved by mutual consent, and Henry Wetherbee is authorized under the firm name to liquidate the affairs of said co-partnership, Dated this 5th day of June, 1879." Mendocino Beacon, June 14, 1879.

15. A family reminiscence told by Macpherson's granddaughter, Wanda Bunner McFarland, states that after her grandfather's accident, when he could no longer speak intelligibly, he voiced his disagreement in a discussion by pounding the floor with his cane to express his disapproval. It is assumed a different decision was made to accede to his wishes.

16. "Alex Macpherson (Jr.) returned from San Francisco last week, where he has been spending the holidays. He reports his father is improving in health, though very slowly, and hopes to see him about again in four or five months." Mendocino Beacon, Saturday, January 18, 1879.

17. "Certificate of Sale: James R. Moore to the Hibernia Savings & Loan Society, May 31, 1879....for the sum of $55,505.00 which was the whole price paid....(for) the Real Estate in said Order of Sale lying and being in said county of Mendocino and State of California and described as follows, to wit: The undivided one half or moiety (sic) of all these tracts of land in Mendocino County, State of California described as follows with reference to and as shown by the United States Government Survey of the public land of the United States." The land is described by Township, Range and Section. See Mendocino County Records office, Ukiah, CA, Book: Certificates of Sale, page 279. Five redemptions are recorded in same book, pages: 289, 290, 295, 299, 301. The above sum was to be applied toward the satisfaction of a Judgment against A. W. Macpherson and Henry Wetherbee amounting to $90,474.76.

19a. "In the matter of the Estate of Petreta Macpherson, deceased—Order fixing Monday, April 19th, 1880, at 10 o'clock a.m., to hear the application of Alex Macpherson, Jr., for letters of Administration." Mendocino Beacon, March 17, 1880.

19b. "In the matter of the Estate of A.W. Macpherson, deceased—Order fixing Monday, April 19th, 1880, at 10 o'clock a.m. as the time for proving the will of the deceased and hearing the application of Alex Macpherson, Jr., for letters Testamentary." Mendocino Beacon, March 27, 1880.


19d. "Letters of administration on the estates of A.W. Macpherson and Mrs. Petreta Macpherson have been issued to their son A.W. Macpherson, Jr." Mendocino Beacon, April 24, 1880.

19e. "In the matter of the estate of A.W. Macpherson, deceased: Order admitting will to probate and appointing Alex Macpherson (Jr.) Executor, Order of publication of Notice to Creditors. Order appointing appraisers for Mendocino County. Order appointing appraisers for San Francisco County." Mendocino Beacon, May 1, 1880.


21. Ibid.

22. "J.C. Bunner and wife started for the city on a wedding trip." Mendocino Beacon, April 1, 1882.

23. Mrs. Jane Stebbins Bunner married G. Canning Smith of Mendocino, CA, November 1, 1869, after divorcing John Church Bunner, Sr.


25. "McKenney's eight county directory, 1884-85."
The Macpherson house about 1900, possibly. Wanda would have been 15 years old and her mother Emily 49 years old. The man on the left cannot be John Bunner, he looks too old and appears to have a white beard. He has not been identified.

Between the time of Alexander Macpherson's death and the assumed date of this picture the yard and plants have been neglected, although the exterior of the house seems to be in good condition. The photograph was copied from a very dim snapshot.

Although the house does not look like a mansion in our eyes, it could have been an imposing structure in the early days of Noyo, located on the high bluff above the sawmill and the river below. It was so described by Wanda when she talked to us.
CHAPTER THREE

Business in the 1880s
Stories of five men of the times:
  Henry Wetherbee
  James B. Townsend
  Lorenzo E. White and
  Carleton E. White
  William P. Plummer

Reference Notes, Chapter Three
The Noyo, Chapter Three

MC KENNEY'S 8 COUNTY DIRECTORY, 1884-5
NOYO

A post and telegraph office, situated on the coast 10 miles above Mendocino City.

Aaron, John, laborer, 120 acres.  
Barnett, Edward, farmer  
Black, J.S., laborer  
Blume, Robt, farmer & saloon, 88 acres  
Bouton, Edward F., laborer  
Bunner, J.C., 214 acres  
Bunner, Mrs. J.C., 167 acres  
Bunner, Wm C., telegraph operator  
Byron, Peter, saloon  
Chittick, John, laborer  

CHURCHILL, GEO B., bookkeeper & clerk with White & Plummer & deputy postmaster.  
Corrigan & Eadie (James S. Corrigan and Wm Eadie) general mdse  
Corrigan, James S. (Corrigan & Eadie)  
Foucade, Louis, laborer  
Fountain, Joseph E., laborer  
Fritche, Frank, blacksmith  
Furley, Wm, tiemaker & teamster  
Gamburg, Aug., tiemaker, 154 acres  
Hallela, Andrew, laborer  
Hardy, Robt A., farmer, 140 acres  
Heldt, Fred, farmer  
Hendricksen, A., tiemaker  
Hendricksen, S., tiemaker  
Hoffman, Geo., farmer, 140 acres  
Hopkins, J.P., sawmill hand, 320 acres  
Jackson, E.M., farmer  
Jackson, Jacob R., tiemaker and farmer, 160 acres.  
Jansen, John, tiemaker and farmer, 160 acres  
Johnston, Alex, tiemaker, 160 acres  
Junt, Erick, tiemaker, 320 acres  
Junt, Isaac, tiemaker  
Keste, John, farmer, 211 acres  
Larsen, Henry, tiemaker, 8 acres  
LaCampo, Emanuel, farmer, 80 acres  
Maine, Phillip, farmer  
Marshall, Benj., laborer  
Martin, Geo., laborer  
McEntee, John, teamster  
Newman, Andrew, tiemaker, 160 acres  
Nierman, J., tiemaker & farmer, 160 acres  
Offer, M., farmer, 159 acres  
Petersen, Albert, laborer  
Petersen, Andrew, tiemaker, 160 acres  
Petersen, Jacob, tiemaker  
Rooucastle, James, barkeeper at hotel  
Seymour, Fred, farmer, 137 acres  
Stillwell, James, farmer, 137 acres  
Swanson, John, tiemaker, 320 acres  
Von Collin, John, farmer  
White, Carlton E. (White & Plummer) res. Whitesboro, 640 acres  
WHITE & PLUMMER (Carlton E. White & Wm P. Plummer) general mdse & hotel, 3119 acres.  
Wilson, Ales, millman, 160 acres

THE NOYO POST OFFICE

The first Post Office at Noyo was established November 17, 1859 in A.W. Macpherson's store run by Fred Brown. It was discontinued March 3, 1860 and may have been moved to the military post and discontinued there in 1862. The next word about a Post Office in Noyo is that John C. Byrne was appointed postmaster in 1881.  
William Plummer of White and Plummer's store received the postmaster appointment in 1882. From there the Post Office went to Corrigan and Eadie's general merchandise store at the top of the hill on the south side of the river. Mr. Eadie was the postmaster. The Post Office moved from store to store in Noyo, just as it did in every small town in those early days. The revenue from the U.S. government was little or nothing, but the added foot traffic of those using the postal service boosted sales of store merchandise. The Post Office remained in Corrigan and Eadie's store until January 31, 1918 when it was moved to Fort Bragg where the population was growing and Noyo's importance was diminishing.*

*In the Beacon of January 2, 1886 it was noted: "The following new post office has been established in this county by order of the Postmaster General, Fort Bragg, route No. 46120, one-and-a-half miles north of Noyo Post Office, five miles south of Cleone Post Office." (from "A century of Calif. Post Offices, their establishment and period of operation." Records of P.O. Dept, National Archives.)
Looking south across the first bridge over the Noyo, c.1870. May 17, 1861 John Byrne and John Warrington were given a franchise to build a toll drawbridge to replace the ferry that had been there. The fishing wheel is gone. The old fishing station and trading post building is still there. John Byrne's hotel, saloon and barns are to the left across the bridge. The road that became South Harbor Drive is a meandering dirt road.
WELLS FARGO & CO'S BANK.
San Francisco.
June 30 1888
Sir,—Your favor of 6/27 received, with enclosures as stated.

760 $62.50 on Paul Blais $3.57

Enters for Collection.

[Name]

H. WADSWORTH, Cashier.

Gift of Victor Hornbeck

WELLS FARGO & CO'S BANK.
San Francisco. June 19 1889
Sir,—Your favor of 6/27 received, with enclosure as stated.

240 126.01
Whife 150.54
Carruthers 5.77
Hofe 105.9
Pierce 20.84
Wells 83.44 679.61

H. WADSWORTH, Cashier.

United States Postal Card
NOTHING BUT THE ADDRESS TO BE ON THIS SIDE.

Mendocino Die Bank
Mendocino
Cal
BUSINESS IN THE 1880s

In the year of Macpherson's death the 1880 History of Mendocino County gave a brief description of Noyo.

"This is a small place at the mouth (of the Noyo river), the business part of it being situated at the southern end of the bridge across the stream, while the mill and its little village is located on the north side of the river, on the 'mesa'. The business (section) consists of one hotel, one saloon and livery stable, with a saloon about one-quarter of a mile south of the bridge. The mill village (on the north side of the river) consists of about twenty-five cottages, and the public school-house is located among them". (1)

The mill was on the river flat with several rough board shacks for millhands nearby. The cottages and schoolhouse were on the bluff above the river flat. The schoolhouse was northwest of the junction of the present Harbor Drive and Franklin Street. Its upper story was used for a town hall and on Sundays church services were held there. Wanda Bunner McFarland wrote that her grandfather, A.W. Macpherson, gave the land and lumber for the building and paid the salary of the school teacher while he was alive.

The first hotel south of the river was built in the late 1850s or at least by 1861 and was owned by John Byrne, who had a saloon in connection with the hotel. A quote from the History of Fort Bragg Military Post by Fred B. Rogers stated, "While off duty, a favorite gathering place for soldiers was John Burn (sic) hotel at Noyo." According to the U.S. Census of 1860, 36 soldiers were at Fort Bragg. Two men from Ireland had families with children. The soldiers were natives of five different countries: Bavaria, Denmark, England, Ireland and Prussia. Nine states in the U.S. were represented: CT, IN, KY, MA, MD, NY, OH, VA, VT.

It was the custom of large business firms to pay their employees with bank drafts. Mr. Byrne acted as the banker of Noyo for many years, cashing workers drafts that were drawn on San Francisco banks. They were time drafts, 30, 60 and 90 day drafts. Mr. Byrne, and hotel and saloonkeepers in other communities, discounted drafts, keeping a certain percentage of the total amount due the payee for the accommodation of instant cash. Payrolls using time drafts were finally banned in California around 1903 by an Act of the Legislature. (2)
Robert A. Hardy's farm of 140 acres was this land between Hare creek and the Noyo river. His tie chute was located on the bluff above the small harbor at the mouth of Hare creek at the upper left corner of the picture. After the land became known as Todd Point and the high bridges across Noyo river and Hare creek were built, more construction of houses and businesses took place. The photograph is also a good view of Noyo River Basin before the Marina was completed.
Altogether there were five hotels and seven bars on the south side of Noyo river. The next hotel, after Byrne's, was built by Tim Murray who was from Mendocino; then Robert Blume built his hotel that had a dance hall in connection with it. Abraham Hendricksen had the largest hotel in Noyo in a building owned by John Sipila. It was at the junction of the road leading up from the river and Hayshed road. Gamberg's hotel was at the top of the hill. All but John Byrne's hotel were probably built later than 1880, when the boom in the railroad tie business began. Of course, every hotel had a bar in it, not just those mentioned above.

Some of the hotels had livery stables in connection with them. Every man could ride a horse and hitch up a team in the 1880s. The occupation of teamster in those days meant just what it said and was not affiliated with any Union that drove motorized vehicles. A man appreciated a good saddle horse to get him where he wanted to go, but a teamster wanted a strong, well-mannered team of two, four or six draft horses to haul his big heavily laden tie wagon over rudimentary roads from the redwood forest to a landing beside a seaport. The railroad tie business had become a booming industry all along the redwood coast.

"Noyo has become quite a center for the railroad tie business," reported the Mendocino Beacon, June 18, 1880. "Since the favorable weather set in, tie hauling is the order of the day. Shipping has also commenced. Two schooners are in the river, one loaded and the other loading. Competitive with this a chute is being erected about one and one-half miles south of the Noyo, at the mouth of Hare Creek, on the north shore of the Bay, on the lands of Robert A. Hardy. Mr. Hardy is acting in concert with the tie makers in this matter. This place is spoken of favorably as a shipping point, both as to the depth of water, security of vessels lying there during the summer months, and the timber resources in the vicinity to afford a reasonable amount of business during the season."

Mr. Hardy was a farmer and owned 140 acres between Noyo river and Hare creek. He supplied milk and farm products to Noyo. Our historian friend, Charles Weller, said, "Tie makers who owned timberland from Noyo eastward on Hayshed road changed his life style. White and Plummer, the tie merchants of Noyo, controlled the lower Noyo watershed and when they upped their price from 1 to 3 cents a tie to ship, timberland owners and Hardy agreed that Hardy would build an apron chute on Pallas Bay (Hare creek). Susie Utitalo told me she rode many a tie wagon from her mother's hotel (Blume Hotel) to Hardy's chute."

Then in October 1880 Mr. Hardy advertised his farm, "the Hardy Place," for sale. But in August 1881 the Mendocino Beacon has noticed that R. Hardy passed through town (Mendocino) Thursday on his way to the Noyo with a span of large horses, purchased by him for hauling ties. Mr. Hardy must have said to himself, "While the
tie business is so prosperous why not make the most of it."

It is not known when Robert Hardy sold his Noyo farm. According to McKenney's 8 County Directory he was still a farmer at Noyo in 1884. But he did eventually sell it to a man named Hahn and moved north of Westport to Hardy Creek. Later a Hahn married a Todd and Mr. Hardy's farm became the Todd property, part of which is now referred to as Todd Point and extends across the present Highway One east to make up the 140 acres.

So it can be seen that although Macpherson and Wetherbee's mill closed and men lost their jobs there, Noyo was fortunate in having an alternate industry to turn to in the making and selling of railroad ties.

There were five important business men whose fortunes were affected by the death of Alexander Macpherson. One left his employ earlier, but had a definite part in the success of Mr. Macpherson's lumber business; James Townsend was that man. Then there was Henry Wetherbee, Mr. Macpherson's partner in Albion and Noyo. He was forced to separate his one-half interest from the partnership to save what he could of an investment that had been lucrative until the matter of the loan from Hibernia Savings and Loan Society and Mr. Macpherson's accident and death. The other three men were eager entrepreneurs looking for chances to acquire as much of Macpherson and Wetherbee's holdings as they could. Their profits from the railroad tie business boom gave them the capital to succeed.

The stories of Henry Wetherbee, James B. Townsend, Lorenzo E. White, Carleton E. White and William P. Plummer are told in this chapter.

Lorenzo E. White
1828 - 1896
HENRY WETHERBEE

After Alexander Macpherson's accident and paralytic stroke, in 1878, it became generally known that the mill, timberland, the Pudding creek railroad, personal property and any other properties owned by Macpherson and Wetherbee were under legal restraint. This made for considerable confusion among the business community in Noyo. How to protect "my" interests, or to benefit from the turn of events crossed many minds. Recalling the facts as they existed is impossible at this present date; the truth of things as they actually happened, the truth that only those who were there can know that truth, is lost in the minds of the dead.

Not only did Macpherson have a great deal to lose, but Wetherbee's finances, tied to Macpherson's physical disability and enormous debt through an agreement of partnership, were at stake too. If the action of the Hibernia Savings & Loan Society did not cripple the heretofore successful business enterprises of Macpherson and Wetherbee, the catastrophe that happened to Wetherbee's partner surely would.

In June and November of 1879, A.W. Macpherson, Jr., as successor to his father, redeemed "the undivided one half part or moiety" of several parcels of land. They were concentrated in Township 18 North, Range 18 & 17 West, where the mill was situated and where the Macpherson home was located. It was not until May 31, 1881 that A.W. Macpherson's heirs, Alex, Tom and Emily, in a long and complicated document to Henry Wetherbee, divided the redeemed property and Mr. Wetherbee's half of it to their satisfaction and the satisfaction of their attorneys.

But in 1879, before Macpherson's death, Wetherbee was faced with the responsibility of dissolving the partnership. It seemed that Hibernia Savings & Loan anticipated his every move. According to law, the two men had two years to redeem any part of the property that they could pay for at Hibernia's price. There can be no doubt that Macpherson's attorneys were pursuing every possibility to do so. So was Wetherbee with his attorneys. In May 1879 Miles Standish was persuaded to become Wetherbee's partner at Albion, presumably in Wetherbee's undivided half interest in the Albion mill and timberland properties of Macpherson and Wetherbee. Miles Standish brought new capital with which he and Wetherbee proposed to buy out Macpherson's interests. But June 28, 1879, before their intention could be put into effect, Hibernia placed an attachment on the Albion property.

Another intervention occurred September 29th, 1879 when a devastating fire consumed the Albion mill, drying kiln, the company barn and considerable lumber in the yard. L.E. White's Albion Hotel and seven dwellings on the Albion flat were also lost.
in the fire. Hibernia may have given up on Albion, or accepted a settlement for Macpherson's share of the properties, for the partnership of Wetherbee and Standish set about constructing a new and better mill immediately. (5)

However, Mr. Wetherbee was not out of the woods yet, so to speak. The Macpherson & Wetherbee partnership was still not dissolved. The Notice of Dissolution was dated June 5, 1879. Orders from the Court pressed Mr. Wetherbee to get on with it. The first Order of the Court for the Estate of A.W. Macpherson, deceased, came in October 1880, eight months after Mr. Macpherson's death. A second Court Order a month later, demanded Wetherbee's "account of the partnership and affairs, of the late firm of Macpherson & Wetherbee". The third Court Order was in February 1881 and requested Mr. Wetherbee "to show cause why he should not be punished for contempt in refusing to obey an Order of said Court made the 19th day of October, 1880".

We know little about Mr. Wetherbee's character, ability, or personality and we do not have a picture of him. We do know he was born in 1827 in Cambridgeport, Massachusetts and came to California in 1849 and to Albion in 1856. In 1860 he married Ellen M. Merrell in San Francisco. It has been claimed that she was his ward, much younger than he and a woman of wealth. According to Wanda Bunner McFarland, Macpherson's granddaughter, Mrs. Wetherbee came to Noyo one time and stayed with Wanda's grandparents. Wanda said, "She and her artist sister made a trip up from Oakland in the early 1870s, on horseback, with cooks and camping equipment. Mrs. Wetherbee's sister painted all the way up."

The Wetherbee's home was in Oakland, large and indicative of the financial status of its owners. To indicate that Mrs. Wetherbee belonged to the important social structure of the times, she was invited to join Leland Stanford's group, in his private railroad car, journeying to Promontory, Utah to witness the joining of the Union Pacific railroad from the east with the Central Pacific railroad from the west. She was one of a few women who watched the linking of the railroads and the final driving of the golden spike that made the first transcontinental railroad in the United States. That historic event occurred May 10th, 1869.

Considering Wetherbee's dilemma in connection with Macpherson and his persistence in attempting to right his unforeseen situation, he seems to have been a smart, capable, careful man, protecting himself and his finances in a way that must have brought him a great deal of respect for his business acumen.

We cannot begin to list in detail all of the real estate transactions that took place to settle Mr. Macpherson's estate that affected Mr. Wetherbee's share of his undivided half interest in Noyo property, nor do we have a record of all of them. However, on August 28, 1880 it was announced in the Mendocino Beacon that
A.W Macpherson, Jr., et al, heirs of A.W. Macpherson, deceased, received from H. Wetherbee for Lands on the Albion River $30,000.

Then in November, 1881 Mr. Wetherbee found it necessary to take W.P. Plummer and C.E. White to court regarding the store building on Noyo flat. We have no record of an action that caused Wetherbee to file the lawsuit, nor the result of this one. (6)

Gradually Mr. Wetherbee cleared his titles to his share of the partnership properties. In June 1885 he found it necessary to file a suit "to restrain the Fort Bragg Railroad Company from digging on his land, for the purpose of extending the line of the railroad, and also to recover damages in the sum of $5,000, for injury already done to his land by the company's agents." (7) This suit pertained to the Noyo-Pudding Creek railroad that Macpherson and Wetherbee had constructed in 1880, before Mr. Macpherson's death. C.R. Johnson's company owned the railroad in 1885.

The next notice we have is in September, 1886 when The Fort Bragg Redwood Company purchased Henry Wetherbee's share of the Noyo property. No purchase price is given.

Then the following announcement could have been the end of Henry Wetherbee's association with Noyo and his property holdings there. It was, however, the beginning of a new Noyo Lumber Company as a Beacon notice of October 9, 1886 read:

"H. Wetherbee of San Francisco has sold 10,000 acres of redwood land located on the Noyo river to Eastern capitalists for $110,000. Among the number is Governor Alger of Michigan."

In 1891 Henry Wetherbee had had enough of the lumber business. His affairs and finances were in good order. He surely had not anticipated the difficulties that he encountered along the way. Tired and nearing sixty-five years of age, he sold out his interests in "All lands, sawmills, cattle, horses, mules, railroads and the tug 'Maggie' for the sum of $37,500." (8) on June 9th, 1891, to the Albion Lumber Company, which was incorporated on May 26, 1891 by Miles Standish, Henry B. Hickey, George C. Wilcox, F.W. Crosby and W.E. Reed with an authorized capital stock of $300,000. (9)

Henry Wetherbee died January 29th, 1892. When Mrs. Henry Wetherbee presented her account to the probate court of San Francisco for final distribution of her late husband, she was the executrix and sole legatee, she reported: Cash on hand, $42,492; personal property on hand, $118,282.50; real estate $16,300; total $177,174.50. (from Beacon of April 8, 1893)
The schooner moored at the dock is probably the Indian reservation supply boat. It was at first considered to be the James Townsend, a three masted schooner, built in 1867. If it is the Townsend, this photograph was taken in 1867. Mr. Watkins, an outstanding photographer of the nineteenth century, came to the Mendocino coast in 1863 and 1867 to photograph lumber mills and the logging industry. Lighters await loading lumber to take out to vessels in the outer harbor. Above on the bluff a white picket fence surrounds James Townsend's house. A.W. Macpherson's house is above the mill and hidden by trees and smoke.
None of the men associated with the Noyo mill or the development of the settlement has received as much comment and importance from historians of the area as James Townsend. From our research, we judge him to have been a man of ambition with a drive to achieve financial success and a knowledge of how to go about it.

He arrived in California from the state of Massachusetts at the age of 18 1/2 years. Born September 10, 1838, in Lowell, Massachusetts, he was the eldest son of James and Parthenia Townsend. Like so many others from the New England coast, James Townsend came by sea around Cape Horn to San Francisco, sailing from Boston in the ship "Areatus" April 5th, 1849 and arriving on the west coast September 22nd of that year. He went immediately to the gold mines to try his luck and stayed until December, 1851 having accumulated a fair sized poke, enough to take him to the Sandwich Islands for the winter.

Returning to San Francisco in May 1852, he found work in a sawmill near Woodside, California, as engineer for G.M.Burnham. When Mr. Burnham sold his interests in the mill to George W. Baker, Townsend became the superintendent of the mill but built a mill of his own nearby. In 1854 he moved the original mill to his site and ran it on contract until April 1855.

It has already been said that A.W.Macpherson was looking for a superintendent for his Albion mill at that time and James Townsend turned out to be the man Macpherson hired. Macpherson may not have expected his mill superintendent to set up businesses of his own, but Townsend did so; he always found a working partner to run the business while he supplied the capital and shared the profits. At Albion, in 1861, his partner was Lorenzo E. White.

After Macpherson built his mill at Noyo and a house west of his own for James Townsend in 1861, Townsend formed a partnership with Frederick Brown in a store building owned by Macpherson at Noyo.

In 1863 Macpherson and Wetherbee bought 6,000 acres of land in the lower Eel River Valley of Humboldt County from the Federal Government under the provisions of the Merrill Act. Thinking that a sawmill would soon be in operation and a settlement would spring up where a store would be needed, Townsend and Joseph Carroll formed a partnership called Carroll & Co., to provide a store. (10) The growth of a sawmill business and a thriving community came too late for Mr. Townsend and Mr. Carroll to have their store. Mr. Townsend turned to other interests and Mr. Carroll died in 1875 at his home at Soldiers Harbor near the old Fort Bragg military post.
In the 1860 census the value of James Townsend's personal estate was $1180.

In the Great Register of Mendocino County, he is registered to vote June 11, 1866. His occupation is listed as Mill superintendent, residence, Big River Township.

In the Pacific Coast Business Directory of 1867, he is agent for the Noyo Mills and also a partner with Fred Brown, general merchandise, Noyo River.

In the same directory of 1871 James Townsend is a partner with Joseph Carroll in general merchandise. Townsend was also listed as postmaster at Albion.

In L.L.Paulson's Directory of 1874, he is listed as Merchant, Noyo River, town and Post Office, Noyo.

Our friend and historian of Noyo and Fort Bragg, Charles R.Weller, told us that A. W. Macpherson fired James Townsend from his position as superintendent of the Albion and Noyo sawmills. Whatever the reason for such action, Mr. Townsend's biography states that he had charge of the entire business of the Albion and Noyo Mills until January 15, 1871.(11) From what we know of Mr. Townsend and his continued investments in personal businesses, it may be that Mr. Macpherson preferred a superintendent who would devote all of his business hours to that particular job. At any rate a very reliable man was available to replace Townsend and James Brett was hired for the job.

There is another reason for Townsend's dismissal that our historian friend Richard Tooker suggested to us. Mr. Townsend was the partner of L.E.White in the Albion store and hotel and Mr. White figured his possessory interest to the land where the buildings were situated made him the rightful owner of the property. Mr. Macpherson thought otherwise and entered a lawsuit against White and Townsend. More will be found about this situation in the account of L.E.White on a later page in this book.

But Mr. Weller wants us to emphasize the work that James Townsend did for Macpherson, while he was superintendent, when he constructed two mid-river piers which acted as log booms. They were about 100 feet long and 20 feet or more wide, and about 15 feet high. The piers were cribbing built on a cross logged floor laid on the bottom of the river. They resembled a walled cabin without a roof and were filled with heavy rock and boulders.

Each pier had two attached swinging booms on each side about 75 feet apart. The booms caught and delayed the logs on their down river journey to the mill. This style of piers was to be found only at Noyo on this coast. They were especially suited to the
Log jams occurred in all of the rivers whose banks supported sawmills. They were the result of stockpiling saw logs in the streams to await spring freshets that would fill the streams with rushing waters to carry the logs down river to holding basins or booms near the sawmills. In this photograph logs were deposited on shore on ground wider than the river itself.

In the photograph can be seen two black pieces of construction standing above the logs. They are the mid-river piers with their swinging booms that are illustrated in the map on page 66 near Olson's Landing and described on page 67 and on page 82, footnote 12. The booms undoubtedly helped to spread the log jam into the high water that flooded the shore, but they also may have helped to retain logs that would otherwise have done damage to the river below the piers and the property beside the river. The year of this monstrous log jam is not known, but the sawmill had a busy time ahead of it to manufacture lumber from this quantity of logs.
sharp bends in the river. There was one above Olson's landing and a second below.(12)
Also James Townsend, while he was superintendent at the Noyo mill, built the first road out of Noyo on the south side of the river, passing beside Byrne's Hotel, before a bridge was built across the river. Rock and boulders were hauled from the river to make a road bed across the swamp. The road followed the contour of the hill and up and over as far south as the present Simpson Lane. When the swamp was dredged out for a marina many years later a great amount of labor was required to remove that rock road bed so well had it been laid.

Townsend left Mendocino County August 18, 1875 and moved with his family, to Hayward in Alameda county. In May, 1876, he returned to Mendocino county and he and L. E. White took controlling interest in the Salmon Creek Railroad Company. They built the railroad during that year. For a time James Townsend was captain of the tug "Aetna" to accommodate his partner, L. E. White, who was without a captain at the time. Later when Mr. White secured the services of Captain Gallagher, the former mate of the steamer "Alex Duncan", Mr. Townsend sold out his interests in partnerships with L. E. White and returned to Alameda county in 1881.

There is one episode during Mr. Townsend's stay on the Mendocino coast that has puzzled us ever since Evans McClood Jackson's granddaughter told us about it. She said that her grandfather had laid claim to 640 acres on the south side of Pudding Creek soon after he came to Mendocino county, where he was naturalized and registered to vote on the same day, June 7, 1869. He also claimed a large parcel of land, something over 200 acres, on the north side of Pudding creek.

Evans Jackson, born in 1838, in Edinburgh, Scotland, went to sea as a stowaway when he was eleven years old. He became a sailor, was unschooled and could neither read nor write when he arrived on the Mendocino coast. He was married in San Francisco and at the time of his entry into this county, he and his wife, Mary Murphy Sparrow, had at least two children, William and Julia. The couple eventually had ten children, five boys and five girls.

Evans Jackson wanted to be a farmer. He believed he had always wanted to be a farmer. A large part of the land he claimed on Pudding Creek was timbered, but he planned to clear it as he could. He built his farm buildings and house on the north side of the creek. On the south side he planted hay. One day when he was working in the hay field, two men approached him with a paper to show him. They had a conversation in which Mr. Jackson thought the men wanted to buy hay. One of them asked him to sign the paper, and Mr. Jackson to show his good faith in the sale of his hay, laboriously signed his name as requested. He had learned how to do that.
It was not until after he made an agreement of sale, dated September 28, 1869, with W. S. Chapman, Samuel Blair and William H. Kelley, recorded by G. Canning Smith in Mendocino County, April 12, 1871 that Mr. Jackson thought he had sold some or all of the land he claimed south of Pudding Creek. When the three men decided to execute the agreement of sale and patent the claim in their names, it was found that James Townsend had beaten them to it. Townsend's patent was dated May 20, 1872, their purchase and application somewhat later. Without a doubt Mr. Jackson was shocked to know that he had been done out of the land he claimed was his. He wrote many letters to the authorities in Washington, D. C. protesting the fraudulent patent, as he saw it.

Mr. Jackson's granddaughter has five letters addressed to him from the United States Department of Interior, Washington, D.C., dated in 1886 and 1887, regarding the acreage; there may have been more at an earlier date. The letters stated that Mr. Jackson had signed over his property to someone in 1871 and James Townsend's name was on the patent. There was nothing that the Department of Interior could do to help Mr. Jackson unless he had an attorney to file suit to prove his property had been acquired illegally. The granddaughter did not think that her grandfather had tried to pursue the matter further than the Department of the Interior. He was very bitter about the unjust trick played on him by the only two men he could think to blame. He continued to farm his 200 acres to the north with his sons. He died December 18, 1911.

Our question: How did James Townsend acquire the land? To whom did he sell it and when? Some day we hope to search for the answers.
Mr. and Mrs. L. E. White were popular hotel proprietors with the early settlers of the central Mendocino County coast. Parties, dances, picnics and many social events took place at their Albion Hotel in the 1860s according to Etta Stevens, of Little River, who kept a diary from 1864, when she arrived there, to 1931 when she was eighty-two years old.

And although we are writing about Noyo history, it is well to remember that men were living, with their families, in the small settlements that grew up around the lumber mills being established at every water-way emptying into the Pacific ocean. This was a raw frontier suited to ambitious men who became involved in business ventures, often in more than one business and in more than one location at the same time. Capital building was a necessity to succeed in one new venture after another.

A man who took advantage of the opportunities open to him was Lorenzo Eastlick White, born October 25, 1828 in Prescott, Massachusetts, the son of Eastlick and Betsey Freeland White. The White family moved around the north eastern states, we are told by the great granddaughter of L. E. White. He left the family home, in Lewis County, New York in the spring of 1849 to go to California. He was twenty years old, young enough to be adventurous and old enough to match wits with his contemporaries: Alexander W. Macpherson, Henry Wetherbee and James Townsend, when, after trying his luck in other locations in California, he came to the Mendocino coast to stay.

White arrived on the west coast of California from New York on the 11th of May, 1849, by way of the Isthmus of Panama. In company with forty others, the brig "Henrico" was chartered to make the passage to Aspinwall on the east coast of Panama. From Aspinwall the party voyaged up the Chagres river to Gorgona in canoes, and from there walked the rest of the way across the Isthmus, carrying their supplies with them. Reaching Panama city they were obliged to wait two weeks before the bark "John Ritson" could be chartered to take them to San Francisco. The entire journey from New York to San Francisco took ninety-five days.

On July 16th, 1850 L.E. White and Jane Sheridan were married, presumably in San Francisco, and in 1855 the couple moved to Marin County, where a daughter, Helen Evelyn was born at Corte Madera, March 12, 1857.

"The one great puzzle," Lois Stewart Lasher wrote to us, "On my grandmother's (Helen Evelyn White) death certificate her mother's maiden name is shown as Jane Cotton, native of England. I am told L.E. White deserted his first wife, and I think she may have been
Helen Evelyn White had a brother, William H. White, born 1862 or 1863 in Albion. He married Helen (Nellie) Churchill. At the time the couple first met, she was living in a house at Stoney Point that A. W. Macpherson built at Noyo in 1868.

But to go back to the days in Marin County, White's great granddaughter told us that he leased land covering about two square leagues in the San Geronimo Valley, Marin County. The land was the property of Lieutenant Joseph Revere of the Navy. Rodney M. Price, afterwards Governor of New Jersey, had a half interest in it. The business was a cattle ranch and L.E. White was the overseer. Then Joseph Revere sold his one half interest in the ranch to Rodney Price. When Price and White failed in their business, White lost all the improvements he had made and was penniless. However, there were cattle left on the ranch and White either took his share or all of them.

Believing that there was money to be made raising cattle, L. E. White started up the coast driving one thousand head with the help of men he promised to pay at the end of the trip. Early in 1858 he arrived in Point Arena, near Greenwood (Elk). Scouting for a location to suit him, White settled on Clift Ridge above Greenwood and, with his wife and two children, stayed there until 1861, when he joined in a partnership with James Townsend who owned the Albion Hotel and a store on the Albion river flat. The Whites moved to the Hotel in Albion. Whether he sold out his Clift Ridge place or kept it we do not know.

Permission to build the store and hotel near the sawmill, on land A. Grant Dallas and A.W. Macpherson considered theirs, was an accommodation to the business and population growing into a village on the flat and adjacent hills. Townsend at this time was busy in his job as superintendent of both Albion and Noyo sawmills, so White was the working partner, operating both the hotel and the store.

During all of these years that L.E. White was finding his way in California he had lost touch with his parents back in New York State. His brother Carleton Eugene and sister Helen Naomi were just babies when he left for the west coast. The leading doctor in Mendocino City, north of Albion, in 1865 was Robert Foster Andrews from New Salem, Massachusetts. He and his wife Cornelia wrote many letters to their relatives in Massachusetts and after they became acquainted with the L.E. Whites of Albion, they wrote home about them too. White's relatives, in Massachusetts, were in touch with his parents in New York state and soon communications were reestablished with L.E. White. Sister Helen Naomi and brother Carleton Eugene came to join the Whites in Albion and later in 1865 the parents, Eastlick and Betsey arrived.(13)

Both L. E. White and Carleton E. White, who was nineteen years
younger than his brother, became prominent lumber mill owners in
the 1880's. But when Carleton arrived in Albion he was only
eighteen years old and inexperienced in business. L.E. put him to
work as a clerk, buying and selling goods. Later he made him a
partner in his various business projects: the post office, express
office, toll bridge fares, shipping railroad ties.

Wanda Bunner McFarland, granddaughter of A.W. Macpherson, told us
that L.E. White "took care of the ferry" across Albion river for
Alexander W. Macpherson. Several sources say that he was a clerk
and bookkeeper for the Lumber Company when he first came to
Albion. Wanda McFarland said that White obtained permission from
Macpherson to build a house and a hotel on the Company's land on
Albion flat, and when Macpherson became ill in later years, White
took squatters rights. There was long litigation over this, Dallas
vs. White. Wanda's information has not always been accurate, but in
this case we have two verifications that corroborate the
litigation fact at least.

Other people had bought or squatted on land granted to William A.
Richardson by Governor Manuel Micheltorena in 1844.(14) It is to
be remembered that Mr. Richardson mortgaged his timberland to the
Jardine, Matheson Company of whom A. Grant Dallas was a member
and that Company foreclosed in 1854 on the loan covered by the
mortgage. From then on the land on the coast, formerly known as
the Richardson grant, became known as the Dallas grant. In some
cases squatters who claimed possessory rights to the land they
held, sold the land to someone else who believed he owned the land
legally. In 1864 when Henry Wetherbee became Macpherson's partner,
he wanted to know the extent of the company's real estate
holdings. A survey and investigation produced many clouded titles
to land between Alder creek and Little River that were contested
in court. The litigation that followed over land titles between
Alder creek and Little River has come to our attention several
times in our research of history of the Mendocino coast,
particularly regarding 1000 acres adjacent to the Albion mill and
woods, holding from Stillwell Gulch (Buckhorn Cove) on the north
and then south and east.

In Etta Stevens diary entry in December 1873 she wrote: "After a
time, a well drawn out time, it was decided in the Company's
favor, so far as the settlers that had taken up their claims since
such a year - I think 1858. These lands that had been settled
before that time were immune and open to be proved up on to get a
U.S. Patent."(15)

Lois Stewart Lash era, L.E. White's great granddaughter wrote us: "I
have a few excerpts and notes from briefs filed and printed in
connection with the case of Dallas vs White. Row over land titles
at Albion, and there were many more such goings on. Many briefs
(are) on file in the Library (at) the California Historical
Society in San Francisco; filed by White et al. Litigations for
many years. I have heard the trial case was one of the longest in
the legal profession for that time. Much notoriety."

And so it is possible that historian Richard Tooker was right when
he indicated that this litigation could be the reason for
Townsend's dismissal as superintendent of the Albion and Noyo
sawmills. It did not set well with A. W. Macpherson that Townsend
in company with White should presume to have possessory rights to
the land they had squatted. And it has been hinted that there was
more land involved than just the Albion flat.

It is true that L. E. White's financial interests were mostly
restricted to Albion, Salmon Creek and Greenwood (Elk), but we are
told that after Macpherson died White bought the hotel on the
south side of the Noyo river and built a store on the north side
of the river. The Churchills while living in the house on Stoney
Point ran the store for the L. E. White Company. Also during the
settlement of A.W. Macpherson's estate, Mr. White was able to buy
from Hibernia Savings & Loan Association, "Lands in T18N,
R15,16,17 & 18W, and in T19N, R1/W, for $35,000."(16) in 1883 L.E.
White traded this valuable land in the very heart of Noyo river
timberland to his brother Carleton E. White for the Salmon Creek
sawmill.

This was after White and Townsend conducted a very lucrative
business buying and selling railroad ties. They bought the ties
inland where they were made and freighted them to the shipping
point at the mouth of Salmon Creek on the railroad they built in
1876 under the name of the Salmon Creek Railroad Company.

In 1885 L.E. White sold land at Noyo to C.R. Johnson, the president
of Fort Bragg Redwood Lumber Co. It was valuable land near the
mouth of the Noyo.(17)

But it was in 1887 that Lorenzo E. White bought land for his most
successful business. He created a sawmill, the Elk creek railroad,
a long wharf requiring ingenious engineering, a company store, all
of which resulted in one of the more progressive towns on the
Mendocino coast, Greenwood (Elk).(18)

About 1892 Mr. White found his health failing and he incorporated
the L. E. White Lumber Company and gave over the entire business
to the care of the company, of which his son, William H. White was
the practical head with J. H. Tate in charge of the business in
San Francisco. All of his property including his fleet of vessels
and his stores were thus placed in position to be continued, while
he moved to a lovely home in Berkeley with his wife. A few days
before his death he thought the climate of Cazadero, in the hills
back of Fort Ross, might benefit him and he and his wife went
there where he died July 1st, 1896.(19)

"Thus," is written in the San Francisco publication, Wood and
Iron, of August 1896, "has passed away one of the most prominent figures of the lumber trade of the Coast. Full of energy and perseverance, he commenced at the lowest round of the ladder, and reaching the top, has left behind him a business that can but continue to grow and prosper, and with it will continue to be associated the name of L.E. White."

White & Plummer Store
C.1890
William Pearson Plummer

WILLIAM PEARSON PLUMMER

William Pearson Plummer was a native of Dresden, Maine, born c.1850, and may have come to San Francisco with his parents, George and Margaret Blinn Plummer in 1851 when his father, who was a seaman, decided to engage in the west coast trade.

The first record of William Plummer on the Mendocino coast we found in L. L. Paulson's 1874 Directory, when Mr. Plummer was listed as a watchman at the Navarro mill and his town and post office address was Navarro. Then, R.H. Witherell entered prescription No. 789 for W.P. Plummer in his prescription ledger in 1875, with the notation that Mr. Plummer was at the Navarro mill. And in 1880 Mr. Plummer had prescription No. 3613 in druggist C.O. Packard's ledger.

His marriage to Ella F. Witham took place in 1880, probably in San Francisco. If the couple took up residence in that city it was only for a short time, for the Plummers were at Noyo in 1881 and rented part of Emily Macpherson's house. Mr. Plummer was a witness at the marriage of Emily and John C. Bunner, March 30, 1882. We were told that the reason William Plummer came to Noyo was that L.E. White found him working in a pawnshop in San Francisco and asked him if he would like to go up the coast, ride horseback and buy railroad ties.(20)

His rise in business in Noyo was swift, partly due to L.E. White's interest in promoting his brother's business future. It may even have been L.E. who encouraged the two younger men to join in partnership, which they did. At this time marketing railroad ties was the way to make a lot of money fast. The new partnership of White and Plummer lost no time starting in the business, as this quote from the Mendocino Beacon of May 7, 1881 reads:

"Tiemen are wanted immediately at the Noyo by White & Plummer. For sawing and splitting, 6 1/2 cents, 3 1/2 cents for hewing. Good timber and ground."

But White and Plummer were not waiting idly by for workmen to respond to their advertisement. There was an item in the Westport section of the Mendocino Beacon the same day their ad appeared:

"C.E. White's agent has been up buying railroad ties and is paying better prices this year than was (sic) paid last."

There were many men looking for jobs it seems, when the results of White and Plummer's first advertisement brought another news item in the Mendocino Beacon of September 17, 1881.

"Foster Rowe, the foreman for Plummer & White, has three camps with about 120 men engaged in making ties south of and near the
Noyo river...... The woods are apparently full of ties and it is questionable whether they can all be hauled to the landing before the rainy season sets in."

The demand for railroad ties made of redwood, because of its durability, and the great number of ties quickly produced by logging men along the Mendocino coast, created a business boom at a time Noyo needed it the most. It was enjoyed particularly by the middle men who contracted with the railroad companies to supply them all the ties they needed, without having to trade with the laborers who made the ties. This practically made the middle men agents for the railroads and forced the tie makers, who were mostly men of small acreages, to deal with the middle men. The tie makers were then pressed to take what they could get for their work without any compensation for the valuable timberland they were destroying to make ties. H.W. Plummer, writing in "Wood and Iron" for August 1886 said, "There is no branch of the lumber industry where there is more waste of raw material than in making ties. Each tie is split from clear wood and it takes about 35 feet of clear lumber to make a saleable tie. Redwood will average about 50% of clear and suitable wood for ties...... It appears that the present ruling rates of redwood ties, 35 cents, is grossly inadequate. The remedy lies with the owners of the lands from which the ties are cut. If they will combine, and agree that they will no longer sacrifice their timber and their work as they have been doing but will insist on being paid at least as much approximately as the lumber represented by the ties is worth, they can control the situation.....The railway must have the ties, and land owners are foolish if they do not compel them to pay a fair price for them."

It was estimated in 1881 that for the 16,000 miles of railroad contracted to be completed by October 1, 1882, 40,000,000 railroad ties would be needed.(21) The docks around the harbors of Mendocino County were piled high with ties waiting for shipment from 1880 into 1883. After that the further decline in the price stopped the tiemakers from producing a quantity of ties. Many of the men moved away or found other work. They had worked hard for very little money, only enough to exist from day to day.

White and Plummer had done very well in the railroad tie business. They now had enough capital to impress investors to join them in a Noyo Lumber Company. They also, in 1887, had a large contract to fill for ties. At the same time they were prospering in the tie business, White and Plummer owned and operated the store at the foot of the hill on the north side of Noyo river. We were told that L.E. White built the store soon after Alexander Macpherson's death. So Carleton E. White, L.E. White's brother, and William Plummer may have bought the building from the elder White. In November of 1882 William P. Plummer was appointed postmaster at Noyo. He was listed in McKenney's 8 County Directory in 1884 as postmaster and manager of Western Union Telegraph Company, Noyo.
The two partners kept the store until January 1902 when they sold it to the Caspar Lumber Company.

The year 1886 became a time of recovery from the death of Noyo's heretofore most influential citizen, Alexander Macpherson. Men of vision, capability and capital picked up the segregated pieces of the Macpherson and Wetherbee properties and made them their own.

In 1885 C.R. Johnson had already started the operation of his lumber mill beside Soldier's Harbor about a mile north of Noyo. His residence was the former hospital building of the Fort Bragg Military Post. (22) Now, on September 25, 1886 a notice appeared in the Mendocino Beacon: "It is the intention of the Fort Bragg Redwood Company to remove the office and principal place of business from Noyo to Fort Bragg."

Before the Fort Bragg Redwood Company was formed, James Hunter was a partner with C.R. Johnson and Calvin Stewart in a sawmill at Mill Creek and a chute at Newport near Kibesillah, north of Ten Mile river. Hunter did not continue in the partnership when Johnson and Stewart moved to Noyo to start the new company. Calvin Stewart was with C.R. Johnson through the formation and financing of the Fort Bragg Redwood Company, the purchase of Henry Wetherbee's share of Macpherson & Wetherbee timberlands, and the Pudding Creek and Noyo Railroad. It is possible that the Company bought Alexander Macpherson's share from Hibernia Savings and Loan Society, but we have no record if it is so.

Soon after the announcement of the Fort Bragg Lumber Company's move, there appeared another important notice in the October 9, 1886 Mendocino Beacon. "H. Wetherbee of San Francisco has sold 10,000 acres of redwood land located on the Noyo river to Eastern capitalists for $110,000. Among the number is Governor Alger of Michigan."

And following the above six months later this notice appeared: "The Noyo Lumber Company is an incorporated company, with a capital of $200,000. The incorporators are Ex-Governor R.A. Alger, O.R. Johnson, Senator B.F. Stockbridge, C.E. White and W.P. Plummer. This company owns about 30,000 acres of fine redwood timber on and accessible to the Noyo River, and is building a steamer to run between San Francisco and their mill, which will soon be completed." (23)

"The company succeeds to the business heretofore carried on by White and Plummer, and Carl E. White has opened an office at 42 Market Street, San Francisco. The company has a large contract to fill for ties, and when their mill is in operation, will have one of the most favorable locations on the coast." (24)

C.R. Johnson, president of the Fort Bragg Redwood Company was forced to go east to try to raise money for his second business
venture, even larger than his previous effort when he and Calvin Stewart and James Hunter were partners. No one could believe that there were larger trees and more of them in California than there were in Wisconsin. But through persistence and salesmanship, Mr. Johnson finally succeeded in his mission, when his father, Otis Russell Johnson and two of his father's friends, Senator B. F. Stockbridge and James L. Houghteling agreed to take stock in the company.(25)

It would appear that O.R. Johnson and his friend, B.F. Stockbridge, by investing in both the Noyo Lumber Company and the Fort Bragg Lumber Company, were securing their interests in all of the former Macpherson and Wetherbee timberlands. C.R. Johnson continued to be president of the company. His father, O.R. Johnson, senior member of the company, came out to California in February 1886, bringing his wife with him. O.R. Johnson owned large lumber interests in Wisconsin and on his first trip to this coast wanted to see what the big redwood trees looked like and to see if he had made a good investment.(26)

Five and one-half years later,"In November 1892, the Fort Bragg Redwood Company and the Noyo Lumber Company combined to form the new corporation of the Union Lumber Company."(27)

In the Voters Register of Mendocino County in 1894, William Pearson Plummer's occupation was given as lumberman; his age was 45; his height 5 feet, 7 inches; his complexion light, his eyes blue, his hair light.

William Plummer acted as managing superintendent of the Union Lumber Company for several years. His obituary states that he managed the financial interests of Elise Kelley Drexler at some time during these years; perhaps after the death of Alexander MacCallum in 1908. Mr. MacCallum was Mrs. Drexler's financial manager before his death. At any rate Mr. Plummer was vice president of the First National Bank of Fort Bragg in 1910; Horace A. Weller, Sr., was president. When Mr. Weller retired in December 1911, Mr. Plummer became president in January 1912. He was not to enjoy this position long for he died at his home in San Francisco February 5, 1912. His wife, Ella and his son Harold survived him.

William Pearson Plummer was an outstanding business man with a reputation for integrity and intelligence. He was well liked, respected and honored as a prominent citizen in Noyo and Fort Bragg as shown by the following tribute in the press:"All activities of the Union Lumber Co. were suspended on Wednesday, and all prominent business houses closed their doors during the hour of funeral services, Wednesday afternoon as a mark of respect."(28)

2. Richard Tooker, historian, San Francisco, CA

HENRY WETHERBEE:

3. Five Redemptions: Sheriff James R. Moore to A.W. Macpherson, Jr., Filed in Mendocino County Recorder's office, Ukiah, CA. Book I, Certificates of Sale, pages 280, 290, dated June 25, 1879; pages 295, 299, 301, dated November 29, 1879. Total amount $574.73, including interest at 2% per month from May 31, 1879.


5. See Volume IV, No. 2, Albion issue of the Mendocino Historical Review, published by Mendocino Historical Research, Inc., P.O. Box 922, Mendocino CA. 95460.


7. IN THE SUPERIOR COURT OF SAN FRANCISCO: Suit was brought on the 5th inst. by Henry Wetherbee. San Francisco Call, June 13, 1885.


JAMES B. TOWNSEND

10. Letter dated December 13, 1984, from Mr. Stanley L. Parker of the Pacific Lumber Company, Scotia, CA, as follows: "Henry Wetherbee and A. W. Macpherson became interested in timber stands in our area in the early 1860s and purchased 6,000 acres of land in the lower Eel River Valley in 1863 from the Federal Government under the provisions of the Merrill Act. This timber was quite remote at that time and there were no plans for immediate harvest. By 1868 Wetherbee and Macpherson had merged their holdings with William Ralston's financial empire and Pacific Lumber Company was incorporated in 1869 as a timber holding company. In the early 1870s, Ralston, Butterfield and Company bought out the Wetherbee and Macpherson interests. The first sawmill was begun in 1886 and completed in 1887, served by a rail line to the docks on Humboldt Bay.

"The place was known as Forestville for a brief period and was called Scotia in 1886. Postal authorities vetoed the use of Forestville as a name since there was already a post office of that name in Sonoma County. Some of the men working on the sawmill construction were from the Maritime Provinces of Canada and wanted the town named either Brunswick for New Brunswick or Scotia for Nova Scotia. Scotia was selected by a toss of a coin."

12. We are indebted to Charles R. Weller III for this detailed description of the Mid-river Mill Booms. It is a bit of logging history pertinent to the Noyo River, Charlie tells us.

"The walls of logs were fastened together with iron dowels. The cross log floor was held to the outside walls by iron eye bolts. Manila rope held the eye bolts of the cross log floor with the eye bolts of the log cabin walls. One must remember that the first loggers on the Mendocino coast were seasoned sailors who had jumped ship to work in the gold mines and finally drifted into these logging woods. They knew all kinds of rope ties and when manila rope got wet it shrank up tight.

"After the first section of the Mid-river Mill Boom was filled with rock, the final walls of the Mill Boom were built up to the height of 15 feet above high water-mark. The high Mid-river Boom walls took care of not only the tidal changes but also the freshet influence of the rise and fall of high water. After the Booms were filled with rock and boulders, the Swing Booms were attached at each side of the Mill Booms. On the upside of the Booms were placed vertical buffer logs to protect the structure from logs smashing into it as they floated downstream."

LORENZO E. WHITE


15. Ibid

16. Mendocino Beacon, May 14, 1881

17. Mendocino Beacon, June 13, 1885, Description of land L. E. White sold to C. R. Johnson: Lots 1 & 2 & E1/2 of NE1/4 of sec. 12, T19N, R18W, $565.00. And a undivided interest in land in T19 & 17N - $500. The last transaction was not completely described.


WILLIAM P. PLUMMER

20. Richard Tooker, historian, San Francisco, CA

21. Mendocino Beacon, November 26, 1881

22. The location of the military hospital was on the knoll where the Union Lumber Co. had its three story guest house, which after becoming the property of Georgia Pacific Lumber Co., was given to the City of Fort Bragg in early 1985 to be used for an historical museum.

23. Mendocino Beacon, June 11, 1887

24. Ibid


26. Mendocino Beacon, February 20, 1886

27. "Wood and Iron" (periodical) Vol. XXVII, pages 36-48

28. Mendocino Beacon, February 10, 1912
CHAPTER FOUR

Transportation by Land and Sea

Ships and Shipwrecks

Lumber Shipments, Noyo to San Francisco

Reference Notes, Chapter Four
A small two-masted sailing schooner used for transporting lumber from Humboldt and Mendocino County lumber mills to San Francisco before she was wrecked in the winter of 1871-72. She has the design of the most common of the early sailers that were built with a jib boom extended from the bowsprit to carry triangular sails from stays on the foremast to the jib boom. These sails added more speed to her voyage.
TRANSPORTATION BY LAND AND SEA

In the 1850s when the first settlers found the Mendocino coast there were no roads for the modern vehicles of that time such as carts, wagons or buggies. Walking was a popular way to get from place to place, or a good saddle horse or mule could make the journey seem shorter. The redwood forests were almost impenetrable, the great tree trunks interrupted any straight line a walker or horseman would want to follow. The best way was to find an Indian trail along a stream bed, or keep to the coast where the redwood trees did not grow.

It was not surprising then that the small lumber schooners, fitted with fore and aft masts, became the transport of the Mendocino coastal trade. "Short in length, wide of beam, shallow in depth and possessing great maneuverability, they were the answer to the many problems presented by the tiny harbors, contemptuously called 'dog-holes' by 'deep-water' sailors."(1) While Noyo had one of the larger outer harbors, and could accommodate a good sized vessel, it contained some very large rocks left from the days when the high cliffs extended farther into the sea. A captain had better know his markings when entering or leaving Noyo Harbor.

The smallest schooner usually carried a crew of four men, while a vessel of 100 tons or more had six or seven to manage its stays and sails. It was almost 50 years before steam powered vessels came into use. Some captains were reluctant to give up their dependable sails and only added steam and kept the sails, at times alternating between the two.

And so it was that the sawmill settlements that grew into towns depended largely upon the schooners to transport lumber, tools, machinery, household goods, food staples, and everything else necessary to maintain life on the Mendocino coast. Passengers were a transportation commodity too. If they were unlucky and a southeaster storm caught the schooner in a rough sea, they were at the whim of the wind and waves, in danger of capsizing, or being cast on the rocks. Or, finally, after the captain's expert seamanship, they arrived at their port safely, weary and unsettled, they were glad to be alive. The next time a trip was planned up or down the coast a decision might be made to travel on land by stagecoach, but that could be a tiring, dusty, dirty trip and take longer than by sea.

Sometimes the lumber that the schooners intended to transport was stacked so tightly beneath deck and on the deck that the little vessel weighed heavily in the water and had scarcely enough freeboard to navigate safely in a storm. At such times it was necessary to jettison some of the lumber to keep from swamping the schooner.
The Bobolink, a two masted schooner of 170 tons, was built at Oakland in 1868 by L.S. Allen for A.M. Simpson at a cost of $17,000. She was 104.5 feet long, her beam was 29.3 feet and her depth was 8.9 feet. She could carry 200,000 feet of lumber. In 1881 the Mendocino Lumber Company bought the Bobolink. On March 24, 1896 she, in a calm sea, drifted onto the beach at Kent's Point so close to shore that lines were put on board and the lumber taken off and hauled to Little River. Before the wind and sea came up to wreck her completely Perley Maxwell took this picture. By the next day the Bobolink was so battered by the sea she was a total loss. One sailor lost his life in the wreck.
SHIPS AND SHIPWRECKS

Some of the vessels that came into Noyo harbor for lumber and railroad ties were the ALCYONA, EMMA, EUROPEAN, FREE TRADE, JAMES TOWNSEND, J.B.BROWN, J.J.FRANSSEN, MARY CLEVELAND, MENDOCINO and the J.R.WHITING.(2)

In 1867 Thomas H. Peterson, the well known shipbuilder on the Mendocino coast, built the three masted schooner, JAMES TOWNSEND, at Noyo for Macpherson & Wetherbee. Her capacity was 168 tons. In the exchange of Macpherson & Wetherbee properties, the JAMES TOWNSEND came under the ownership of White and Plummer. She was in their service when she was wrecked off Point Arena near the lighthouse. According to the Mendocino Beacon the year was 1882, but according to the book, Doghole Schooners, the wreck occurred in the 1890's. Peterson also built the tug, C. J. BRENHAM at Noyo in 1869. She was a 15 ton steam tugboat to pull lighters around in the bay for the owners of the Noyo Lumber Company. She was still in use in 1880.(3)

An account follows of shipwrecks that happened at Noyo; the J.B. BROWN, Oct. 30, 1857; the ALCYONA, Jan. 13, 1863; the J.R. WHITING, Nov. 17, 1865; the SUE MERRILL, 1866; the L.R. WHITNEY, Aug. 14, 1875; the J.J. FRANSSEN, 1880; the MARY CLEVELAND, Nov. 16, 1887 and the FREE TRADE(1st), Feb. 2, 1881. The FREE TRADE(2ND), collided with the Navarro off the coast of Pt. Reyes Aug. 16, 1891.(4)

The Brig J. B. BROWN was wrecked at Noyo October 10, 1857, or October 30, 1857. There is a difference of days in the date the J. B. BROWN was wrecked, and we found that in our research this is not an isolated case. It depends upon whose records one follows.

"The ALCYONA swamped at its moorings in the Noyo January 13, 1863. the J. R. WHITING was driven ashore at Noyo in February 1863, and will be a total loss", according to the Ukiah Herald of Feb. 17, 1863. "She was under the command of Dan Kehler, younger brother of John Kehler of Mendocino". She was refloated and repaired. Then November 17, 1865, while tied up in Noyo harbor during the great storm of that year, she was lost without a trace. Seven men were lost with her.(5) The J.R. Whiting was partially insured by her owner Eugene Brown of Mendocino.

November 11, 1865 was the date of a storm that was made famous by Mrs. Silas Coombs of Little River in the story she wrote for the "Ukiah Herald" published in Ukiah, California before the days of any newspaper on the Mendocino coast. Mrs. Coombs had a talent for dramatic description and Walter Jackson repeated her story in "Doghole Schooners" which we copy here under the dateline Mendocino, Nov. 22, 1865.
"Editor, Herald: Since my last letter to you, Old Boreas with his howling legions has been among us, playing the very deuce with his mad pranks. I believe I wrote you we were having rough very rough weather, but it did not amount to much until Sunday morning. All that day and the succeeding night it continued, reaching its greatest height about 2 o'clock Sunday Morning. It was almost impossible to walk the streets, for fear of being capsized, and it sent hats, boards and loose articles flying about in the most admirable confusion. But this was a small matter compared to the damage inflicted upon shipping, and to the immense loss sustained by the coasting trade.

"At Noyo: At this place the surf swept in and flooded the entire flat on which the mill stands, causing a hasty evacuation of the premises, and for a while it was feared the entire place would be destroyed. Besides the damage from the water flooding the buildings, there was destroyed about two hundred thousand feet of lumber. In the harbor lay the schooner Whiting, and at the height of the storm she disappeared and nothing has been heard of her since. She belonged to our clever and enterprising townsman, Eugene Brown, Esq. She was partly insured.

"Caspar Creek: Here, the facilities for loading lumber, which had been erected at great labor and expense, were entirely destroyed, no part of them remaining. The new bridge across the stream, a very important structure, was entirely destroyed. A vessel lying at anchor in the harbor was dragged from her moorings, carried out to sea twice and back again, and then dashed upon the beach, where she lies, bottom upwards, a complete wreck.

"Little River: Little River came in for its full share, also, of the danger and destruction attendant upon this day of horror, in the harbor were three vessels, and now they, every one, lies strewn upon the beach, and one of them lost is a total wreck. Two of them were loaded with lumber ready for the voyage to the city, and if either of the vessels is saved, it will be at much danger and exposure.

"Albion: The entire flat was flooded by the surf, several feet deep, but there was not much damage done except the water entering the houses, and the loss of fifty or sixty thousand shingles by L. E. White, Esq.

"Mendocino City: In our harbor were two vessels at anchor the Storm Cloud and the Golden State. The Storm Cloud was loaded with a hundred and fifty thousand feet of lumber, ready for the voyage, while the other was in ballast, except for a small amount of freight for merchants of this place.

"All day Sunday they gallantly rode out the waves that surged and roared about them, and the darkness of the gloomy night at length cast its mantle of darkness across the wild waste of waters.

"When morning dawned, the Storm Cloud was found to have broken her moorings, and lay stretched upon the beach,
bottom upwards, a complete wreck. The lumber floated to shore, and a hundred huge logs floated in the harbor, and as the waves ebbed and flowed, were crushing the lumber to atoms; and it is now piling along the beach, much of it ground as fine as sawdust.

"During the day the Golden State still floated, though the huge waves seemed to almost cause her to stand on end at times. At night we began to hope she would stand the gale, as the wind had abated; but when morning came she had sunk at her moorings, and only a small part of her masts were to be seen above the waters. The wreck still hangs by her moorings in the middle of the harbor, but is rapidly going to pieces.

"The Storm Cloud was owned by J. B. Ford & Co., and was worth $12,000 and insured for nearly her full value.

"The other schooner belonged to parties in San Francisco, but I'm not informed whether she was insured or not.

"Of the three lighters in the harbor, one came ashore and was destroyed, and another is swamped but may be saved, and the third appears to be uninjured.

"The bridge across Big River was damaged to some extent, and the tool-house, occupied by Mr. Brown and his family, was undermined and slid from its foundations almost capsizing it, and rendering it untenable. We feel the greatest anxiety on account of two vessels now due at this place, and which were doubtless at sea during the gale.

"Men who have lived upon the coast ever since it was settled, say it was the most terrific storm they had ever seen, and I can assure you the breakers upon the rocks, the howlings of the storm in its fury, and all the dread accompaniments of shipwreck and disaster, make such an impression upon a landsman like your humble servant that they never will be forgotten."

Mrs. Coombs had only come to Little River from the state of Maine in July 1864 and lived on an eminence above Little River harbor where she had an expansive view of the sea and the effects of the storm. Her story could be told many times over; the names of the vessels would be changed, the severity of the storms would vary, but the small sailing schooners had very little chance in the Pacific when that sea turned capricious. When steam schooners entered the lumber trade, the power in their engines gave them more directional control to stay on course, but many of them foundered in heavy seas too.

When the FREE TRADE (1st), with a carrying capacity of 92 tons, was wrecked at Noyo February 2, 1881, she was a total wreck. Then the sailor FREE TRADE (2nd), with a carrying capacity of 119 tons, and the steam schooner NAVARRO collided in a heavy fog off Point Reyes and the FREE TRADE lost her rudder, her jibboom and all of her head gear. She had struck the steamer NAVARRO on the port side, tearing away the railing and bulwarks for a distance of twenty feet. However, with emergency repairs the two vessels were
able to return to San Francisco and each went on the drydock for major repairs.(6)

The SUE MERRILL was a three masted schooner with a carrying capacity of 148 tons. She was built at Russian Gulch, south of Noyo, in 1866 by Thomas Peterson for Merrill & Company of San Francisco at a cost of $18,000. Four hours after sailing from her launching place and traveling about five miles she was a total wreck on the south point of the entrance to Noyo harbor. No reason was given for the wreck in the account we read.

The J.J.FRANSSEN was built in San Francisco in 1878 at a cost of $16,000. Her carrying capacity was 120 tons and her dimensions were 106 feet long by 28 feet wide with a depth of 8.6 feet. Her masts were 33 feet apart and the foremost soared to a height of 82 and 1/2 feet and the mainmast to 84 feet with a 36 foot topmast on the mainmast only. Her bowsprit was 23 feet outboard and the jib boom was 20 feet further out. She could carry 150,000 feet of lumber. She was an impressive small sailing schooner when she was in full sail. But she also became a total wreck at Noyo in 1880 after only two years of service.

The JAMES TOWNSEND, built for Macpherson & Wetherbee by Thomas Peterson on the Noyo river in 1875 had three masts. With a carrying capacity of 168 tons she was not much longer than the J.J.FRANSSEN, only one foot longer and one foot wider in the beam. The JAMES TOWNSEND was wrecked on Wash Rock, off the Point Arena Light House in the 1890s. By that time her owners were White and Plummer.

It was 145 1/2 sea miles from Noyo to San Francisco, the destination for most of the shipments of lumber and ties. For Mr. Macpherson and Mr. Wetherbee, who had two sawmills to attend to, the sea miles between Noyo and Albion were 13 1/2. Traveling by sea in the early days was more usual than traveling by land, when there were scarcely any roads, just trails suitable for a man on horseback. Besides there were rivers to cross, sometimes by wading or swimming, or ferries with a toll to pay. It was not until the early 1860s that bridges were built. The captains of the small lumber schooners brought passengers, household supplies, the mail, newspapers, and gossip to the ports along the coast. Word of mouth spread the gossip around the communities.
LUMBER SHIPMENTS NOYO TO SAN FRANCISCO

News item from the Alta California, San Francisco

Feb. 10, 1859: Arrived Febr. 9, Barque FANNY MAJOR, 8 days from Humboldt Bay, 24 hours from Noyo river, with lumber. Put into Noyo river to land 121 Indians bound to the Mendocino (Indian) Reservation.

May 4, 1861 Sch JULIUS PRINGLE (Kennard) from Noyo River.

May 17, 1861, Brig J.B.LUNT - 24 hrs from Noyo River, lumber to McPherson and Wetherbee.

Feb. 19, 1869 Sch GLENARM (Brigham or Bingham) 3 das from Noyo River to McPherson and Wetherbee.

Sept. 16, 1869 Sch GLENARM (Bingham) from Noyo River.

Oct. 23, 1869 Sch GLENARM (Bingham) from Noyo River.

Dec. 7, 1869 STRANGER (Drucker) for Noyo River.

Apr. 17, 1875 Sch HELEN MERRIAM (Nelsen), 26 hrs from Noyo River 100M ft lbr.

Apr. 24, 1875 Sch JOHN HANCOCK (Sanders) 40 hrs from Noyo River 19M feet of lumber.

May 22, 1875 Sch JAMES TOWNSEND from Noyo River, 20 hrs - 240M. feet of lumber to Macpherson and Wetherbee.

Aug. 16, 1875 Sch VANDERBILT, 20 hrs from Noyo River - 145M feet lumber to Macpherson and Wetherbee.

Aug. 19, 1875 Sch JAMES TOWNSEND (Collest) from Noyo River.

VESSELS SAILING FOR MENDOCINO COAST

Brig QUODDY BELLE (Wilkinson) for Noyo River.

Feb. 12 Sch LIZZIE DERBY (Bennet) for Noyo River.

Oct. 23, 1869 Sch GLENARM (Brigham) for Noyo River.

Oct 31, 1869 Sch JAMES TOWNSEND for Noyo River.

May 22, 1875, Sch FREE TRADE for Noyo River. 100M ft lbr.
OTHER MENDOCINO COAST ACTIVITIES IN 1854

Jan. 25 - Barque WALTER CLAXTON from Mendocino; says that Barque H. T. BARTLETTE had arrived in Noyou River, got ashore in going in, but was got off at the next tide.

Mar. 21 - Sch TARANTO, Turner, 5 days from Noyou River, 1,000 ft. piles. Wrecked on Humboldt Bay Bar May 17, 1865.

Oct. 13 - Schr TARANTO, Turner, 4 days from Noyou River, 3,000 ft piles and square timber, 10,000 ft timber, and sails, anchors and chains from the wreck of the schooner INVINCIBLE.

Dec. 8 - Brig LYRA, 6 days from Albion River, 120 M ft lumber to McPherson & Co. This is the first mention of McPherson with Albion River.

REFERENCE NOTES, CHAPTER FOUR


2. Ibid

3. THOMAS PETERSON'S handwritten list of ships he built on the Mendocino coast.


5. Ibid

6. Ibid
The Westport was built in 1888 in San Francisco by George W. Poole. She had a carrying capacity of 211 tons. Whether or not she was fitted first with two masts as a sailing schooner or she had a steam engine at the beginning is not known. But the Westport like many other schooners had a combination of power, wind and steam and that is the reason this photograph is included in this chapter. Not all ship captains depended on either sails or steam, but with both felt more secure. The Westport was abandoned in Oakland Creek in 1938.
AERIAL VIEW OF THE NOYO BASIN, 1965

Highway One and the high bridge crossing the Noyo river are at the bottom of the photograph. The marina has not yet been dredged.
CHAPTER FIVE

The Fishing Industry at Noyo
Fishing for Sharks
Suzanne Wilson's interview with Dolly Efshoff
Harry the Japanese & Little Phil Roselle
Monterey clippers in Noyo Harbor & Grace Carine
The Egg Taking Station
Reference Notes, Chapter Five
A. PALADINI, FISH DEALER

The Paladini plant at Noyo was a branch of a large San Francisco business. Opened in 1913 Paladini operated in Noyo into the 1970s, selling both wholesale and retail a variety of fish that were brought into its processing plant by fishermen in their boats fishing from Shelter Cove to Point Arena. As the Monterey clippers were replaced by larger boats the fishermen ventured farther out into the ocean for albacore and deep sea fishing. Canning fish in the plant provided seasonal occupations for fish processors, mostly done by women.

Howard H. Wonacott in the 1920s took many photographs of Noyo harbor its fishing boats, docks and buildings. Many of his negatives were panoramas, as long as 36 inches. This is a portion of one of them.
THE FISHING INDUSTRY AT NOYO

Commercial fishing began in the 1890s with a few men using dories or rowboats on the river. A number of fishermen netted and seined silver salmon in the winter months and in the summer would venture out to sea for rock cod, ling cod and halibut. They peddled their catches through the area from a horse drawn wagon and sold the rock and ling cod for three or four cents a pound and the halibut for ten cents a pound. River salmon brought twenty-five cents apiece. Some of these enterprising early fishermen were: Philip Rosell (Little Phil), a Mexican who had sailed his dory down from Eureka; Harry the Jap, who was shipwrecked off the coast and found his way to Noyo; Jack Saari, a Finn saloon keeper who quit his business to go fishing; and Cap Olson who settled on the river in 1894 at Olson’s Landing.

The first launch on the Noyo was a small combination sail and power boat owned by August (Gus) Wikstrom and the Miller brothers Halbert (Bert) and William (Bill). They bought it in 1893 at Astoria, Oregon. Unfortunately on one of their first trips, coming down from Shelter Cove, a Northwester came up and the boat was swamped off Cleone Point. The men were rescued by a nearby steamer but the boat was a total loss. According to Noyo historian Frank Hyman, one wreck was enough for the Millers and so Charles Brink became Wikstrom’s partner in a new boat bought to replace the wrecked one. It was the “Hazel” named for a daughter of Gus Wikstrom.

In 1898 the first king salmon was caught on a set line, by Peter Johnson, and this started many fishermen with their dories and skiffs to troll for salmon. It was not unusual to catch forty or fifty king salmon a day from a row boat with a line and spoon hook, home made. The fishermen still peddled their fish but as the number of fishermen increased and the catch also, the market had an oversupply of unsold salmon.

In 1912 Emil Evensen was having a boat built in Sausalito. His stories to the local fishermen there, of the great schools of salmon off the Mendocino coast, aroused the interest of five of them and they made a contract with A. Paladini for them to deliver on express cars at Fort Bragg (via the newly completed railroad from Fort Bragg to Willits) Chinook salmon for five cents a pound, dressed, boxed and iced.

Then in 1913 A. Paladini Fish Company opened a plant at Noyo to process fish to be shipped out all over the world. About 25 boats were operating at this time. That was the beginning of fishing as an industry at the Noyo. Resident managers of Paladini’s were the Cavallini family, for years afterward associated with this company. By 1914 a new era was beginning in the industry, with established dealers buying from the fishermen and preparing and
shipping their purchases to the trade by express. In the years 1917-'20 there were 300 to 400 boats operating out of the Noyo river during the summer months. The following dealers, besides Paladini were buying then: United Fish Company, International Fish Company, Kelvenhusen Packing Company, Small and Uri and Western California Fish Company. The years from 1920 to 1939 saw the same kind of processing and fishing with the same kind of boats and gear, with a few new larger boats and some drag boats landing their fish to be trucked into the San Francisco Bay Area to be processed.

In 1939 there began a sudden demand for shark liver, because of its vitamin content, and so the shark fishing days started at Noyo and continued well into the 1940s. The price per pound of shark liver in 1939 was 85 cents and reached a peak of about $12.00 per pound in 1945. In the local newspapers such headlines appeared as "Shark Fishermen Have Gold Mine - One Five-Man Catch Brought $19,000."; "Makes Fine Catch of Soupfin Sharks - Biggest Haul in History of Fishing Industry Here"; "Packing House Unable to Handle Fish - Had to Beach It". This was the twenty-three foot shark, brought in by Frank Hyman and sons that weighed 5,570 pounds and had to be towed in alongside their boat. It looked like the shark fishing business would be good for a long time, but when it was discovered that vitamins could be manufactured synthetically the bottom fell out of the shark business.

Much of the information concerning early fishing at Noyo is taken from Frank Hyman's 1966 publication "Historic Writings". Frank was the third of five sons born to Jacob and Annie Hyman, members of the large community of Finns that settled around the Fort Bragg section of the coast in the 1880s and '90s. Frank became an important figure in the area's history and a chronicler of that history as well. For more than sixty years he was also a boat builder, fish house operator, land developer, rancher, timber operator and civic leader. He was one of the starters of the North Noyo Harbor area. His brothers Fred and Oscar joined him in his harbor businesses and under the name Hyman Brothers Enterprises they were active in developing Noyo harbor as the only working "fishing village" on the Mendocino coast.

Gradually, through the years, fishing became the industry at Noyo. Dredging to deepen the entrance to the river and upstream was done to accommodate the newer seaworthy fishing boats of greater size and power than were used in the early 1920s. Finally, so many fishing boats came into Noyo river that the old swamp east of south Harbor Drive was dredged for a marina to provide a mooring basin for them. Now fishermen bring back their catches in iced holds, unloading them at modern fish plants for shipping fresh or for canning on the spot.
November 26, 1941

Frank Hyman and sons, with their “Cleone” of Fort Bragg, created quite a bit of excitement at Noyo yesterday when they brought in a 23-foot Tuna Shark. The fish weighed 5,570 pounds and had to be towed in alongside the boat.

Coming in through the jetty, the Cleone was noticed to have a slight list and autoists parked on the hill immediately made for the wharf. The shark was still alive when brought alongside the south wharf and was dispatched with six shots from a rifle.

A section of their expensive netting was destroyed.

An effort was made to hoist the shark on the hoist of the Noyo Fish Co. on the south side of the river but there was too much fish and the hoist was broken.

The shark was then towed to the flat north of the fishing plants and hauled to the beach by a truck.

The shark was opened on the beach and 557 pounds of liver taken from it. The liver was not of the soup-fin variety and brought only 20c a pound—netting the fishermen $111.40.

The carcass was towed into the ocean and sunk.

3-Ton Shark Hogtied Somewhere In Ocean

Frank Hyman and sons, who brought in the three ton shark last week have almost duplicated their feat ... they caught a three-ton shark in their nets, but rough weather prevented their bringing the monster to shore. The shark was caught in their nets and the ocean was so rough that they had to cut away part of their nets and leave a buoy flag to mark where they left him. They killed the shark, or rather shot it several times and hope it is killed; wrapped it several times with a stout rope, dropped an anchor and then hoisted the buoy flag.

The catch was made just off shore from Ingleook, north of town, and as soon as the weather calms down a bit, Hyman and his sons will go out and, as Frank says, “Try and find it.”

These sharks are very difficult to kill, and there is a possibility that the fish came to and is swimming around with Frank’s rope, anchor and buoy flag.

$210.10 A TON PAID FOR SHARK

(Fort Bragg Advocate & News)

The Noyo river and A. Paladini’s fish packing shed is a regular beehive of activity these days, and fishermen are really making money. They are fishing for shark, “Soup-fin” shark, and the demand has been such that the fishermen are receiving 103 cents a pound for these flat nosed fish.

According to information gained at the river, practically every bit of the fish is used in some way. The liver, the most valuable part of the shark, and the reason for all the activity, is rich in Vitamin D. It is also reduced to an extremely high grade oil that is used in airplane motors.

One dollar a pound is paid for livers. The fins from the shark are sold to Chinese for soup. These fins provide a real delicacy for Orientals. The balance of the shark is sold to reducing plants to be used in commercial dog and cat meats and when this market is filled up, fertilizing plants will take all the shark that the fishermen can catch.

The largest catch so far has been brought in by Cap. Larson and his partner, Bill Lewis. They brought in, one day, 4200 pounds, at 10c a pound, $411.00. The second high boat belongs to Joe Perry, with Manuel Figueiro as his partner. Their high boat was an even 4000 pounds. The third high goes to Ted Oakie and Ole Olson with 3700 pounds.

There are quite a few boats fishing for the shark and while they are not all making catches like the above named fishermen, they are doing very well. The tackle necessary for fishing shark requires an outlay of money, and the boat has to be rigged differently to pull the fish in. The sharks average 40 to 50 pounds.

Visitors are welcomed at A. Paladini’s on the Noyo, Cavalini, Cavaliini and Cavaliini will show you just how shark should be “livered” before sending to San Francisco for further disposition.
Noyo Harbor
By Suzanne Wilson

Dolly Eflahoff is a bright-eyed, dark-haired woman who is as much at home on the Noyo Harbor as any fishermen down there. She has watched it grow up. Dolly has worked on the wharf since 1941, knows the changes that have transformed the area, and recently helped reconstruct its history.

THE MENDOCINO GRAPEVINE, March 31, 1977

The Flats
The whole Noyo wharf area used to be a swamp. Where Graders and the Noyo Store, the Anchor Inn and Capt. Flints are, used to be cattails, red-winged blackbirds and frogs. At low tide back then the river wasn't much bigger than a creek. And before the first bridge was built, low tide was the only time you could cross it without a boat.

Dolly's husband, Harry, who has fished for years, said, "You can still see where the old trail used to be, right near the present bridge. They used to cross it in horses and buggies."

Then, in the late 1800's, the old bridge was built. Later the bridge had to be taken down because it was too low and the boats couldn't get up the river.

The wharf area is fondly called "the flats" then, and was created when the river was dredged to make the harbor. Tons of silt and muck from creeks and mountains miles away were scooped up, taken to the swamp, and used as landfill.

Salmon Season
"The fishermen came from Monterey and Santa Cruz to fish salmon up here in the summer, so they wouldn't have to go out so far to the fishing grounds. At the San Francisco port, it's 1-1/2 hours out to the salmon grounds and if it's rough, you just have to turn around and come back in," said Dolly.

"They didn't have ice on their boats then, so they'd go up to Shelter Cove. There were huge barges there owned by the fishing companies; United Fish Co. and Paladini were two of them. The fishermen would unload their catch onto the barge. They had scales and ice and would relay the fish to the pick-up boats that would get the fish from the barges and take them to the cannery," said Dolly, who worked at the old Noyo Store then.

The fishermen would give lists of things they needed to the man on the pick-up boat, and he would get their supplies for them, including groceries, meat and medicine.

"I have seen the cannery floors so full of salmon, that you could wade in them. There were a lot of big ones then, up to 75 pounds."

Navigation
By Rocks

"The navigation was a lot different from today. All they had was a compass and a watch; and you wouldn't lose any of them because they would navigate from rock to rock," said Dolly, her eyes shining. "They knew the rocks in the fog, the rocks all look different in the fog, and they knew where they were. They would throw a line out with lead on it to tell them how many fathoms they were in. These were hardy men," said Dolly proudly.

With no radios, radar, or electrical navigation equipment these fishermen had to rely on their memory and knowledge of the sea and themselves; there was no calling for help, there were no second chances.

"It was a lot harder to fish then. Nothing helped you to find the fish, and they have the equipment to go a lot deeper now, but there were more fish then, too," said Dolly, who works at Schnaubelt Fishery and is still as much in touch with fishing now as she was in 191 when she began working at the Noyo.

"They didn't have the big boats then, like they do now. The boats were mostly from 26-30 feet. They were smaller and rougher weather kept them in. The boats were all wooden then. We've seen a lot of boats lost and sunk from winter storms, before the basin and jetty were built.

"To tie up the boats, a fisherman would build a raft or float; just logs and planks put together, and charge other fishermen to tie up there. Sometimes they even had little shacks built on to store gear," said Dolly.

"And in the summertime you could walk across the river on the boats," Harry added.

Before the basin was built with the big log wall for protection, the fishing boats were at the mercy of the river's might in the winter. Many fishermen lived on their boats the year around. They had oil or coal stoves to cook and keep them warm," Dolly said.
### Characters

**Characters On The Wharf**

"Captain Larsen was really a main figure around the harbor then. He used to whale on whaling ships. He had been around Cape Horn and all over the world whaling. They had to whale then, they needed oil for the lamps. Down at the Noyo he really helped the young fishermen out. He was like a father to them," said Dolly, remembering an old friend from time gone by.

"He fixed many compasses. It's a very hard thing to do and not many around here knew how. He adjusted them. He had a sextant, and had knowledge of 'compensating.' He used the sun, and magnets and figures to adjust the compasses. It has to be exact. He only died four years ago. The Noyo bridge is named after his son, Buddy, who was killed in the South Pacific during the war.

"One stormy night I went down to check my boat," said Harry. "And I see a huge log splitting in between my boat and the next. Their boat was starting to turn under. I didn't know what to do; I kept going up the bank and coming back and it got worse. I didn't know whether to cut it loose before the log sank it. Finally the line snapped, the boat went down and the log went by. My boat was okay. I was just lucky that time," said Harry.

"The basin with the wall is the best thing they built," said Harry, adding garlic to a delicious smelling dish in his kitchen. His years of fishing have etched a story in his face.

"Fishing is a man's world.

Life on the sea was a man's world then, and still is to a great extent, but there was one exception.

"There was no such thing as ladies fishing then. That started after the war. There was one woman though, Neva was her name, who used to fish in 1946. She always fished by herself and could even fix her own engine, but she was the only one," said Dolly.

### During The War

"The coast guard came to the Noyo Harbor during the war. No boat could stay out after dark, because they might get shot for fear they were Japanese. The fishermen had to come into the store and had to write down in a log book the time they were leaving the harbor, where they were going, and had to be in before dark. Every day the coast guard would check the books and make sure all the boats were in," said Dolly. "Only U.S. citizens could fish alone on boats, not aliens, unless they were accompanied by a U.S. citizen, and the Japanese were evacuated from the coast altogether."

"When the war was over they all went crazy down there," said Dolly. "Things began to change after the war. They started getting bigger boats. That's when they started getting electronics equipment aboard, and it made fishing a lot easier and safer."

Back in the forties they used to tan the salmon lines with tan bark. The lines were cotton and the fishermen pulled all their lines by hand.

"We used to tan 200-300 pounds of line a month and we would have to hang them up to dry," said Dolly, "They wore 'nippers,' a strip of rubber on their hands so they wouldn't get cut. They also used to pour molten metal into molds to make the lead weights, right down at the harbor."

### Tidal Wave

"On April 1, 1946 we had a tidal wave and nobody knew what it was," laughed Dolly. "A fisherman we knew, Hans, was going out to his boat in a dory, but he came back and said, 'Oh, something's wrong!' I said, 'What's wrong?' Hans said 'I don't know, the water comes up, the water goes down!' I thought he was drunk!" said Dolly, "but it was a tidal wave."

"I was in the river at the time," Harry said. "The water was being sucked out to sea, leaving the river almost dry, then the river kept rising up, and up to the top of the wharf. I got out of there fast!"
Protected by the great sandbar at the mouth of the river, the few cabins left after the sawmill burned in 1909 became the homes of Indian families and fishermen. Small motorized launches, like the one in the foreground, were used to fish from, as well as for pleasure cruises on the river. When the sea was calm the launches could navigate out of the river into the outer harbor with safety. The fishing industry was growing at Noyo, taking the place of the former lumber industry to provide jobs and income for a changing population.

Two of the fishermen who lived in the remaining mill cabins were Harry the Japanese and Philip Rosell.
Those contemplating the building of a boat will find Harry, the Japanese fisherman at the old Noyo mill, all right. He is a good worker and knows how to build an easy rowing boat. 12-4-1901

Harry had ensconced himself in one of the mill cabins soon after the mill closed and before it burned. He was a good fisherman and knew when and where the best fishing could be found. Alice (Babcock) Holmes said her father Harry Babcock liked to go fishing with Harry the Jap.

Philip Rosell, or Little Phil as he was called, was a native of Mexico, born in 1863 and naturalized in the United States August 6th, 1888 in Del Norte County, California. He was registered to vote at Noyo October 19th, 1894. His short stature of 5 feet, 1 inch got him his nickname.

The cabin of Phil Roselle, one of the Noyo fishermen, located in a building formerly used in connection with the old Noyo mill, is quite a curiosity, the interior being very neat in appearance. Pictures adorn the walls, the frames being made of shells. Several canes, made of backbone of sharks, also adorn the walls. In a back room is to be seen four lively kittens with cropped ears and bob-tails. Phil says they were born that way... 9-4-1901

Louis Andreani remembers him in the 1920s when Little Phil had a cabin about where Dolphin Cove is now. Someone else told us his cabin was where the Coast Guard dock is now. So Little Phil must have moved around, but always close to the Noyo.
There are a few Monterey Clippers still used for fishing from Noyo harbor, but nothing like the number seen in the above Wonacott photograph taken in 1920. A Monterey Clipper is a "double ender" boat, approximately thirty-two feet long, without a cabin for comfort, just a wheel house on deck. In 1920 a small gasoline 5 horsepower engine turned its screw propeller that forced the boat through the water. Fishermen venturing out to sea have always had to be hardy souls with strong stomachs and rugged constitutions, but the small Monterey Clipper demanded the strongest of the strong men on the seas off the Mendocino coast.

Sometimes their wives went along too, if they could take roughing it. Not long ago we met one of these women, Grace (Mrs. Tom) Carine, who has been associated with the Noyo for 68 years, first with her husband Tom and now with her grown children and their children. The family deserves a place in the history of Noyo.
MRS GRACE CARINE

The day we first met Mrs. Carine she had been to the doctor at 10:30 a.m., to the Senior Center for lunch at 11:00, come home to prepare 11 gallons of Crab Louis for the Carine Fish Grotto and was still ready for conversation at 5:00 p.m. That was quite a day for a woman of 88 years. Grace Carine is a devout Catholic, is full of grace and the matriarch of the Carine family of sons, daughters-in-law, daughters, sons-in-law, grandchildren and great grandchildren (21 of those we think she said).

Grace was born in Italy and was five months old when she was brought to the United States. Tom came from Italy in 1912, he was twenty-six. The couple met and were married in San Jose in 1913 when Grace was 16 years old. Two of their children were born in San Jose before they moved to Monterey and bought a Monterey Clipper they named St. Antonio. Then when fish dealers in Monterey were paying only 10 cents a pound for salmon and the Alioto fish dealers at Noyo were paying 20 to 25 cents a pound in 1918, the Carine family moved to Fort Bragg and kept the St. Antonio at Noyo always ready for fishing. Tom caught herring for bait for salmon and other fish he could reel in between Noyo and Shelter Cove. Grace said that fish were plentiful in those days and they made a good living.

Tom was a careful boatman, he watched weather patterns for signs of storms or high seas. One time when Grace was with him he anticipated trouble and started for the Noyo harbor. Others were not as observant of the weather and got caught in a severe storm that caused them the worry and strain of getting safely to home port.

Grace talked of a strike at Noyo of fishermen wanting more money for the fish they brought in. Grace said, "It seemed some men wanted more money, all the time more money." She and Tom were doing all right and she asked one of the fishermen, "How are you and your family going to eat when you are on strike?" He answered her that they would eat grass. She told him that grass was all right but she had macaroni at home and that was better.

In 1925 Carines sold their Monterey Clipper and bought a larger boat which they also named the St. Antonio. It had a small cabin with a bed, a galley and a Svea stove that burned a quart of gasoline every four or five hours. Now Tom could be more comfortable staying for several days at sea fishing.

After retiring from fishing in 1947, Tom and Grace opened Carine's Fish Grotto on Noyo flat, so close to the river and boats going by, looking out the window you are on the river too.

In 1978 Tom died and Grace semi-retired. Now their son Dominic and his wife Bessie, with their son Anthony as chef run the restaurant. The Fish Grotto is a family business and with so many descendants of Tom and Grace growing up it looks as though it could remain in the family for many years to come.
The Noyo, Chapter Five

DREDGING THE ENTRANCE TO NOYO HARBOR

The first major dredging operations began in the 1920s. This photograph was taken before 1923, when the government granted $24,000 for construction of jetties at the entrance to the inner harbor. In 1918 and 1919 as the fishing industry expanded the need for a deeper channel and harbor improvement had become very apparent. The Fort Bragg Advocate of May 14, 1919 printed this news item: "That the U.S. government engineers are taking a keen interest in the proposed Noyo River channel improvements comes to light this week in the fact that they have called for more detailed information concerning the amount of salmon shipped out (of Noyo)." Not until 1952 were rocks at the harbor entrance blasted out. The Ben C. Gerwick Co. was employed for harbor dredging and for the removal of the rocks that had been a navigational hazard for many years. A railroad was built to haul big rocks for the jetty. The first jetty was built in early 1920s.
In the early 1940s Frank Hyman received a deed to the tidal flat at Noyo for building a bulkhead around its river perimeter so that the soil dredged from the river could be deposited on the tidal flat behind the bulkhead. After the dredging was completed and the flat filled, Mr. Hyman built the first building on the flat which is now occupied by the Meredith Fish Co. Gradually buildings and businesses covered the whole flat. Fish processing companies, restaurants and a trailer park occupy the flat in 1986.
In 1962-'63 a silver and coho salmon Egg Taking Station was built on the south fork of the Noyo river, east of Fort Bragg, about eight or nine miles upstream. Under the management of California's State Department of Fish and Game, the station is unusual in its construction, having all of its holding tanks and equipment underground except the incubator building. A two step dam is located on the river; the fish migrating upstream for spawning are able to leap the first step of the dam but due to the design are unable to attain the top of the dam. They go across a grill which is so constructed that they can't jump back downstream but land in a catch basin to be sorted as to specie, size and sex and put into separate tanks of water to reach maturity. When the fish are ready for spawning they are rapidly processed by Fish and Game personnel. The females are taken from the tanks, anesthetized and cut open to expose the approximately 3000 eggs which must be fertilized within three minutes. The males are milked with gentle pressure and the sperm placed in plastic trays; the eggs are added and then a second male is used to ensure the fertilization. The eggs are then taken to the incubator building where fresh spring water is kept running through the screened trays of eggs continuously for about a week or when eyes and backbone can easily be seen. At this stage the eggs are taken to hatcheries for completion of the cycle and when the fish hatch and have grown to about six inches they are planted in streams and tributaries to acquaint them with a home stream to return to for spawning. A large number of the fingerlings are released into the Noyo river so that when ready to spawn they will recognize this river as their home territory and return to it and to the Egg Taking Station for another cycle of fish hatching. The Fish and Game Department is clearing some streambeds of logs and debris left from old logging days, and replacing the destroyed gravel beds that are the natural salmon spawning grounds.

The Station operates usually from about October through March. A good rain to swell the river encourages the fish to swim up Noyo river. In the first year of the station's operation 750,000 eggs were taken. 1968-'69 was a record year netting 1,970,000 silver salmon eggs. We are told that 1984 brought a good run of silvers and cohos.

But some fishermen believe that the unnatural production of fish will weaken the breed. In an article titled "Last of the Wild Salmon", Marie De Santis writes: "Today there are close to 50 different citizen groups in the state involved in one way or another with salmon restoration. There are also nine state hatcheries producing millions of fingerlings every year, and still the fate of the salmon hangs in precarious balance. And some say there isn't a true salmon left in California."
REFERENCE NOTES, CHAPTER FIVE

1. Harold Matson of Fort Bragg built the first egg taking station. When in 1984 the station was rebuilt he bid on the contract but lost.

2. The Egg Taking Station article was adapted from a long article by Peggy Stellman, staff correspondent for the Press-Democrat in Santa Rosa, CA published January 9, 1967.

3. Marie De Santis is a former professional fisherman. The paragraph is from her book "California Currents", published by Presidio Press.

A SMALL COLLECTION OF NOYO PHOTOGRAPHS

In an old photograph album found in Nannie Escola's history collection were nine of Noyo. One of them is on page 68 of this book, the only logging photograph we have in our large collection of Noyo pictures. When we showed the album to Charles Weller he spotted this one immediately. It is a picture of a log jam in high water in the river, but of even more value it shows two of the river piers that were built only in Noyo river.

We label the pictures that follow on the next four pages:

1. Picnicking by the Noyo river
2. Sunday afternoon on Noyo river
3. The waterfall in Waterfall Gulch
4. White & Plummer store when the river was high
5. The second bridge, Frank Hyman's boat building in the lower left hand corner, White & Plummer's store above it and Casa del Noyo above the store. The swamp that was later dredged for the marina is on the right of the river
6. The John Byrne Hotel the way it looked long ago
7. A four master in the outer Noyo harbor waiting to load lumber
Although the above picture does not include any of Minnie Hinkson's family, when she heard we were writing a book about the Noyo she sent us this note: "When I was a girl about ten years old Dad would hook the team to the dray wagon and drive to Noyo flat on a summer Sunday. Usually two other families with children went along. We always had a picnic lunch, with watermelon cooling in shallow water of the river. There were trees on the flat at that time next to the bank so we had shade for the horses and the picnicking group. Looking back it was a happy time." That was about 1916. Since that time Minnie has married Homer L. Barton in 1925. Homer in his experience with the Noyo was the Shell Oil man whose truck fell into the Noyo under a collapsing bridge in October 1924. Fortunately the bridge landed in shallow water and Homer was not hurt, just surprised. Much later, after retirement he built a model of the bridge as a reminder of his adventure with it. The Bartons, Minnie and Homer have been friendly historians supporting our efforts in research with photographs and memories of the past.
THE MARINA ON THE NOYO RIVER