LUMBER HERITAGE
of
SPRINGFIELD, OREGON
1901-1970

prepared for
The City of Springfield, Oregon

by

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INTRODUCTION

Brian Washburne and a fellow crewmember on a log in the Booth-Kelly mill pond in Springfield, c. 1908.
Lane County Historical Museum, BN2893

INTRODUCTION

As noted in Springfield's city-wide historic context document, "Springfield Historic Context Statement, Springfield, Oregon 1848-1955" of 1999, a historic context statement is used in planning for the treatment and management of a community's historic resources. It describes the broad patterns of historic development of the theme or community and identifies historic property types, such as buildings, sites, structures, objects or districts, which may represent these patterns of development. In addition, a historic context statement provides direction for evaluating and protecting significant historic resources. As a planning tool, it is intended to be a dynamic document, evolving as preservation work progresses and community needs and desires change.

This document is the second phase of a study that focuses solely on the lumber industry history and related resources of the City of Springfield. The first phase, completed in 2015, covered the nineteenth century from 1848 to 1901; this second phase addresses the growth of the industry in the twentieth century from 1901 through about 1970. Although the focus is on the lumber industry, a brief general community history and overall context is provided, and draws heavily from the previous city-wide studies prepared of 1991 and 1999. The introductory and general information sections of this context document are derived directly from the earlier contexts; the Historical Background and Resource Identification sections utilize the previous studies, and build on them to provide a closer look at the specific theme of twentieth century lumber-industry heritage in the community.

In Springfield, the lumber industry refers primarily to the milling of trees (or timber) for the use of constructing buildings and structures, although related industries such as planing and shingle mills, and the manufacture window sash and doors also clearly relate to and depend on a supply of sawn lumber. The process of felling timber and transporting it to the local mills was and is important to understanding the overall industry. However, after the initial settlement of the area, these activities and the attendant built features that supported them took place outside the bounds of the City and will therefore be discussed as peripheral to the focus of this study.

The original city-wide historic context statement for the City of Springfield was completed in 1991 by Lynda Sekora of Koler/Morrison Planning Consultants. That document was followed by an updated version, prepared in 1999 by Michelle Dennis, which has served as the basis for this work. Combined, those documents addressed the history of Springfield and its historic resources from the city's beginnings through 1955.

In addition, there are several historic contexts that overlap geographically and thematically with the City of Springfield Lumber Heritage Context Statement. A statewide railroad logging context, "Draft Context Statement for Railroad Logging in Oregon," was drafted in 1993 by Ward Tonsfeldt which identifies survey and research needs, preservation activities, and goals and priorities for the preservation of historic agricultural resources. In 1986, "The Cultural and Historic Landscapes of Lane County, Oregon" was developed. Although this document does not spell out specific preservation activities for the county, there are sections of the document that pertain to historic resources within Springfield's urban growth boundaries, as well as lumber-related resources throughout the County that may relate directly to Springfield. The "Eugene Area Historic Context Statement" was published in 1996 and also provides some

contextual information on the area's historical development, resource types, and goals and strategies for preservation. In addition, the Willamette National Forest maintains a reasonably good collection of forest history that may be useful in more detailed studies on Springfield's milling history.

As was intended with the previous context statements, information in this document is not meant to be a comprehensive historical study, but it will provide sufficient information to aid the City in planning efforts and decision-making with regards to historic resources related to Springfield's twentieth century lumber heritage. Its purpose is to serve as a springboard from which additional, more detailed studies can be undertaken.

HISTORIC CONTEXT DEFINITION[1]

THEME

The Springfield, Oregon Lumber Heritage Historic Context Statement is a thematically-based study that focuses on the twentieth century history of the lumber industry in the City of Springfield starting in 1901. The study addresses the basic history and potential appearance and/or location of above- and below-ground resources related to this specific theme, time period and location.

TIME

The temporal boundaries, or time frame, for this context document span the years 1901 to 1970. The year 1901 is the year in which the Booth Kelly Lumber Company purchased the Springfield sawmill, from which point in time the City experienced expansive growth and prosperity as a direct result of the success of the Booth Kelly mill. This date also correlates to the beginning of a period of unprecedented growth in the lumber industry both locally and statewide, as transportation and technology advanced to allow for significant increases in demand and production. Springfield's local, community-based sawmill became a much more far-reaching commercial entity under Booth-Kelly's ownership. The closing date of 1970 brings the two-phase study of Springfield's lumber industry to completion at the end of the historic period (fifty years prior to the present day) as it is defined by the National Park Service.

This time frame covers the growth of the lumber industry, advancements in milling and transportation technology, the impacts of World War I, the Depression years, and World War II on the industry and the community, and the post-World War II period. Because the 1999 city-wide context already addresses twentieth century city growth in some detail, this document will provide only brief discussion of the overall community history. Other historical themes not directly related to Springfield's lumber heritage are discussed briefly, but more detailed discussions are covered in previous studies and/or may be addressed in future work.

As planning documents, historic context statements are intended to undergo periodic review and revision, adding additional historic information as appropriate and revising goals and strategies for preservation-related activities as needed. This document brings the City's study to a more or less complete state within the historic period (defined as fifty years prior to the present day), as defined by the National Park Service.

PLACE

The boundaries of the project area encompass everything within the 2017 urban growth boundary for the City of Springfield, Oregon. (Fig. 1) Although the study focuses on a specific industry that historically had its center in and around downtown Springfield, the overall boundaries include the neighborhoods of Gateway, Thurston, Kelly Butte, North, East, Central, South, and Downtown Springfield and the communities of Glenwood and Natron.

[1] Much of the information in this and the following sections was drawn directly from the 1999 Springfield Historic Context Statement, with changes made to accommodate the lumber industry theme.

Springfield is located in the upper Willamette Valley in the north central portion of Lane County, Oregon. It is situated on the east bank of the Willamette River, about three miles east of Eugene, the county seat. Glenwood is located on the west bank of the river between Eugene and the Springfield city center.

The temperate climate of the area is influenced by mild, moist winds from the Pacific Ocean, which produce warm summers and cool winters; long periods of extremes in temperature are uncommon. During the summer, rainfall is light until mid-July, when precipitation ceases altogether. The near-drought condition at summer's end often drops river levels significantly and necessitates the use of irrigation for some agricultural crops. Winter is a wet season that produces 40 to 50 inches of precipitation between October and March; ice and snow occur, but rarely. Spring rain and Cascade mountain snow melt typically raise local creek and river levels substantially, at times to or above flood stage. Such climate conditions are ideal for conifer growth west of the Cascades, producing very large trees with clear-grained wood that was (and is) prized for building construction of all types. The seasonal ebb and flow of water in the region's rivers dictated when cut timber could be easily transported downstream to mills, and like agriculture the timber and lumber industries were keyed to annual weather patterns.

Springfield occupies a floodplain formed by two major tributaries of the Willamette River, both of which flow in a westerly direction out of the Cascade Mountains that form the eastern boundary of the Willamette Valley. The McKenzie River borders the northernmost portions of the city, while the Middle Fork of the Willamette River roughly delineates the urban growth boundary on the south. Timber from upstream was historically transported to milling centers via both rivers, the dominant twentieth-century mills in the immediate vicinity being those located at Springfield. These drainages are characterized by meandering channels that produce an interlaced network of secondary streams and sloughs that in some cases were adapted, re-routed, and transformed into mill races and mill ponds, used to power early mills and store uncut logs. Typical of alluvial areas, the topography undulates along the rivers as a result of repeated channeling and flooding of the stream system over the centuries. Portions of central and northwestern Springfield are relatively level except for several isolated buttes that rise from the floodplain.

The eastern sector of the city, the areas of Thurston and to the southeast, Natron, lies between the Middle Fork of the Willamette River and the foothills of the Cascade Mountains. Low undulating bottomland borders the river. To the north and east the landscape changes to gently rolling prairie, around Natron it becomes hilly. Like other parts of Springfield, elevations in this area gradually increase from west to east, from 458 to 600 feet, with wooded areas becoming denser as the hills rise into the Cascade range.

The early surveys of the 1850s described the vegetation of the area at that time as being forested along the stream systems, primarily by cottonwood, ash, maple, fir, and oak trees, with section having heavy undergrowth of vine maple. The prairie grassland between the McKenzie River and the Middle Fork of the Willamette was dotted with small groves of oak and fir known as "oak and fir openings." The surrounding grassland had been maintained for generations by large-scale annual burnings by the Native American population, which sought to improve the environment for food resources. The fires also engulfed the low-elevation buttes keeping them free of heavy timber, but the Cascade foothills to the east were lightly forested to their peaks with oak openings and scattered stands of fir.

The woodlands, both close to Springfield's center and the lands further afield outside the current Urban Growth Boundary, fed the lumber industry from the earliest years of Springfield's existence well into the twentieth century. When those stands were depleted, the industry utilized its ever-growing transportation system of rail lines and roads to reach farther into the Cascades for timber to supply the mills.

OVERVIEW
OF
SPRINGFIELD'S
LUMBER INDUSTRY HISTORY

1901-1970

Booth-Kelly Lumber Company, c. 1904.
Lane County Historical Society, GN3148.

SPRINGFIELD HISTORIC OVERVIEW, 1901-1970

19th Century Springfield

The community of Springfield began with the arrival of settlers Elias and Mary Briggs, who settled a land claim at this location in 1849. Local businesses began appearing quickly, with a ferry, trading post, millrace and attendant grist- and sawmills forming the early nucleus of commercial activity by the mid-1850s. The railroad reached neighboring Eugene in 1871, but the fact that it had bypassed Springfield did not deter growth, especially in the areas of agriculture and milling. During the 1870s and 1880s Springfield expanded to include a robust commercial district; a growing industrial center; several schools, churches, and fraternal organizations; and expanding residential areas. The town formally incorporated in 1885, and its physical boundaries grew to embrace various plats and annexations in the 1880s and 1890s. In 1891 the railroad finally reached Springfield proper, ending the town's relative isolation, and setting the stage for significant twentieth century growth.

20th Century Springfield

1900-1929: The Progressive Era and Early Motor Age

The Progressive Era, generally understood to loosely span from the mid-1880s to about 1920 in Oregon, was marked by commercial and industrial expansion, as well as a rising interest in social and humanitarian endeavors (Carter and Dennis 1996:57). In Springfield, this turn-of-the-century period saw several advancements that would ultimately contribute significantly to its transformation into a leading timber and lumber-producing town in Oregon; new modes of transportation, the arrival of new companies, and a shift from water to electric power all impacted Springfield's trajectory as a major Willamette Valley lumber town.

Transportation had always been a key to commercial and industrial success in early Oregon towns. Although the railroad had reached the southern Willamette Valley in 1871, Springfield was not directly connected to the rail network until 1891 when the Southern Pacific Railroad extended its line from Coburg to Springfield and Natron. Later in the 1890s the Oregon and California Railroad Company built the Brownsville spur connecting the Woodburn route to Springfield, which freed Springfield from its dependence on shipping points in other communities, and allowed local mills to receive raw timber and ship finished lumber products directly from local mill sites (Dennis 1999:18). *(Figs. _)*

The automobile made its first appearance in the Eugene-Springfield area around 1904; road and bridge improvements followed, and in 1913 the state legislature formed the Oregon State Highway Commission. By the mid-1920s the once-popular streetcar had been usurped by the "cheap, practical and efficient" personal auto, which affected not only urban growth patterns but residential architectural designs, which began to show auto garages in increasingly prominent positions relative to the house. By the 1930s lumber and timber companies were using trucks regularly to transport raw logs and finished lumber to and from local mills, augmenting the use of rail and river for transport to other Oregon communities and out of the state. *(Fig. _)*

Local farmers were also better able to supply the local and regional market with their goods as the transportation system–both rail and road–improved and expanded. The Willamette Valley's rich soil and mild climate kept agriculture a prominent and lucrative activity in the Springfield area, with hops being a leading local crop. Other farm products that were consistently produced and marketed between the 1910s and the 1940s included wheat, oats, hay, fruit, and nuts, as well as wool, dairy products, poultry, and livestock (Dennis 1999:34).

The arrival of the Booth-Kelly Lumber Company mill in 1901 brought multiple benefits to the Springfield community in the form of jobs, business growth, and civic and cultural advancement.

> With the location here of such a manufacturing plant and payroll, present and prospective, it is any wonder that Springfield is a lively town. Buildings are in course of erection in all parts, new sidewalks are being put down, streets improved, and the prospects very apparent for a large increase in the population, which was given in the 1900 census as 353 (PMO, 4/23/1903).

The number of businesses in Springfield increased dramatically in the first twenty years of the twentieth century. "There were several banks and hotels, a publishing house, and a variety of shops and services, including specialty stores such as a watchmaker, tailor, and floral shop," and between 1907 and 1921 the number of businesses grew from 34 to 96 (Dennis 1999:31). In addition to agricultural and downtown commercial businesses, industrial concerns included lumber, sash, door, planing, and flouring mills, as well as smaller factories producing shingles, and machine parts. Residential development followed suit, with several new neighborhood additions made during this period.

Rapid industrialization and the resulting population shift from rural communities to urban areas created in a number of societal challenges such as poverty, class warfare, and corruption. One of the hallmarks of the Progressive Era was the effort to counter these ills through education, workplace safety and efficiency, and the establishment of social organizations. In Springfield, as technology and transportation advanced the local lumber industry, the community grew both geographically and in population, and fraternal groups and organized labor emerged, including those specifically related to timber and lumber production. By 1911 there were at least eleven fraternal organizations active in the community, several of which were lumber industry-related, including the Foresters of America, Court No. 78, Modern Woodmen of America, Camp No. 10956, Women of Woodcraft, Pine Circle No. 45, and Woodmen of the World, Camp No. 247 (Dennis 1999:27).

World War I effectively brought the Progressive Era to a close and marked the beginning of the "Motor Age." This was a period characterized by the increased use of the personal automobile and all of the societal changes that came with it, from expanded entertainment and recreation opportunities to adjustments in neighborhood and residential building design. The advent of the automobile also provided the basis for a new mode of transport for the lumber industry as heavy-duty trucks came into use for the transportation of raw timber and finished lumber.

Agriculture and timber were the leading economic drivers in Lane County in the 1920s, with about 5,800 of the county's workers employed in farming, and another 2,000 working in the timber industry (Shinn 1985:343). The Booth-Kelly Company was the county's single largest employer, with a force of 500-800 men working in the woods and in its sawmills (Shinn

1985:343). In Springfield, the success of the lumber industry, namely through Booth-Kelly, continued to generate positive social, commercial, and geographic growth, and by 1926 Springfield was considered "an ideal place in which to dwell" (E*DG* 8/16/1926).

1929-1945: The Depression Years and World War II

The stock market crash of 1929 threw the country into a massive economic downturn, hindering business and production during the Great Depression years of the 1930s. Extractive industries such as timber were hard hit, and the region's mills and timber companies were driven to near-bankruptcy. Farm prices fell precipitously in the early 1930s resulting in a number of farm closures. In Springfield, the Booth-Kelly mill operated part time, agricultural output dropped, and local businesses slowed or faltered. The lumber business was worse off than at the time of the crash in 1929 with one-fifth of Willamette Valley mills never opening in 1931 and another one-fifth closing down sometime during that year, including Booth-Kelly, which closed its Springfield mill in July 1931. Because timber products "accounted for three-fourths of Lane County's freight loadings," the railroads were also damaged by the drop in business (Shinn 1985:347-349).

Recovery from the depression was slow and erratic; pre-1929 levels of national output and personal income were not matched until the country's entry into World War II (Shinn 1985:342). Nonetheless, between the mid-1920s and 1940 Springfield became a thoroughly modern city, although it retained its modest size and small town ambiance. According to a January 1941 article in the Eugene *Register Guard*, Springfield earned the title of "The fastest growing city in Oregon" in 1940, an accolade that reflected the town's population of almost 4,000, establishment of fourteen new businesses, and construction of nearly 200 new houses. Plans for further community growth included a number of new commercial buildings and businesses, a new high school, a new dial telephone system, a city hall building, and street and sewer improvements.

> Key to much of the expansion was the city's industrial tract, which had been 'held in trust' for many years as a lure for new factories and mills. There is still considerable property left for this purpose, and there are constantly recurring rumors that additional mills or plywood plants may be established in the near future (ERG 1/12/1941).[2]

The wood products industry and agriculture, although challenged by the Depression, remained the primary economic pursuits for the area. Timber and lumber continued to dominate and grow despite periodic downturns in production due to transportation shortages, labor disputes, or environmental challenges such as extreme cold or low water flow (Dennis 1999:32-35).

The World War II effort helped to pull American communities out of the economic depression, and provided further impetus for industrial expansion. Springfield, situated in the midst of abundant prime timberland and with multiple operating mills, was in good position to make made significant contributions in spite of the departure of many of the country's men to the war front. Lane County's millions of acres of Douglas fir timber at that time supported eighty sawmills that employed 6,000 men, and that over seventy-five per cent of the rail tonnage

[2] The "industrial tract" was located along the railroad and millrace. Its exact boundaries are not currently understood, but it appears to have encompassed an area south of present-day Main Street and east of the former Booth-Kelly property. It is unclear whether any of the land north of Main Street was included in the holdings.

originating in the county was lumber and timber products (Polks 1942:8). Springfield counted at least a half-dozen sawmills and related industries that managed to maintain operations and output in the late 1930s and into the World War II years.

1945-1970: The Post-War Modern Era

Only two years after the end of the war, the growth surge occurring nationwide was also evident in Lane County. An estimated 12,000 people were engaged in forest products industries in the county, with logging and sawmill operations–there were 220 sawmills in Lane County–providing the major share of the employment (Salisburys 1947:5). The demand for lumber exploded following the war, as construction and materials restrictions were lifted, communities recovered and began building again:

> ...the huge, pent-up, war-restricted demand for lumber surged over the industry in an uncontrollable flood. [...] Builders with partially completed homes needing upper grade lumber for finishing, stormed the mills... Industrial lumber users denied raw materials for making their products by price or priorities, clamored for their share of the available supply. Lumber hungry foreign nations importuned their American agents to get some lumber to them at any price (Wells 2007:73-74).

The city experienced a surge in industrial expansion in addition to residential and commercial development, much of it occurring in areas north and east of the city center, extending into former agricultural areas. "The face of the city changed from a small, compact townsite surrounded by farms, to a sprawling urban setting of widely dispersed shopping centers and sawmill sites, set amidst dense housing development" (Dennis 1999:35). The robust timber industry, riding the tide of wartime demand and production, led the community's growth by feeding the post-war building boom that saw over fifty new residential additions and subdivisions established between 1940 and 1955 (Dennis 1999:36, 49).

Springfield's idyllic, small-town character had persisted through the 1950s, but by 1960 Springfield's population was nearly 20,000. The city's size nearly tripled with the annexation of the Thurston area, and change seemed inevitable (Velasco 1999:76). Timber and lumber-related industries dominated Springfield's economy as growth continued and agricultural activity diminished. Statewide, more than half of all manufacturing jobs in the state were in timber- and lumber-related industries (Kaylor 2016). This trend of expansion persisted until the 1970s oil embargo, and later the 1980s environmental conservation concerns, which both hampered the local timber and lumber industry and ultimately local businesses in general. In spite of downturns and cultural shifts, lumber products industries persisted as dominant economic drivers, and the city of Springfield managed to retain its small-town feel as it moved forward toward the end of the twentieth century.

TWENTIETH CENTURY LUMBER MILLS and SAWMILL TECHNOLOGY in OREGON

Between 1900 and 1970 timber- and lumber-related work technology–both outside and inside the mill–underwent significant change with the shift in tree-felling tools, new transportation methods, the growing popularity of electricity-powered plants, and more efficient milling practices, all of which helped to accommodate the increasing demand for Pacific Northwest lumber.

In the woods, the adoption of crosscut saws for felling trees, rather than the axes used in the settlement years, allowed for the cutting of more timber to feed the the increasingly efficient mills. Eventually chain saws and other mechanized means of cutting trees increased the timber harvest even more. This ultimately led to the realization that the vast old-growth forests were not finite, and more sustainable growing and logging practices were implemented. Starting around the mid-twentieth century, "gyppo," or independent contract loggers became more common in the region, in some cases replacing the wage-earning loggers who worked exclusively for established lumber or sawmill companies (Tonsfeldt 1993:30).

The process of getting raw logs to the mills also evolved during the twentieth century, in part due to the fact that much of the timber located close to mill facilities and near river transport had been logged. As loggers moved further from streams, reaching and moving timber from areas further afield required new methods of transporting logs, and by the turn of the century that included railroads and steam donkeys, as well as flumes, skidroads, horses, and oxen. The steam donkey (or donkey engine) had been developed in the 1880s, and was essentially a portable, steam-powered winch that could pull logs along a skid road with a cable (Tonsfeldt 1993:25). "As lower slopes were logged off, forests along tributary creeks were the second areas logged. To move the logs to the rivers before the development of modern equipment, splash dams and flumes were constructed...from logs available locally and in some cases were quite large scale. [...] Only a few remains of these constructions remain in the county" (Forster et al 1986:76).

Larger lumber and timber companies had started building logging railroads into American forests starting in the 1850s. In the Pacific Northwest, the earliest of these date to the late 1870s and early 1880s (Tonsfeldt 1993:28). By 1900, of the perhaps twenty-five logging railroads in Oregon, at least fifteen were "built by mills with access to ocean commerce. [...] The remaining logging railroads were building by mills with no direct access to the deep-water shipping. These were industrial-scale producers that cut lumber for shipment to distant markets by rail" (Tonsfeldt 1993:34). Springfield's largest twentieth century mills–Booth-Kelly, Rosboro, Weyerhaeuser, and Georgia-Pacific–were considered "railroad mills," as all depended heavily on rail lines to transport materials from the woods to the mills, and from the mills to the market.

> With the railroad came first the ability to export lumber from the interior of the county and secondly the ability to replace river drives of logs with log trains which could move far greater quantities of logs. [...] One of the first and most significant spur lines was that which went from Wendling up the Mohawk Valley to Springfield. The Booth Kelly and Southern Pacific mills at either end of this

> spur line milled the largest quantities of lumber in Lane County for nearly five decades (Forster et al 1986:76-77).

As the production and distribution reach of larger railroad mills increased, casualties of their success were the smaller local mills that produced for local use, and not for shipping to broader markets. Railroads were expensive to build and required land that many smaller companies could not afford, but "by the first decade of the twentieth century, the consensus among West Coast lumbermen was that logging railroads were a necessity for any serious industrial producer" (Tonsfeldt 1993:38, 42). Booth-Kelly was intent on building their own logging railroads, as well as encouraging Southern Pacific to extend lines to markets such as Springfield to facilitate shipping.

Until the advent of the log truck in the 1930s, railroad logging prevailed as the most efficient method of extracting timber from Oregon's forests, but

> By the early 1930s, bulldozers enabled the construction of more dirt and gravel roads for use by increasingly common heavy-duty logging trucks with improved braking systems, engines, and tires. This technology of affordable and mobile gas- and diesel-powered machinery began to replace more capital-intensive railroad logging by larger firms (Walls, "Gyppo Logging...").

Historically, the output capacity of sawmills was at least partially related to the power source. Water-powered mills, which often utilized sash saws, could be slow and variable, depending on seasonal water flow. Springfield's millrace was well-known for its robust power and relative reliability, which allowed it to drive double circular saws through the turn of the century, but in many cases water power was not strong enough to effectively drive circular saw blades through large logs. This shortcoming spurred the switch to steam power, particularly in those mills set up for market production (as opposed to local or neighborhood suppliers).

Most of the steam-powered mills, some of which persisted well into the twentieth century (the Hull-Oakes mill in Monroe is a rare still-operating example), eventually gave way to electrically-powered facilities. Electric power was more reliable and was powerful enough to more quickly and consistently drive larger blades, which could saw larger logs and thus increase overall production. The first electric sawmill in on the West Coast was assembled at Tacoma in 1895 by the Olympia Lumber company. The mill was described as "A 16-horse power electric motor, with city power, [which] will run the machinery, which...consists of a resaw, planer, sticker and turning lathe" (Corvallis *Gazette*, 7/25/1895).

In Oregon, it appears the first electric mill was constructed and operated at Tillamook in the summer of 1900, but the operation was destroyed by a late November flood and evidently not re-built (Heppner *Gazette*, 7/12/1900; SSJ 11/25/1900). That facility was described thus:

> The company generates its electricity by water power. The water is flumed from a small stream, and runs a 50-horsepower water wheel, in connection with which is a dynamo to generate the electricity to operate the mill. Wires are strung from the power house to the sawmill, and attached to the saws and other machinery of the mill. The peculiarity of the electric sawmill is that the carriage is above the log, and carries two saws. They are so fixed as to cut both ways, making two cuts

> at the same time, and, instead of having to bring the carriage back and commence cutting at the same end each time, the saws cut as well coming back, and they cut a log of any size. The mill will cut lumber at one-half the cost of other sawmills (Heppner *Gazette*, 7/12/1900).

The better-known early electric mill in Oregon was that built by the Electric Sawmill Company in Portland's St. Johns neighborhood in 1903. Vigorously reported on in Portland area newspapers as "rather novel," the Portland plant apparently was mechanically similar to the earlier Tillamook mill in that the saw carriage moved over the stationary log (PMO, 3/30/1903). In the Portland facility,

> The saws and motors are all combined in a small iron frame about six feet wide by ten feet long, and probably five feet high. This machine will rest on carriage tracks, and will be moved to the logs to be sawed, while the logs will remain stationary after having been dragged up from the river. Another motor, separate from those which operate the saws, furnishes power for handling logs. Underneath the saw carriage is a large bin, into which the sawdust falls. From this bin, by a conveyor...the sawdust will be conveyed to the boilers in the engine-house, which stands on the solid ground about 100 feet from the mill. In the mill there is absence of the great amount of machinery found in the steam sawmill... (PMO, 5/11/1903).

It was considered novel because of its electric power, and because similar to the Tillamook mill, the log remained stationary while the saw carriage travelled over it: "It will saw through a log and then saw backwards to the starting point, and so on, till a log is reduced to lumber" (Portland *Morning Oregonian*, 3/30/1903). Apart from the first two years of the 1900s, electricity or steam powered nearly all of Springfield's major lumber mills throughout the twentieth century, and continues to power them today. It is notable that the same plant that powered the Booth-Kelly mill for many years–utilizing mill waste to generate the power–also provided electricity to the cities of Eugene, Springfield, and a number of other southern Willamette Valley towns starting in the early twentieth century.

Mill saw technology also changed, and efforts to increase production (and therefore profit) centered on mechanical and technological improvements that streamlined work and produced more lumber more quickly. The sash saw declined in use, and in larger mills such as Springfield's the circular saw was employed almost exclusively by the first years of the twentieth century. To accommodate large logs that could reach several feet in diameter, two circular saws would be placed vertically, one over the other and slightly offset. In this "over-and-under" configuration smaller logs were handled by the lower saw blade; larger logs required the engagement of both saws. Eventually circular saws were replaced with band saws, which could cut logs of any diameter that the carriage could accommodate, ran cool, and were less likely to bind (Tonsfeldt 1993: 32-33). The bandsaw–a long, continuous, toothed or serrated band of steel stretched between wheels–was invented in the early nineteenth century, but the first bandsaw in the West was set up by John Dolbeer, at his Dolbeer and Carson mill in California in 1885 (Tonsfeldt 1993: 32-33). This type of saw soon dominated large-scale commercial mills, although smaller concerns may have continued to use sash or circular blades. The development of replaceable saw teeth allowed maintenance and repair to occur without the need for time-

consuming dismantlement of the apparatus to remove the entire saw blades, which resulted in lost production time.

Smaller sawmills may or may not have had the economic ability to make significant or regular upgrades, nor could many local mills–those producing lumber for local consumption rather than for the broader commercial market–justify the expense. However, in the early-to mid-twentieth century a number of successful eastern and southern lumbermen turned their focus to the West, and their large, established companies began moving into the Pacific Northwest to purchase and expand smaller facilities, often bringing with them more state-of-the-art machinery and mill designs.

Mill complex and building designs themselves were adjusted to accommodate advancing technologies, shifting modes of transportation, and increases in production, particularly in the cases of larger companies that could afford to consolidate multiple activities or manufactories in one large facility. While small mills could consist of one or two buildings near a mill pond, larger facilities might comprise multiple structures, cranes, conveyor and car loading mechanisms, wigwam burners, power plant buildings, and multiple mill ponds. The buildings were organized around or stretched along rail lines that in some cases were specifically constructed to provide access to and from the mill.

Smaller sawmill companies suffered from the competition of larger concerns, as well as from falling lumber prices. In 1948 there were approximately 355 mills employing between 11,000 and 11,500 workers in Lane County; it was estimated that forty to fifty small mills in the County had shut down, and others were operating at less than full capacity (ERG, 11/25/1948). Diversification of output allowed some mills to remain operational and competitive, but those without the capacity to manufacture a variety of products were forced to limit days of operation or close altogether. In addition to sawn lumber, other forest products being produced included engineered lumber such as plywood and glued-laminated timbers, particle board, pressed firewood (Prest-O-Logs), and pulp for use in production of container board.

The concept of laminating sheets of wood together had been considered since the mid-eighteenth century, but in the western United States, the first plywood panels to be manufactured from local soft wood were made in Portland in 1905 when the Portland Manufacturing Company began laminating wood panels and producing them for sale (APA, "History of APA..."; Harrison 1967:np). Initially used for door panels, plywood soon found great popularity as a multi-use product, its popularity spurred by the development of waterproof adhesive, which allowed the new material to be used both inside and outside. By 1940, plywood was seen as a critically important product.

> World War II was a proving ground for plywood. The product was declared an essential war material... The industry's war-time mills–by this time numbering about 30–produced between 1.2 and 1.8 billion square feet annually. Plywood barracks sprung up everywhere. The Navy patrolled the Pacific in plywood PT boats. The Air Force few reconnaissance missions in plywood gliders. And the Army crossed the Rhine River in plywood assault boats. There were thousands of war accessories made of plywood–from crating for machinery parts, to huts for the famed Seabees in the South Pacific, to lifeboats on hundreds of ships that kept supply lines open in the Atlantic and Pacific (APA, "History of APA...").

The Douglas Fir Plywood Association, established in 1938, helped research, develop, and promote new uses for plywood, including building designs (mostly recreational cabins) that were advertised in the magazine *Popular Mechanics*, and also published by the organization and available to the public. The large sheets simplified construction, and plywood was touted as making possible a time and labor savings of up to 50-75 percent (DFPA 1957:17). Its strength and ease of use allowed it to function in nearly all areas of building construction: as roof sheathing, wall paneling, subflooring, cabinet work, and exterior siding (DFPA 1957:20). By the late 1960s, one particular iteration of plywood, known as "Texture 1-11" (now commonly known as T-1-11) was in wide use on residential buildings.

Glued laminated lumber, or glulam, was used and patented in Europe at the turn of the twentieth century (USDA 2007:11-4; Rosboro History). "Glulam is an engineered, stress-rated product that consists of two or more layers of lumber that are glued together with the grain of all layers, which are referred to as laminations, parallel to the length" (USDA 2007:11-3) One of the first buildings in which glulam lumber was used was the USDA Forest Products Laboratory in Madison, Wisconsin, built in 1934. As with plywood, glulam use grew with the development of water-resistant adhesives and sealants in the early 1940s, and became particularly useful during World War II in buildings that required large uninterrupted spaces such as hangars and gymnasiums. In the post-war years the timbers were (and are) utilized in gymnasiums, churches, and factories, as well as bridges. The earliest manufacturer of glulam timber in the Pacific Northwest was Timber Structures, Inc. of Portland, who began producing during the World War II years, and also had a plant in Eugene (Byarlay 2017:46; ERG 3/4/1943). By the 1950s "there were at least a dozen manufacturers of glulam timber in the United States...," including Rosboro and Weyerhaeuser in Springfield (USDA 2007:11-4; Rosboro History).

Efforts increased to utilize all parts of the tree for marketable products, and scrap wood, which was formerly disposed of either as fuel for power plants or simply burned, was "re-purposed" and turned into pulp for paper and containerboard, various new building materials such as particleboard, oriented strand board (OSB), and pressed sawdust fire logs (in Springfield's Weyerhaeuser plant, these were "Pres-to-logs"). With the realization that Oregon's Douglas fir forests were not, in fact, infinite, the concept of sustainable forest practice became one embraced by a number of timber companies. As the market dipped in the early 1960s, it became even more imperative to find ways to increase profitability. In addition to production diversification, companies turned to sustainable harvest and tree farming to ensure a continued supply of trees, a practice that has been honed and continues to the present day.

SPRINGFIELD'S TWENTIETH CENTURY LUMBER INDUSTRY

Nineteenth Century Synopsis

From the earliest years of Springfield's existence, its sawmill provided economic stability and impetus to community growth. After the establishment of the millrace and first sawmill by Elias Briggs in 1852-1854, located along the millrace near present-day Mill Street, the enterprise, passed to the Springfield Manufacturing Company (a consortium of local businessmen) in 1865, and following construction of a new, larger mill building, the company was purchased by B.J. and William Pengra in the early 1870s. The railroad reached the area in 1871, but bypassed Springfield in favor of Eugene; this lack of direct shipping ability handicapped the Springfield mill's competitiveness with others along the rail line. Almon Wheeler took over the mill in 1884, and made improvements that included a new planing mill; his tenure lasted a decade before new owners were sought. After several years of uncertainty, the mill restarted in 1899 under a lease to H.A. Skeels. Through the nineteenth century the mill was operated on the water power provided by the millrace. Not until after 1900 did alternative power sources come into common use. In 1891, Southern Pacific extended its line from Coburg to Springfield, finally ending the town's isolation and providing direct transportation for lumber and agricultural goods.

Twentieth Century Lumbering in Springfield

Throughout the early and mid-twentieth century, city directories identified agriculture, logging and lumber manufacture as the leading industries in Springfield. Advances in transportation and milling technology soon pushed timber and lumber production to the fore, and the 1910 directory described the variety of local industrial concerns operating in the community:

> The Booth-Kelly Lumber Company have their largest lumber mill at Springfield and the Fischer-Bally Lumber Company has recently completed another large lumber mill which will soon be in operation. A sash, door, and planing mill, namely the Springfield Planing Mill Company has more than doubled its capacity in 1909, and bids fair to enlarge again in 1910. The Springfield flouring mills equipped with modern machinery, and a shingle mill, match factory, and electric light plant are among the other industries of this growing city. The electric light plant which is operated by the Northwestern Corporation is situated in the south part of the city and furnishes light and power for both Springfield and Eugene (Polk's 1910:320).

Industry in Springfield, including lumber mills, was centered on the millrace, and utilized water power exclusively until after 1900. The Springfield millrace was noted for its exceptional flow, which produced unusually good power in the region, and in 1901 under H.A. Skeels the mill was cutting an estimated 30-40,000 board feet (bf) per day (Walling 1884:306; Eugene *Morning Register* 7/31/1901). The Booth-Kelly Lumber Company made its entry into Springfield in 1901 when it purchased the old Springfield lumber mill that had been operated by H.A. Skeels since 1899.

The Booth-Kelly Lumber Company was founded in 1896 by brothers Robert A. and J.H. Booth and John and George Kelly. Robert A. Booth had operated a small mill in Yoncalla, and later worked at the Sugar Pine Lumber Company in Grants Pass along with his brother Henry and the

Kelly brothers (Kelley 1990:56). The Kelly family was connected locally and George and Tom Kelly's father, John Kelly, had been involved with the early Springfield Manufacturing Company. Robert Booth leased (and later purchased) the J.I. Jones sawmill in Saginaw in 1896, and shortly thereafter the Booths and Kellys incorporated, forming the Booth-Kelly Lumber Company. Two years later they leased the J.C. Goodale Plant in Coburg, which was fed with lumber from the 70,000-plus acres of Mohawk valley timberland purchased from the Southern Pacific Railroad (Kelley 1990:56). Met with success in both endeavors, the plan to build a company town outside of Springfield came to fruition in 1899 with the construction of Wendling. George Kelly was superintendent of the plant, and R.A. Booth located the company headquarters, and his home, in Eugene.[3]

Once Booth-Kelly took over the Springfield sawmill in 1901, output was expected to double, in part because the company had access to more timber as a result of its purchase of prime timberland from the Southern Pacific railroad. However, despite its considerable power the millrace was inadequate to drive the larger industrial operation envisioned by Booth-Kelly. In order to efficiently handle the projected increased output, in mid-1902 Booth-Kelly built a new facility on the old mill site that ran on steam power, increasing production potential to anywhere from 150,000 to 250,000 board feet per day (PMO, 4/23/1903; EDG, 6/18/1902 and 8/28/1902). *(Figs. _)* The steam plant was designed to utilize the mill's scrap waste–sawdust and refuse lumber–as fuel. "Since this fuel was in excess of the demands for operating the plant, and destroying it would be an expense to the company, a proposition was made to the Eugene Electric Light Company to erect a light plant in Springfield with the fuel furnished by Booth-Kelly" (Clarke 1983:46-48; Davidson 1996:8:9).[4]

The new mill was described in detail in local newspapers:

> From a structural standpoint, it is a marvel of strength, and in its arrangement, convenience and economy of labor were given first consideration. The mill is located just below the new artificial pond, which covers 23 acres, and will float 20,000,000 feet of logs. It is so arranged that the labor of handling the lumber is reduced to a minimum from the time the logs are hauled out of the pond to be sawed. From the saw to the planer, from the planer to the dry-kiln, and from the dry-kiln to the railway car, is down an incline just great enough so that the huge trucks of lumber will be carried along by gravity. The mill will be operated by steam and every pound of fuel will come from the saws and planers. By means of a complete system of conveyors, the sawdust, slabs and other waste materials will be carried directly to the furnaces and fed automatically into the fires. The mill is located at a distance from all standing timber and the lumber yards and dry-kiln are at a distance from the mill, so that the possibility of a fire is very remote" (PMO, 9/19/1902).

Despite the efforts to design a facility resistant to fire, the mill was devastated in a July 1911 blaze that caused an estimated $250,000 worth of damage and threw as many as 150 men out of employment (EDG 7/29/1911). *(Fig. _)* At the time there was some question about where and

[3] The Booth-Kelly Lumber Company office building still stands at 507 Willamette Street in Eugene.

[4] The plant was later operated as the Willamette Power Company, and then the Oregon Power Company (around 1910), and the Mountain States Power Company (starting in 1916). Davidson 1996: Section 8.

even whether the mill would be rebuilt. Contributing to the uncertainty were the persistently-high freight rates that were making company profitability a significant challenge, and a pending lawsuit under review by the federal courts.[5] It would be two years before the legal question was answered by the courts–in favor of Booth-Kelly–and the decision made to rebuild the mill in Springfield.

A.J. Lustig, a sawmill designer from Washington, drew the plans for the new mill, and George Catching was in charge of at least part of the construction work (*Timberman* October 1913:102; EDG 8/15/1913, 9/19/1913). "The credit for the building and designing of this strictly modern plant, with a capacity of 150,000 feet daily, is due to Manager A.C. Dixon; A.M. Hagen, superintendent of manufacturing, and engineering staff of the Sumner Iron Works, Everett, and the General Electric Co. of Portland" (*Timberman* March 1915:30). The new electric-powered mill was designed with a sprinkler system, and buildings were set farther apart than they were in the old facility (PMO 8/8/1913). As with the 1902 renovations, the new facility was described in detail in local newspapers:

> The principal pieces of machinery to be installed will be as follows: A 10-foot head band rig, a 10 by 72 edger, a 14 by 42 sash gang, two 44-foot pneumatic trimmers, a 'ready sizer,' and numerous other smaller saws and pieces of machinery. [...] A system of electric railways will be built throughout the mill yards and most of the dimension lumber will be conveyed on cars drawn by an electric motor to a large yard a quarter of a mile away from the mill. The dry kiln will be built of hollow tile... A detailed description of the plant would fill a small book. Suffice it to say that the mill will be of the most modern type and will be made as nearly fireproof as possible. The buildings will be of concrete construction, and every piece of machinery will be operated by electricity. The mill will be of the band saw type, doing away with circular saws as far as possible (EDG 8/8/1913).

Following the fire, the Oregon Power Company considered "burning oil under the big boilers which generate steam to drive the turbine generators and supply Eugene and the upper Willamette valley with electricity," but ultimately they utilized mill waste–sawdust and waste wood–to generate the steam needed to operate the dry kiln and run the generators (Tonsfeldt 1993:77; EDG 8/11/1911). Springfield reaped great benefit from the cooperative arrangement that initially provided local power for electric street lighting, and eventually generated electricity for a number of communities throughout the southern Willamette Valley from Springfield to Albany and points between.

On August 6, 1914, Booth-Kelly sawed the first logs at the newly-constructed mill. With the installation of an overhead crane in 1916, the original plans for the new Springfield mill were essentially complete, giving it "the most modern timber and lumber handling system on the coast" (EMR 11/12/1915; *Timberman* June 1916:np).[6] *(Fig. _)*

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[5] Booth-Kelly's acquisition of vast tracts of forest land from the Oregon & California Railroad Company was challenged on the allegation that at least some of the land was fraudulently acquired through misuse of the Timber and Stone Act and the Homestead Act. Kelley, "Booth-Kelly Lumber Company...," (1990), p. 58.

[6] A detailed description of the mill and its operations was provided in the March 1915 issue of *The Timberman* ("A Modern Electrically Operated Lumber Plant," *The Timberman* 1915, pp. 28-30).

Booth-Kelly's source of timber was from land purchased by the company from the Oregon & California Railroad.[7] As the largest single buyer of O&C lands, Booth-Kelly held about 140,000 acres of Lane County timberland at the turn of the twentieth century (Tonsfeldt 1993:71-72). By 1905, as they continued to make additional purchases, the company was in possession of some 1.15 million acres from Lane County to Idaho border. These lands lay in four blocks of timber, in the Mill Creek and the Santiam Basin (Mohawk River), the McKenzie Valley (McKenzie River), Fall Creek (Willamette River), and the Cottage Grove area (Tonsfeldt 1993:73-75). "Accordingly, Booth-Kelly ran mills first at Coburg (1898), on the McKenzie near the Willamette; and then at Wendling (1900), on Mill Creek near the Mohawk; and finally at Springfield (1900-01) on the Willamette" (Tonsfeldt 1993:75). Early in the century, the Springfield mill received some logs from the Mohawk area, but many were driven from Fall Creek to the Willamette River, and on to the Springfield mill pond (Tonsfeldt 1993:71-76).

As noted above, in the nineteenth and early twentieth centuries trees were harvested first from close-in areas and floated down river to mill sites. Timber first came to the Springfield mill by river transport, later by rail, and eventually by truck. Although known as a railroad-oriented firm, Booth-Kelly "located their mills to accommodate stream driving, which was their first logging pattern" (Tonsfeldt 1993:75). The company depended heavily on rail access for its success, and began building logging railroads to serve the Wendling mill in the first decade of the 1900s. By the end of 1915, logs were delivered to the Springfield mill by rail, "the days of the old-time river drive being almost a thing of the past in this part of the state" (EMR, 2/20/1915). *(Fig. _)* At about that time Booth-Kelly began using a motor truck to transport lumber from the Springfield mill to cars on the Oregon Electric railway for eventual shipment east (EMR 10/1/1915). *(Fig. _)?*

Throughout the company's decades of operation, many small logging camps existed on Booth-Kelly land. Nearest to Springfield, the camps centered around the Mohawk River drainage company town of Wendling, and camps operated as long as timber was available, moving on as the supply was depleted in a particular area. Around 900 (often single) men were employed in the woods in the early 1900s, but after about 1920 family camps became more common, especially on the Wendling system. "This permitted the loggers to bring their wives and children with them into the woods. Families were housed in frame cabins that could be transported by rail" (Tonsfeldt 1993:76-79).

Although Booth-Kelly hired men to work in the woods felling and hauling timber, as early as 1917 the company was also using contract loggers (later known as "gyppo" loggers) to work in the forest. Unattached to sawmills or lumber companies, contract loggers were typically small, mobile entities that worked independently setting up their own logging camps and hiring their own men. At the time, camps at Joler, Cram station, and Crater station, all located along the Coos Bay branch of the Southern Pacific rail line, were able to pull approximately 25,000 feet of logs per day for Booth-Kelly's Springfield mill (EDG, 10/17/1917; *Timberman* 11/1917:64kk).

Although Booth-Kelly had four mills in Lane County in the early years of the twentieth century (at Saginaw, Coburg, Wendling, and Springfield), market conditions in the mid-1910s were such

[7] The land-grant purchase of Booth-Kelly's O&C holdings was contested in court, as there was question about the legality of some of the land that was thought to have been specifically designated for homesteading and not commercial extraction, but after significant consideration, the courts upheld Booth-Kelly's position.

that business was not as robust as desired.[8] One lumberman stated that "no mill in the Pacific northwest is making any money and few of them are operating. He declared that conditions in the lumber business will not become normal until the purchasing power of the railroads is restored, as the railroads purchase at least 25 per cent of the lumber made in the United States," primarily for use as railroad ties (EMR 6/30/1915). Also contributing to the lull were Southern Pacific rail car shortages, which limited shipping capacity and caused backlogs and work slow-downs until existing lumber inventory could be shipped out thus clearing the way for continued production.

Indeed, from mid-1915 to mid-1916, only two of Booth-Kelly's four mills were in operation, with logs from the temporarily-closed Wendling and Coburg mills being reallocated or diverted–about 40 rail carloads per day–to the Springfield mill (EMR 7/28/1915; Timberman, July 1916:52). At that time the Springfield facility had a sawing capacity of 150,000 feet and a planing capacity of 200,000 feet with six planers; the eight kilns could accommodate 125,000 feet. Actual production fluctuated, however, and was often below capacity. Eventually the Saginaw mill was sold and the Coburg mill closed, leaving Wendling and Springfield as Booth-Kelly's two active mills.

Booth-Kelly remained the major saw milling concern in Springfield until the middle of the century, but as previously noted a number of smaller private firms were also in operation in the 1910s. The Springfield Fischer-Bally mill, operated by Carl Fischer and Milton Bally, constructed a steam-powered sawmill near Kelly Butte; their name later changed to Fischer-Boutin. The Limerick Lumber Company, located east of Springfield and operated by Harry West for several years, was burned in a 1913 fire (PSO, 7/27/1913). George Williams operated water-powered sawmill in the Thurston area from about 1919 until 1936 (Jones 1958:36; Dennis 1999:36).

World War I and the Great Depression

World War I stimulated the industry regionally by creating greater demand for west coast lumber, namely spruce and fir. During wartime, the military utilized Pacific Northwest wood to build military planes, ships, and barracks buildings, but from the Springfield sawmill only a small amount of lumber was provided for use in building planes. While spruce was used for building battle planes, evidently fir could be used for airplanes used in training camps; the quality standard was very high, and less than one percent of the Springfield lumber was deemed suitable (EDG, 11/19/1917; EMR 11/18/1917). 136 men left the company to fight the war, and many returned to their work in 1919 following the war (EDG 4/3/1919).

Despite the demand, a regional workers' strike protesting the living and working conditions in logging camps stalled production. The U.S. War Department established the Loyal Legion of Loggers and Lumbermen (Four L), a government-based, union-like organization that was billed as a "patriotic association" engaged in the war industry. War department representatives met with loggers and sawmill men "...for the purpose of arriving at a complete understanding of their part in the war department's program to get the maximum production of spruce for battle planes and fir for ships to win the war" (Spfd News, 3/7/1918). *(Fig. _)* Ultimately the Four L forced

[8] The Booth-Kelly mills at Saginaw and Coburg operated from 1898 to 1914. Wendling was established in 1899 and was in operation until the mid-1940s. Kelley 1990:56.

improvements in working conditions, including implementation of an eight-hour workday for mill and logging camp workers for the first time, thus breaking the strike (Binas, "Loyal Legion..."; Spfd News 3/7/1918).[9] However, by some accounts "they recruited through pressure and intimidation, forcing workers to sign pledges of allegiance both to the war effort and to the duty they owed employers" (Diamond).

> Employers who desired the assistance of the...Four L workforce were compelled by...the War Department to accept the demands for an eight-hour day and healthier working and living conditions. At the same time, laborers who refused to sign the pledge found it very difficult to find employment in the lumber industry. Those who were not members of the Four L were suspected radicals, anarchists, saboteurs or traitors, and were subjected to a defacto blacklist" (Binas, "Loyal Legion...").

According to newspaper reports, all Booth-Kelly mill workers signed on to the Four L, over 200 men at the Springfield mill alone (EMR 1/20/1918; EDG, 1/22/1918). At its peak the Four L had about 110,000 members but numbers declined after the war ended. The group reorganized in 1919 and remained active until it officially disbanded in 1938 (Binas, "Loyal Legion...").

By this time there were a number of other professional and fraternal organizations related to the timber and lumber industry active in and around Springfield, including the Willamette Valley Lumbermen's Association, Foresters of America, Woodmen of the World, Modern Woodmen of America, Women of Woodcraft, and the International Concatenated Order of Hoo-Hoo.

Following the war, stateside demand for lumber was steady, and kept the mill operating at at least two-thirds capacity, including a night shift. In 1919, Booth-Kelly's Springfield mill was engaged in interstate shipping, milling lumber for sale in Oregon as well as states as far away as Texas and Ohio (*Timberman*, June 1919:45). In fact, only about five percent of Booth-Kelly's business derived from local retail sales with most business transacted east of the Rocky Mountains. The company maintained sales offices in Chicago, Minneapolis, Omaha, San Francisco, Los Angeles, and Sacramento, along with a central office in Portland, Oregon (Industrial Survey 1922:24). Producing about 300,000 feet per day the company's sales manager at the time, L.L. Lewis, stated he could sell 500,000 "if the mill had the capacity" (*Timberman*, August 1919:103). A number of the employees at the Springfield mill were former soldiers, and many of the 136 men who had left the company to enlist returned to work for Booth-Kelly, either at the Springfield or Wendling sites (EDG, 4/3/1919). Foreign demand for Oregon lumber also increased, and in 1922 Booth-Kelly shipped trainloads of lumber to Portland and then on to Asia (China, Japan, then-Dutch East Indies) and South America, the export trade being described as "the backbone of the lumber operations in the northwest this winter" (Springfield *News* 1/12/1922, 1/14/1922; EDG, 1/14/1922). The product was shipped by rail to Portland, and loaded onto ships bound for international ports.

The difficult working conditions and other limitations caused by cold and snowy weather often made getting raw timber from the forest to the mill physically challenging or impossible, and resulting shutdowns were not uncommon. The added complication of rail car shortages caused

[9] In March of 1918, "for the first time in the history of the West, men in the employ of the sawmills and logging camps began working on an eight-hour basis" ("Eight Hour Day Effective in All Mills and Camps," Springfield *News* 3/7/1918).

recurring issues getting the finished product out of the mill and to market. At times Booth-Kelly would have fewer than half of the cars necessary to ship lumber, forcing work slow-downs and causing significant loss of revenue. When a normal supply of rail cars might be ten per day or 60 per week, shortages resulted in the availability of perhaps only nine in a week (EMR 7/20/1920). "The sheds at the mill are full to overflowing with lumber on account of not being able to ship it out, clear lumber is piled out in the rain and kiln dried lumber has to lie out in the sun because of the present conditions" (EMR 7/20/1920). According to an October 1915 newspaper article, it was unclear exactly why a shortage was occurring, "...unless there is heavy demand for them to move the crops in the territory served by the Southern Pacific company" (EMR, 10/19/1915). Shortages seemed to persist intermittently through about 1930, causing mills to shut down or operate on limited daily schedules or short, three or four-day work weeks (*Timberman* October 1916:47; EMR 7/20/1920). The situation was serious enough to warrant a Chamber of Commerce request to the Oregon legislature to look into the problem, which finally diminished in the mid- to late-1920s (SN 02/01/1917).[10]

Locally, in addition to the Booth-Kelly mill, there were several lumber-related industrial businesses operating in Springfield by the 1920s. The Mountain States Power Company plant utilized scrap wood from the Booth-Kelly mill to generate power to run the mill, and also provided electricity to Springfield, Cottage Grove, Coburg, and Junction City, and helped supply Harrisburg, Albany, and Corvallis (Industrial Survey 1922:41). Other wood-product-related businesses included the Springfield Lumber Company, the Anderson Manufacturing Company wood products factory (a finished woodwork supplier), and the Carbolineum Wood Preserving Company Plant (EMR, 1/9/1926). *(Fig. _)* The Loud Manufacturing Company produced "sectional" or ready-cut houses and garage buildings for several years, and was billed as the pioneer of this type of manufacture in the northwest (EDG, 2/7/1922). *(Figs. _)* The buildings were described as having "...sections [that] are doubly constructed of the best fir lumber, lined with building paper and ceiled with tongue and grooved flooring. Erected on a solid foundation and bolted together, the sectional houses are even stronger than carpenter houses, their builders claim" (EDG, 2/7/1922; Industrial Survey 1922:30). *(Figs. _)* All of these wood-associated businesses were located in close proximity the millrace and railroad in the "industrial tract" along the railroad south of Main Street; industrial development would eventually expand as far east as 28th Street, north along 28th to Marcola Road, and along 42nd to the McKenzie River. *(Fig. _)*

By 1930 Springfield's population included nearly 2,500 souls, and Booth-Kelly remained the primary industry and employer in the community. The company employed nearly 800 men at the Springfield and Wendling mills and at two logging camps above Wendling, and the mills produced large quantities of lumber and lath (EDG, 12/31/1929). Improvements continued to be made as needed, but just as the August 1930 dredging of the log pond was completed–the first time it had ever been dredged, resulting in the deepening of the pond by about 1½ feet over twenty acres–the effects of the depression became evident. The Springfield mill closed, with no definite plans for resuming, in August of 1930, and although it re-opened (and closed) several

[10] Rail car shortages continued to occur even into the 1960s. Paul Cole, general manager of the Rosboro mill, established in Springfield in 1940, stated that Rosboro had access to one railroad, the Southern Pacific, "'and if they were experiencing rail car shortages, we could not ship...if we did not ship, inventories built rapidly, and in some cases, we had to curtail [production] until the car supply improved.'" Wells 2007:114.

times in subsequent months, nearly a year later the situation had improved little (EDG 8/6/1930; 8/13/1930).

> The Booth-Kelly head declared there is no intention of permanently closing either the Wendling or the Springfield mill, although extended continuation of the present conditions may force such action eventually. The mill price on fir lumber in the Pacific northwest is approximately 70 percent of production cost [...] This situation, coming at the end of several lean years in the lumber industry, makes imperative the stoppage of operating losses and the reduction in stock of lumber on hand (EDG 6/18/1931).

The mill ran for only two months of the next two years before opening again in June of 1933. Even then, operations stopped and started for several months before stabilizing in the mid-1930s. Until that time, most of the logs for the Springfield mill had been coming from the Wendling area, but in 1936 the company started contracting to receive lumber from the Fall Creek and McKenzie River areas, claiming it owned enough timber in the McKenzie River locale to keep the mill in operation for 20 to 25 years (ERG 1/29/1936; 4/10/1936; 4/23/1936). The logging was done under contract and rather than using rail or the river, "a fleet of trucks [was] used to transport the logs to the mill, which [was] located only about 12 miles distant" (ERG 4/10/1936; 4/23/1936).

World War II and the Expanding Lumber Industry

As in earlier decades, in the 1940s several lumber companies were under construction or in operation in addition to the long-established Booth-Kelly. In fact, in Lane County nine large mills and twelve smaller concerns were started in 1940 alone, adding at least 1,000,000 feet per day to the county's lumber production capacity. The Eugene *Register Guard* newspaper reported that in Springfield the largest new plant was that of the Springfield Plywood Corporation, which was built "at a cost of nearly $800,00 on the city's big industrial site" east of Booth-Kelly (ERG 1/12/41). *(Fig. _)* This factory was poised to make significant contributions to the pending war effort, as plywood became a very valuable commodity to the war department with a wide range of uses in construction of military facilities across the country.

Booth-Kelly had a total of 150 employees at the Springfield location, and was considered "second in importance" to the new plywood mill (ERG 1/12/1941). Other new mills were included in the late 1930s-1940 growth spurt:

> Another new industrial operation, the Rosboro Lumber company plant, provided jobs for another 125 men. The new Bennett Lumber company and the Elliot mill, gave work to another 80 men. Another planing mill with a 40,000 daily capacity is rising on the Springfield-Woodburn railroad at Broadway. The Rosboro company started construction of a single mill (ERG 1/12/1941).

The Rosboro mill was owned by Thomas Whitaker "Whit" Rosborough, who began acquiring timber land in Lane County as early as the mid-1930s, and in 1939 he moved to area with the intention of building a substantial new sawmill. Rosborough was a wealthy Arkansas lumberman who had his start in 1890 running his own sawmill. He later organized the Caddo River Lumber Company in Rosboro, Arkansas in 1906, a successful pine lumber mill that

operated until 1939 (Wells 2007:19-26; Rosboro "Company History"). One source suggests that when it closed some of its equipment was transferred to Springfield for use in the new mill (Lancaster). However, it seems more likely that the same suppliers who outfitted the Caddo River mill were involved in furnishing the new Springfield plant, which was built on forty-three acres at 28th and Main, just east of the Booth-Kelly mill complex and part of the Springfield industrial tract (Wells 2007:46-49). Included in the initial construction were a ten-acre mill pond, a sawmill, a planing mill, shed, dry kiln, and power house, being built with the aid of a number of people who had come with Rosborough from the Arkansas company (*ERG* 7/30/1939). Rosboro started production in June of 1940. "Using energy generated from it three-stack power plants and two steam turbines, the new Rosboro mill was a model of self reliance. When the first board rolled through the state-of-the-art facility [it was] touted...as the 'Northwest's most modern timber manufacturing plant'" (Rosboro "Company History"). *(Figs.)*

The industrial tract, on which Rosboro as well as Summerbell Roof Structures, Springfield Plywood, the Guerrier mill, and the Bennett mill were located apparently encompassed at least 240 acres east of Booth-Kelly and south of Main Street, although no complete early plats or maps of the property have been found (ERG, 5/28/1926; Lane County Surveyor). The land had been held by the city since the mid-1920s–perhaps even longer–and was meant to be an enticement for new factories and mills to more easily locate in Springfield (ERG 1/12/1941; 6/30/1942; 9/4/1943). The strategy seems to have worked, and had the effect of aggregating various and growing number of industries in the area near the millrace and railroad.

By 1940, the country's entry into World War II was imminent. Springfield's mills, which were seated at the heart of one of Oregon's richest timber regions, were poised to supply much-needed lumber to the war effort.

> In Lane county, 89 mills are geared to war production. Each day millions of feet of high grade lumber roll off the sidings toward the maw of the United Nations' war machine. Though the war production board has not yet seen fit to classify lumbering as an 'essential industry' and, as a result, mills have had endless troubles in obtaining repair materials and other needs, daily output has constantly increased. Last year, the lumber industry was diverting approximately 70 per cent of its output into channels for war use. Then came Pearl Harbor. Now mills are working on 100 per cent war orders (ERG, 8/2/1942).

Springfield Plywood, by March of 1942, was reportedly sending seventy percent of its 100,000,000-board-foot yearly output to "war lumber users"; Summerbell Roof Structures manufactured roof trusses for military buildings, and their complete output was going into the war program (ERG, 3/6/1942). In spite of an ongoing labor dispute that resulted in a strike, Booth-Kelly added a new night shift in order to "work down the mounting piles of orders of lumber and timbers for war construction..." (ERG 4/15/1942). The strike was eventually settled by the War Labor Board (which was empowered to end strikes affecting defense production), and workers given a pay boost, although at least one other walk-out occurred during the war years, triggered once again by wage disputes (ERG, 6/20/1942; 5/28/1944).

Other challenges to meeting the increased wartime demand included labor and truck tire shortages. Labor issues stemmed in part from the deployment of many of the community's men,

and although draft deferrals were provided to those considered essential to mill and logging operations, the lure of higher-wage jobs in shipyards and war department construction projects also created labor deficits. It is well known that women were recruited to work in mills and logging camps (as well as numerous other industries) throughout the region during the war years. It is entirely plausible that women were hired to fill the labor gap in Springfield's mills, but the degree to which this may have occurred is currently unclear. The African-American community in the Eugene-Springfield area was very small in the late 1930s and 1940s despite the mass influx of black workers to Portland who came looking for wartime employment. Although unconfirmed through detailed research, it appears the Springfield lumber industry work force was almost entirely white during this period.

Meeting demand was also stymied by the tire shortage, which caused hardship in getting logs to mills and forced consideration of quotas and re-distribution, revision of hauling schedules, and the more intensive use of rail transport. One study indicated that log trucks in seventeen Oregon counties were idle due to a lack of tires (ERG 8/19-21/1942, 8/24/1942).

Post-war and the Modern Era

In the immediate post-war years, the Springfield lumber community continued to grow and shift. "Whit" Rosborough retired in 1945, leaving ownership of the company to several key employees who went on to expand the company's manufacturing scope to include plywood and glued-laminated products (Rosboro History; Wells 2007:65; Velasco 1999:112).[11] The same year, the Weyerhaeuser Timber Company, which already had McKenzie River area timber holdings, surveyed sites east of Springfield for a new mill (ERG, 3/10/1946). A parcel northeast of Springfield was chosen, and construction began in 1947 on the 450-acre site. *(Figs. _)*

The Weyerhaeuser Timber Company was incorporated in 1900 by Frederick Weyerhaeuser and fifteen partners, who purchased 900,000 acres of timberland from the Northern Pacific Railroad Company, and set up a small office in Tacoma, Washington (Weyerhaeuser Company Archives 1986).[12] Continuing to buy land in Oregon and Washington, the company also purchased their first sawmill in Everett, Washington in 1902, and proceeded to manufacture lumber. Weyerhaeuser opened its first pulp mill in Everett in 1931, one of several innovative developments of the 1930s that were aimed at full utilization of the timber resources that came to the company's mills. In 1931 they first marketed the Pres-to-Log, a product made from shavings and wood scraps. Weyerhaeuser commissioned a 1937 "study in sustainable yield forestry [and] for the first time, the company used selective logging, which left the smaller trees in the forest to grow and reseed the area for later harvest." The same year the idea of timber as a manageable crop was being advertised by Weyerhaeuser, and the first seedlings were hand planted in an effort to replace the trees that had been harvested (some of those trees were harvested for milling in the early 1960s). This focus on innovation and sustainability was manifest in the new Springfield plant and its integration of multiple manufactories on one site.

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[11] Whit Rosborough sold his interest to Mr. and Mrs. Beuford S. Cole, Mr. and Mrs. R.T. Watts, Mr. Spencer R. Collins, and Mr. Vernon Williams. "Prior to the sale, Cole was general manager, Tom Watts served as mill superintendent, and Vernon Williams was woods superintendent. Spencer Collins operated an accounting firm in Eugene. Paul B. Cole, son of Beuford Cole, became general manager following the death of his father in 1958." Wells 2007:64-65; Velasco 1999:112.

[12] Information on the history of the Weyerhaeuser Company was derived from the company's website unless otherwise noted. <https://www.weyerhaeuser.com/company/history/> Accessed July 2017.

Construction of the vast plant would span a year and half, and include multiple mill buildings, a 58-acre millpond, and nearby housing for mill workers (ERG, 4/29/1947; 5/1/1947). The layout and specifications for the Springfield plant were designed by O.C. Shoenwerk, a Chicago consulting engineer who had also designed the company's Longview and Everett, Washington pulp mills (ERG, 12/4/1949:1e and 19e). The complex was designed as an "integrated manufacturing center" with six plants grouped around a sawmill and planing mill. "These are a pulp mill, containerboard mill, plywood mill, Pres-to-log plant, Ply-Veneer plant and powerhouse. *(Figs. _)* Intricate conveyor systems tie these units together, so that wood left over from one mill becomes raw material for another" (Weyerhaeuser 1954:np). The 460-acre site was the first in Oregon planned from the outset to be completely integrated in this way (ERG, 12/4/1949:1e).

A 1947 forest statistics study pointed out that Lane County's sawmill industry was unusual in that it was composed of a large number of small- and medium-capacity mills, in contrast to the smaller number of much larger mills that characterized the industry in Washington (Salisbury 1947:5). This was clearly evident in Springfield, which at that time supported two relatively large sawmills in Booth-Kelly and Rosboro (with Weyerhaeuser under construction), as well as several other smaller ones.

One of the relatively smaller companies was The Clear-Fir Products Company, which constructed a new lumber refinishing mill on a twelve-acre site near 11th and 12th Streets at South A Street in early 1946. Two years later, the plant expanded to include a door manufacturing facility, but was destroyed in a dramatic fire in July of 1949. The company rebuilt, and was eventually sold to several employees who had "comprised the entire supervisory staff of the...company" (ERG 1/4/1958). The name was changed to Clear Fir Products Co., Oregon, Ltd., and it continued to employ about 200 workers, producing hard-board, doors, and specialty lumber items (ERG 1/4/1958). *(Fig. _)?* Other small mills included Delta Lumber Company, Pettibone Forest Products, and Stephens Planing Mill, among others (Salisbury 1947). These smaller mills, which were not considered "railroad mills," were supported in part by the smaller logging operations that depended on trucking, which became a related business unto itself. "Scores of log-truck operators bring in logs to the valley's mills from all points in the hills accessible by highway or by specially-built truck roads. Log trucking has become an industry in itself..." (Salisbury 1947:5).

Amidst the post-war growth surge that was most noticeably illustrated by the Weyerhaeuser development, the local industry suffered a series of devastating fires at both new and established sawmills. The Booth-Kelly mill at Wendling burned in September 1946, resulting in $90,000 in damages, and did not re-open, although the planer continued operating. Later the same year, the planer was also shut down after nearly fifty years of operation. The associated railroad, constructed in 1902, was dismantled and the grades converted to fire roads (ERG, 2/11/1946). Estimates were that "...some two billion feet of timber [had] been harvested from the basin which includes the watersheds of Camp Creek, Mill Creek, Mohawk and the north bank of the McKenzie River," at least some of which had been sent to the Springfield mill. By the mid-1940s, the company was supplying the Springfield mill from its holdings in the McKenzie and later the Fall Creek drainage areas (ERG, 2/11/1946).

The C.W. Guerrier mill adjacent to the Rosboro plant had been partially damaged in a 1943 fire, but suffered almost complete destruction by another blaze in May of 1948. Two months later,

the Summerbell Roof Structures plant, the Delta sawmill, and the Guerrier mill, being rebuilt, were all heavily damaged or destroyed by a fire that "made a clean sweep" of a ten-acre site on S. 27th Street (ERG, 7/25-26/1948). The destructive Clear Fir Timber Products fire of July 1949 endangered nearby Springfield Plywood and the Booth-Kelly property (ERG, 7/28/1949). Nearly a year later the Bennett Lumber mill, which had been in operation since about 1940, was also razed by fire. Again, the scene of the blaze was "...the highly concentrated lumber center of Springfield, which has felt the lash of fire before." (ERG 6/1/1950)

Despite the spate of fires, nearly all businesses rebuilt or were replaced and put back in service. The new Guerrier mill was designed by Walter Mitchell of Eugene, and was operated by M and M Wood Working Company of Portland–one of the nation's largest producers of plywood and doors (ERG 6/23/1949). The mill was all electric, with a ten-foot band saw, a resaw, automatic trim saws, an edger, and a planer, all housed in a building of heavy timber construction with concrete foundations and metal walls and roof (ERG 6/23/1949). Clear Fir was also rebuilt, but it appears Summerbell was not.

Of the larger concerns, Booth-Kelly remained a dominant force in Springfield. In 1948 the company enlarged and modernized the mill, employed around 200 men, and produced a variety of lumber products (Clarke 1983:58). The Booth-Kelly Company's impact on the city of Springfield was profound. The company provided impetus for the electrification of Springfield and other southern Willamette Valley towns, it was a source of employment for hundreds of people over more than half a century, and it contributed significantly to both world war efforts. It also donated money for community improvement projects. In 1947 Booth-Kelly donated $25,000 for the development of Willamalane Park (along Mohawk Boulevard between G and I Streets) (ERG 7/31/1947). In 1950, $17,500 was donated toward the construction of the new McKenzie-Willamette Hospital (ERG 11/19/1950).

Ten years later, in 1959, Booth-Kelly, then valued at about $50,000,000 and employing about 350 at the Springfield mill, decided to sell to the U.S. Plywood Corporation. Newspapers reported that at the time the company operated "'...a large manufacturing facility, along with transportation facilities, and owns some of the largest timber stands remaining in private hands in the West. The proposed sale will be one of the largest in the history of the timber industry'" (ERG, 5/27/1959). Some political wrangling and a sort of bidding war ensued, with U.S. Plywood offering over $80 million, and the Georgia-Pacific Corporation ready to counter with an offer of more than $85.5 million; ultimately Georgia-Pacific won out, purchasing the company for $93 million and acquisition of a majority of its stock (ERG, 7/3/1959; 7/22/1959; Krause 1970:30; Georgia-Pacific History).

Owen R. Cheatham founded the Georgia-Pacific Company, originally called the Georgia Hardwood Lumber Company, in 1927 in Georgia. He operated mills in several southern states for a number of years before moving into the west with the 1947 purchase of a plywood mill in Bellingham, Washington. By 1948 Cheatham had a controlling interest in the nearby Springfield Plywood Company, and was purchasing or building mills in Oregon at a rapid rate, and the company name was changed to Georgia-Pacific Plywood & Lumber Company (ERG, 7/26/1959; Georgia-Pacific History). Upon acquisition of Booth-Kelly, Georgia-Pacific stated its intention to keep all existing employees, and planned to remodel both that mill and Springfield Plywood plant (ERG, 7/22/1959). The remodeling included construction of a new plywood plant, located adjacent to the Booth-Kelly facility and the existing Springfield Plywood Corporation mill,

which was to have a floor area of 180,000 square feet and employ 200 men (PMO, 8/28/1959). *(Figs. _)*

While Booth-Kelly harvested trees from their O&C lands, nearly all of it first-growth timber, the tree farms owned and intensively managed by Weyerhaeuser served as the "permanent" source of timber for its Springfield mill (ERG, 12/4/1949:1e; 1/30/1949:2). Logs were transported from the woods to the mill via rail and truck, one of the farms–the Calapooia Tree Farm in the Mohawk Valley–being accessed by an old Wendling line that remained in service until the 1980s (Savio 1990).

Other wood product-related industries in Springfield at the time included a new "$3,000,000 industrial alcohol plant [that] will make use of wood wastes heretofore discarded or burned," and other allied industries engaged in planing, logging, and production of trusses, shingles, piling, furniture, sash and doors (Salisbury 1947:6). While many of the community's industrial businesses continued to be anchored in the area in and around the industrial tract, others were located north of that area, in the land between 28th and 32nd Street, and also along 42nd Street between the railroad and the Weyerhaeuser plant (University of Oregon, aerial photos 1947, 1952, 1960). *(Figs. _)* As industrial growth moved to the edges of the Springfield city limits, so did residential developments; between 1940 and 1960 numerous new neighborhood plats became visible on aerial photographs, slowly overtaking the open farmland. The Weyerhaeuser company included as part of its initial construction efforts a $56,000 housing project for sawmill workers, although it is currently unclear where the development was located, and whether it remains (ERG 5/1/1947). Additional expansion of residential areas in the vicinity of the new mill–the area identified generally as the "Weyerhaeuser District"–was evident in newspaper classified advertisements for land for development, new construction, and the sale of existing houses. Single-family residences of the 1940s and early 1950s period were typically small cottage-type houses arranged in grid-platted neighborhoods, although by the 1950s and 1960s cul-de-sac developments and curvilinear streets lined with ranch-style houses became more common.

By the mid-1950s, Lane County had enjoyed the status of top lumber producer in the Douglas fir region for twelve years. In 1954 1.3 billion board feet were cut, making it "the nation's top lumber county" (ERG 2/27/1955:2). The post-war boom continued: in 1955 the dollar volume of construction in the U.S. was poised to break all records, and it was anticipated to increase yet again in 1956, fed by the enormous output of Pacific Northwest lumber mills (ERG 2/26/1956:7). However, there was a growing recognition that there were not enough trees to sustain all of the mills as they were currently operating, and predictions that half of Lane County's sawmill capacity would be shut down for lack of logs (ERG 2/26/1956:3). As a result, the industry was looking to engage in more sustainable timber management practices, and mills were beginning to focus on increasing profits by utilizing all parts of the tree, salvaging previously-wasted wood, and "upgrading a low value product through remanufacturing" (ERG 2/26/1956:2).

The boom years of the late 1940s and 1950s had resulted in the construction and expansion of numerous mills and manufactories, and in 1960 logging, lumber, and wood products manufacturing were still identified as the main industries in the Springfield area (Johnson, 1960:32). By 1961, however, the lumber market had dipped, and mills were cutting shifts, operating on short weeks, and actively seeking creative ways to remain operational and fill the revenue gap. In addition to sawmilling and planing, some plants began manufacturing plywood,

glued laminated (glulam) lumber, sulphate pulp, and container board, and utilizing what was formerly considered mill waste to produce useful, marketable products. Rosboro and Georgia-Pacific had both constructed veneer mills and were manufacturing plywood. The Weyerhaeuser company had been committed to "whole-crop utilization" of resources since at least the mid-1940s, which was illustrated in the expansive plant facility, which by 1963 was considered "one of the world's largest integrated wood products manufacturing installations [containing] six manufacturing plants–sawmill, plywood mill, Presto Log plant, ply-veneer mill, and the pulp mill and containerboard plant" (ERG, 3/21/1948; 12/16/1963). In spite of the market downturn, that year they planned a $30 million expansion to its existing pulp and containerboard plant, which reflected in part the company's success in their integrated manufacturing and sustained yield approach to timber management.

Georgia-Pacific was reducing its production not only because of the market conditions, but because it had implemented a long-term sustained yield program of logging. Weyerhaeuser had begun thinning trees from second-growth stands, a practice that had not been previously thought profitable. However, a variety of circumstances converged to change attitudes about thinning, including higher prices for stumpage, improved milling equipment, and additional uses for what was historically considered waste wood (ERG, 12/19/1960).

Newspapers indicated that the depressed lumber economy was "...a factor in many mills, some having reduced their operations to a one-shift basis since early fall. A four-day week is now general within the industry" (ERG, 1/19/1961). Georgia-Pacific, Weyerhaeuser and others were working on limited schedules or occasional closures. The pressure proved fatal to the Georgia-Pacific sawmill in Springfield, which closed down in 1963, citing the trend toward more diversified products (such as plywood and other types of wood products), and the weak market that did not yield the large sawmill enough profit to upgrade machinery which would in turn allow for increased production and profit (ERG 4/21/1963). The two plywood plants and the specialty board plant would continue to operate, but the closure was a blow to the community. Georgia-Pacific disassembled the mill equipment and allowed the mill buildings to house a shopping center and other small businesses, thus bringing to a close over a century of milling activity on the site (Clarke 1983:58).

Despite the slump, in the 1962 city directory, at least seven lumber- and timber-related categories with over forty individual business entries were included in the classified directory, illustrating the diversification and growing number of wood products-related businesses. These included building materials, log hauling, logging companies, lumber manufacturers, wholesale and retail lumber sales, and a pulp mill (Korstads 1962). According to a Dun and Bradstreet report, the industry showed greater stability in 1963, although a long early-year strike and the Columbus Day Storm of October 1962, which downed some 11 billion board feet of timber, both had impacts (ERG 9/24/1963, p. 14a). The optimistic report was due in part to the increased building activity evident in the Eugene-Springfield area, which showed significant increases in house and apartment construction (ERG 7/14/1963, p 4d).

As the decade progressed, the economy improved and Springfield's lumber businesses enjoyed increasing prosperity. By the mid-1960s both Rosboro and Weyerhaeuser were operating multiple manufactories at their respective mills. Rosboro had moved toward full integration by opening a plywood plant in 1960, and three years later also began manufacturing engineered lumber (glulam) (Wells 2007:114-116).

The diversification of manufacture at larger local mills likely contributed to their ability to weather the storm of the later years of the twentieth century. Harvest of trees on private land decreased in the 1960s, but federal timber harvests increased and mills did much of their timber purchasing business with the federal government. Ideas about public access, recreation, and conservation, clashed with the business interests of the timber industry and the relentless drive to tame the wilderness, and public concern about the environmental impact of intensive logging on public lands led Congress to pass the Wilderness Act in 1964. The Act set aside and protected as wilderness over 9 million acres of National Forest land, removing it from availability for harvest, which had a profound effect on the industry going forward into the late twentieth century and to the present day.

Conclusion

In the span of less than fifty years, from the simplicity of a single sawmill, Springfield grew to be known as one of Oregon's premier lumber towns, at its zenith boasting multiple mills and many more related industries and businesses. Many of the smaller manufactories have disappeared, their sites either vacant or taken up with modern businesses, but remnants of the Booth-Kellly mill remain, and the largest mills–Rosboro and Weyerhaeuser–are still in business. Although the depletion of natural resources and environmental concerns have significantly changed the lumber industry, its influences still clearly visible in the City's parks, former rail lines now serving as bike paths, the still-active rail line near remnants of the Booth-Kelly mill, the mill race. The industry has adjusted, and it persists as a strong force in the community of Springfield, one of Oregon's most successful timber towns.

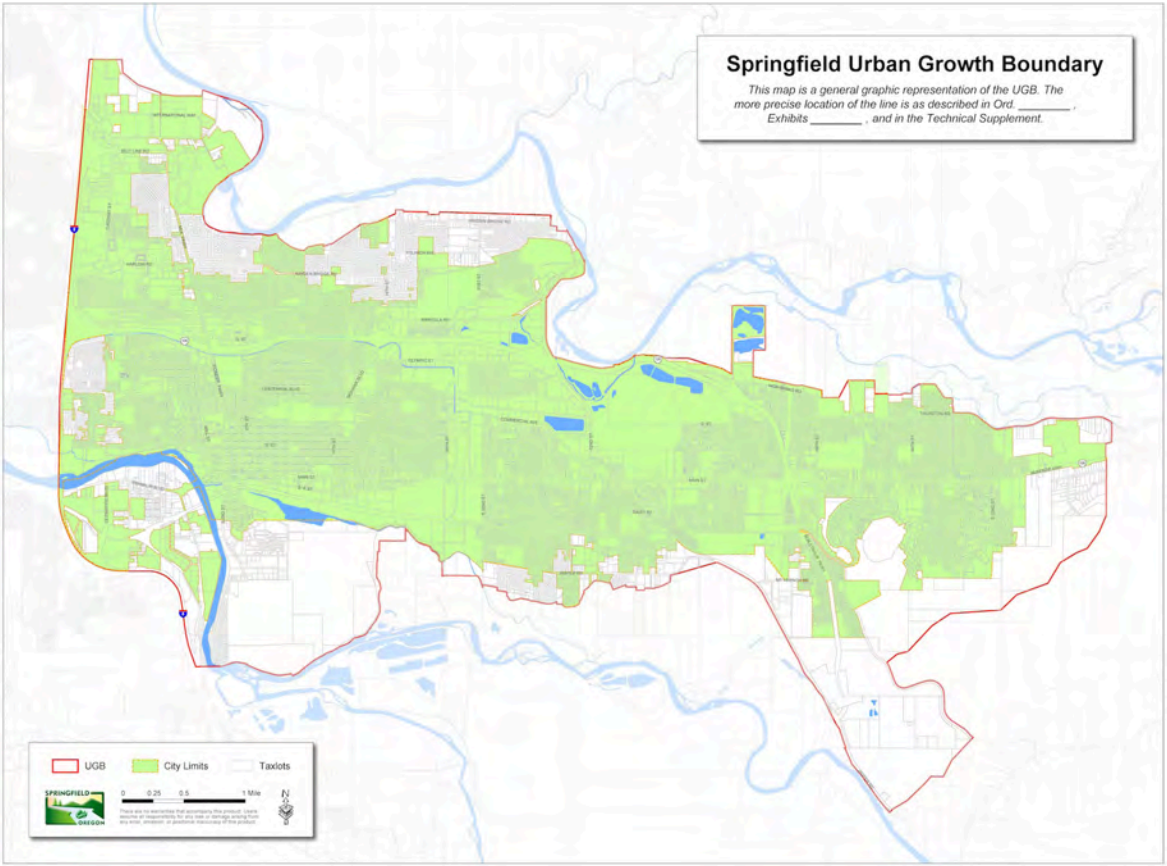


Figure 1. Map of the current Springfield Urban Growth Boundary.

Figure 2. Current aerial image including historic and current areas of lumber industry development. Courtesy Google.

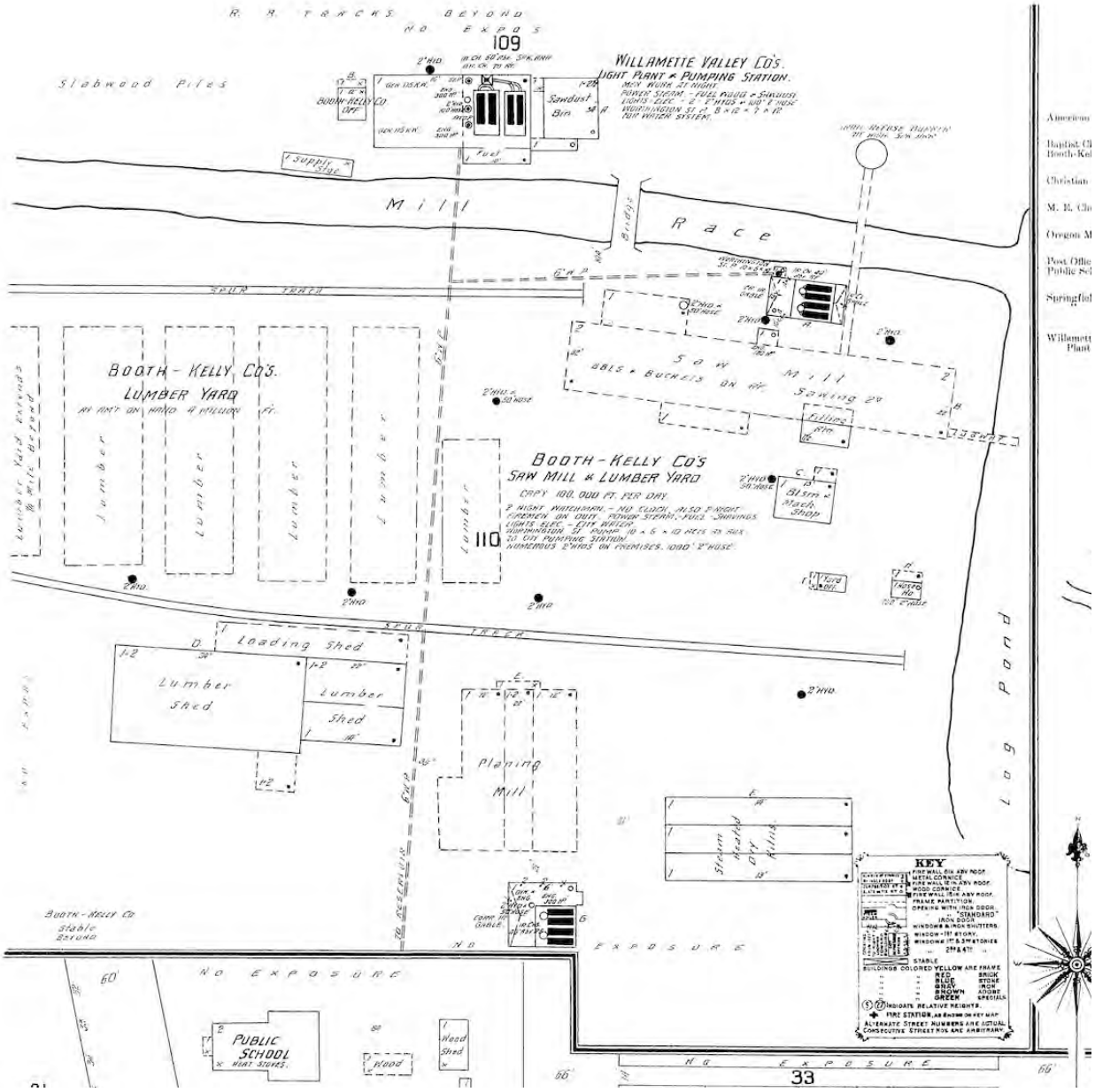


Figure 3. Detail of 1907 Sanborn map showing historic mill area.
Note that after 1900, the industrial area expanded to the east, along the rail line.

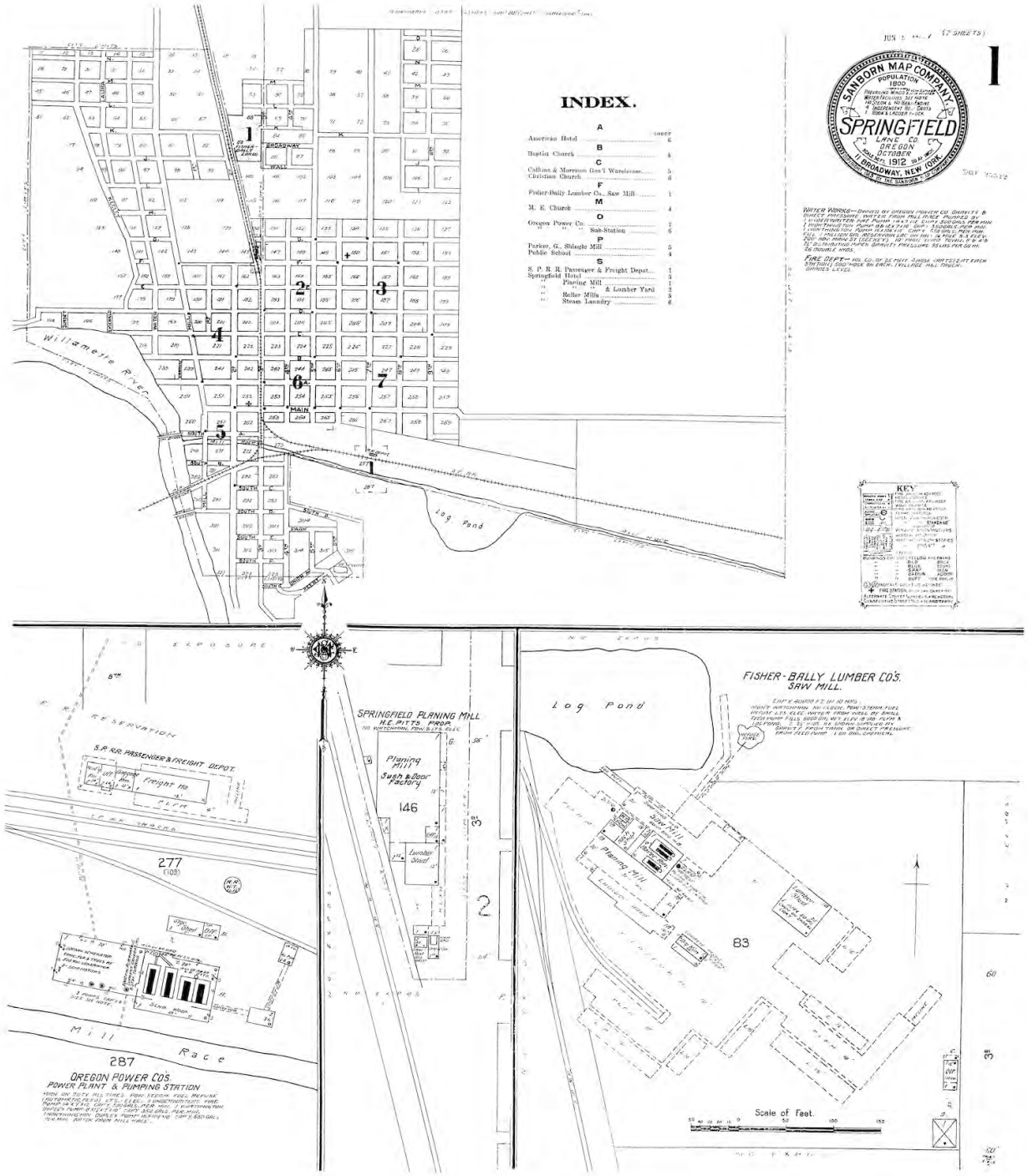


Figure 4. 1912 Sanborn map illustrating industrial sites, including (l-r) the Oregon Power Company, Springfield Planing Mill, and Fisher-Bally Lumber Company sawmill.

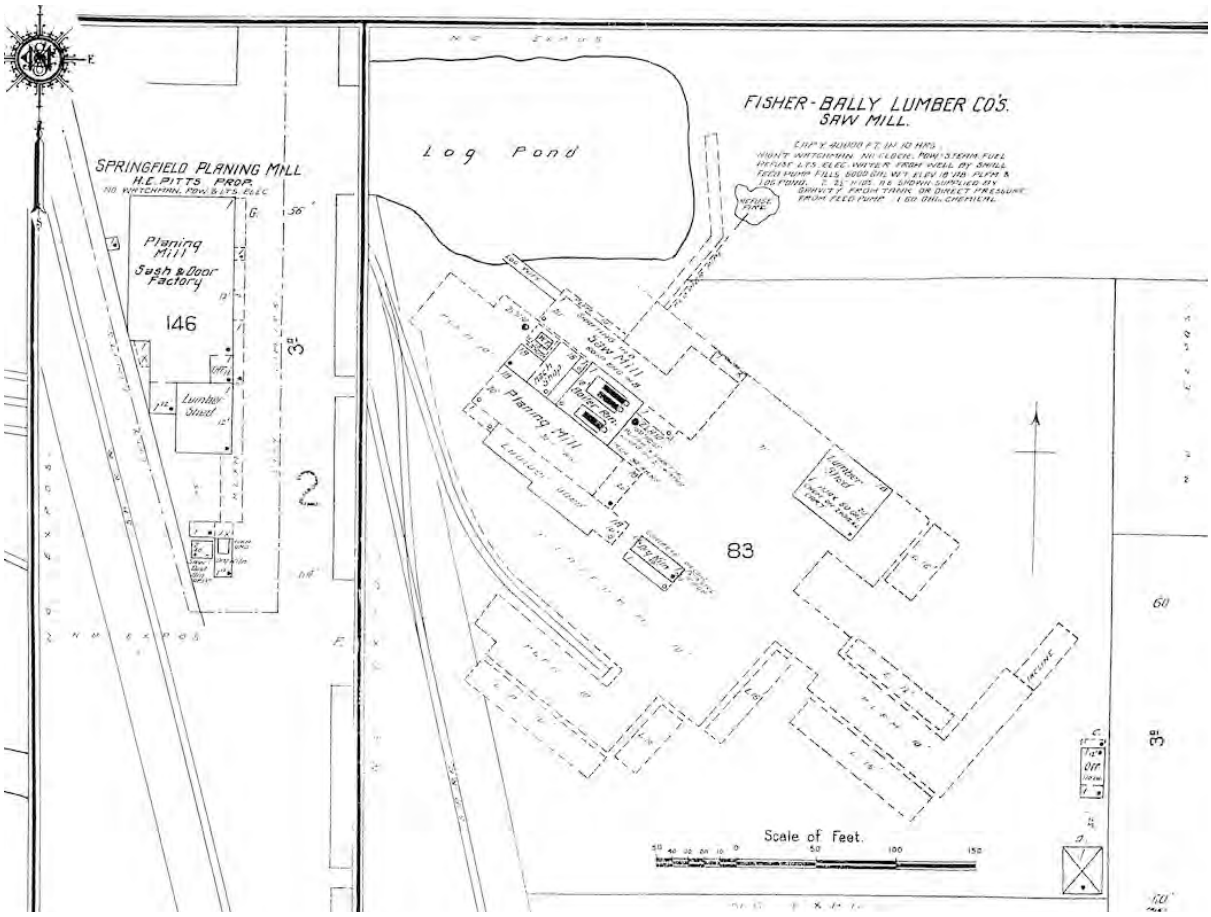


Figure _. Detail of 1912 Sanborn map showing Springfield Planing Mill (left) and Fisher-Bally Lumber Company site (right).

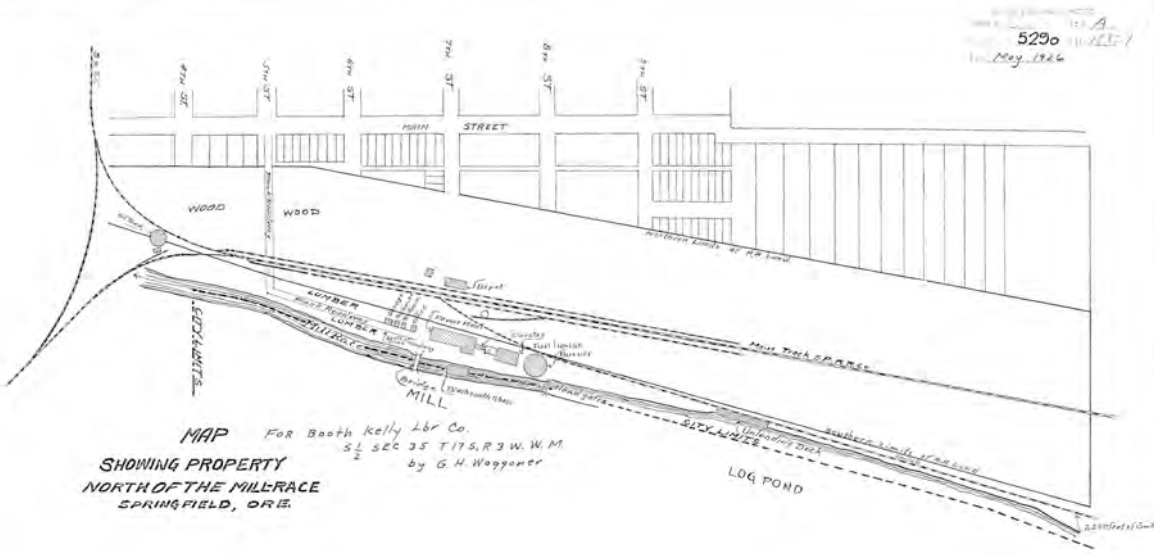


Figure 6. 1926 map "Showing Property North of the Mill Race, Springfield, Oregon." (Lane County Surveyor)

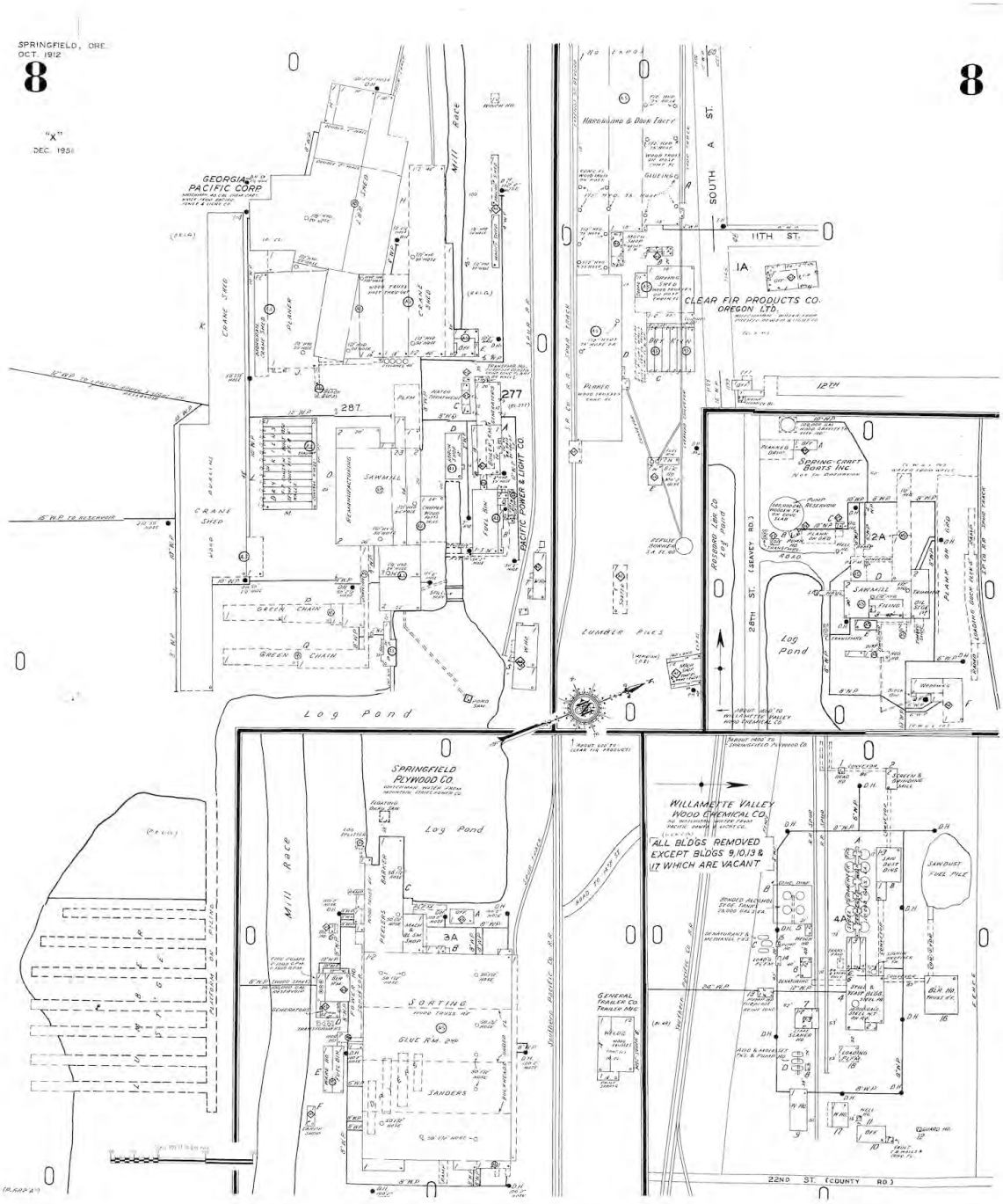


Figure 7. 1960 Sanborn map illustrating several Springfield industrial and sawmill sites.

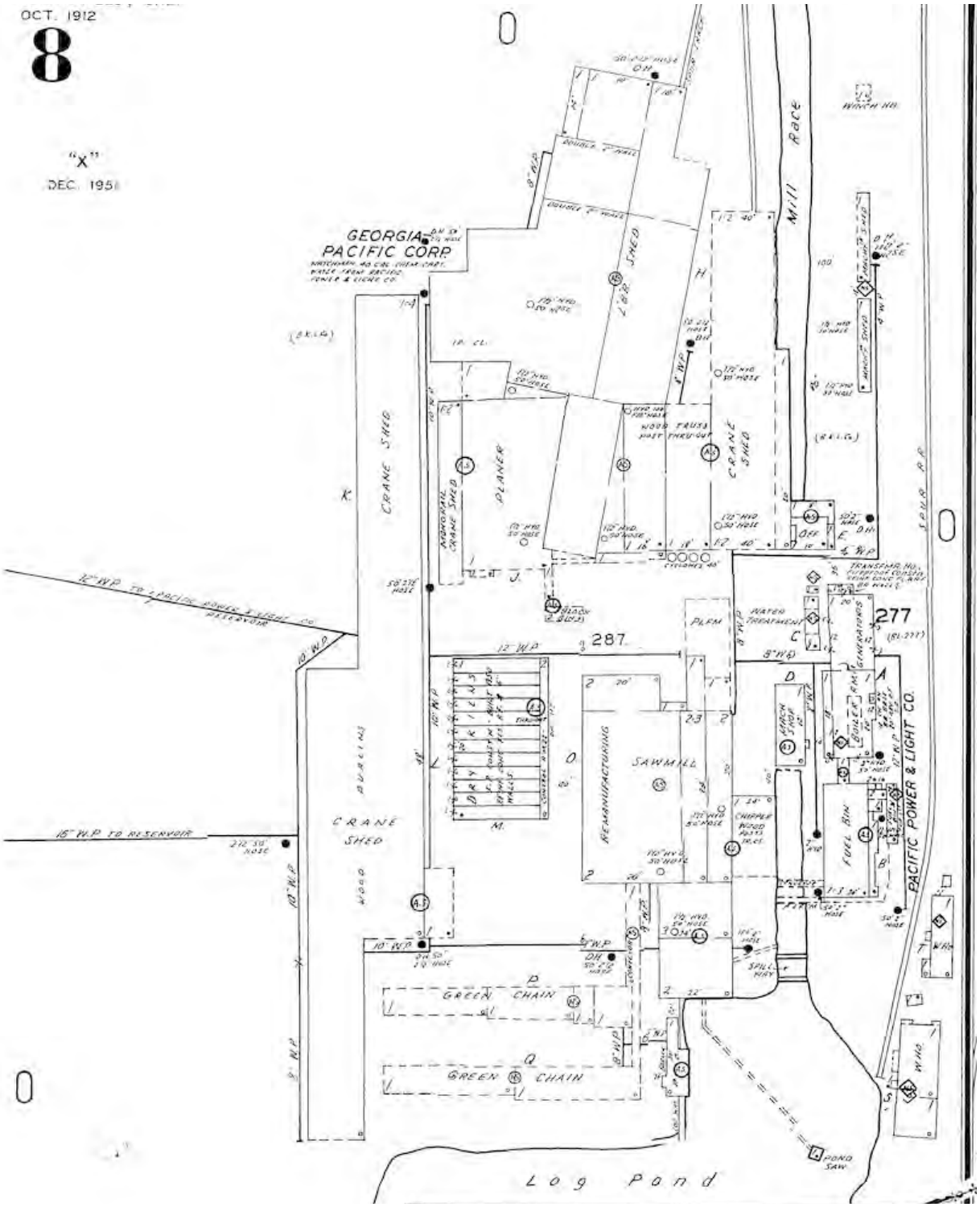


Figure 8. 1960 Sanborn map detail of Georgia-Pacific mill, formerly owned by Booth Kelly Lumber Company.

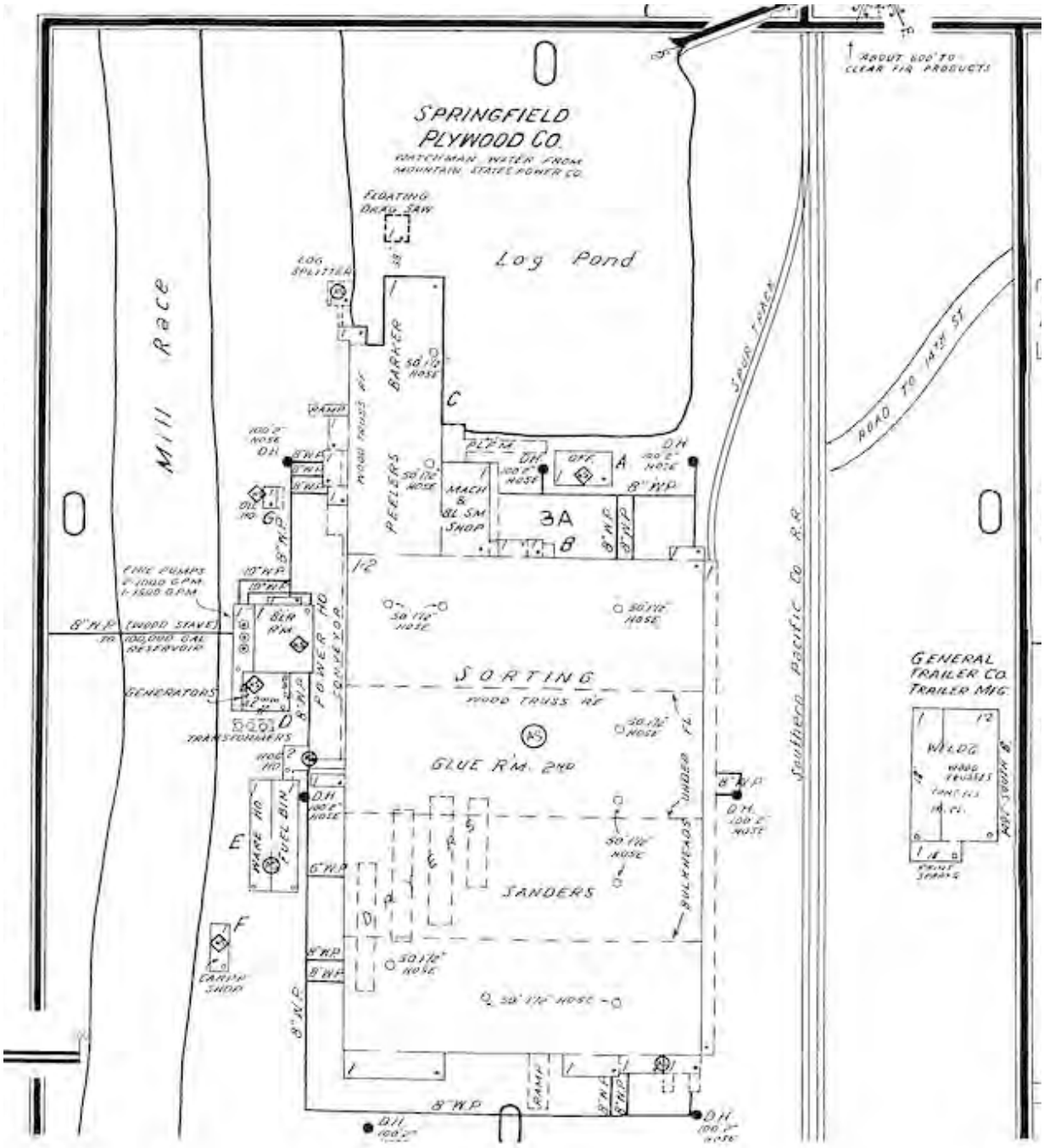


Figure 9. 1960 Sanborn map detail of Springfield Plywood Company.

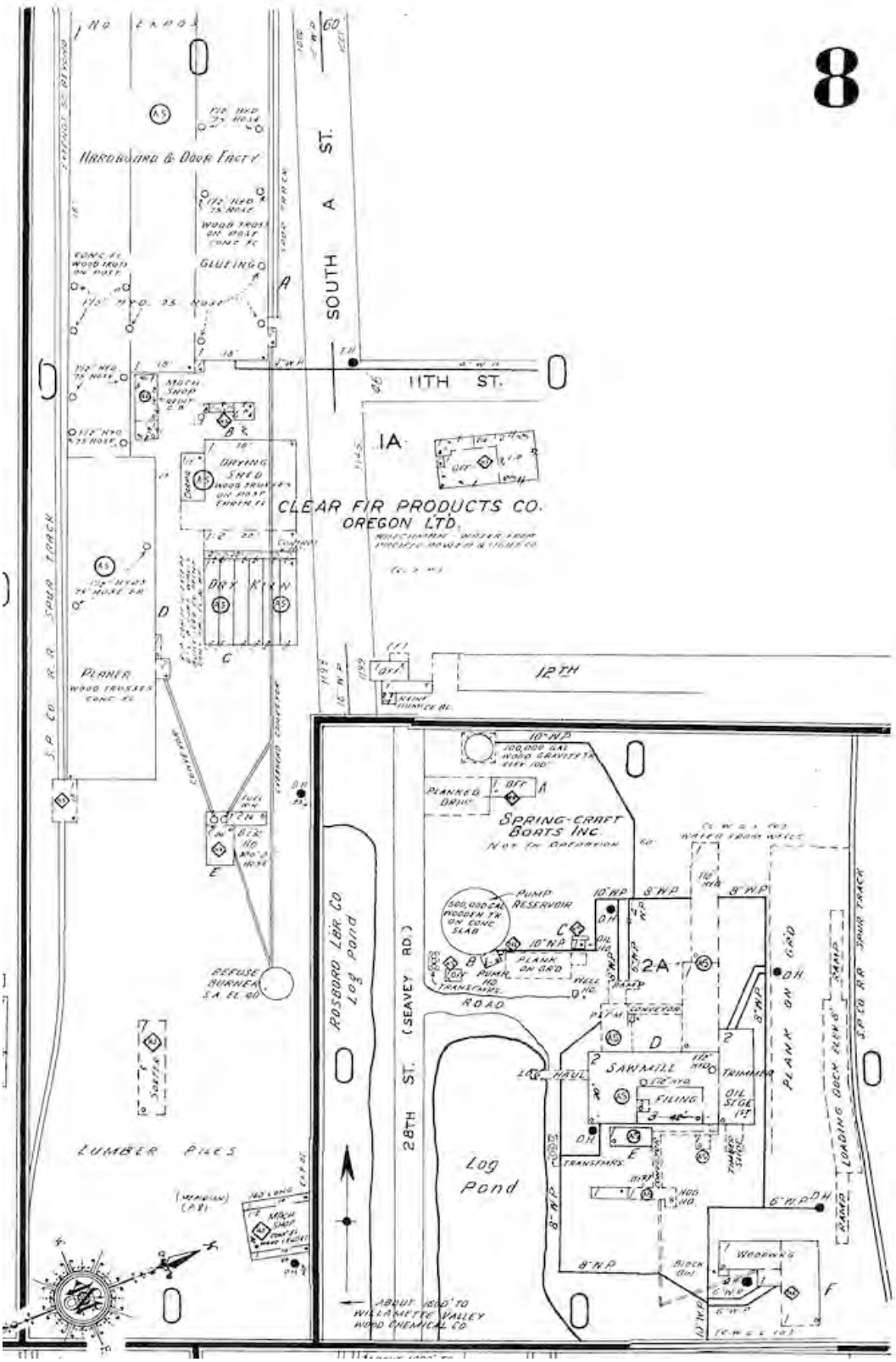


Figure 10. 1960 Sanborn map detail of Clear Fir Products Company (left), Rosboro sawmill (right), and Spring Craft Boats, Inc., not in operation.

Figure 11. 1936 aerial photo of western end of downtown and Booth-Kelly mill site.

Figure 12. 1936 aerial photo of eastern end of Booth-Kelly mill site.

Figure 13. 1940 aerial photo of McKenzie River and future Weyerhaeuser mill site, with 42nd Street entering at left of photo.

Figure 14. 1944 aerial photo of downtown, Booth-Kelly mill and Springfield Plywood plant (?).

Figure 15. 1944 aerial photo of eastern end of Booth-Kelly mill site (left), Springfield Plywood plant (middle?), and Rosboro mill at far right of photo.

Figure 16. 1947 aerial photo of downtown and western end of Booth-Kelly mill site.

Figure 17. 1947 aerial photo of eastern end of Booth-Kelly mill site (bottom left), Rosboro mill at lower center, and unidentified mill site at upper right quadrant of photo.

Figure 18. 1947 aerial photo of area around future Weyerhaeuser mill site, under construction.

Figure 19. 1951 aerial photo of area around Weyerhaeuser mill site, in operation since 1949.

Figure 20. 1951 aerial photo of downtown and western end of Booth-Kelly mill site.

Figure 21. 1951 aerial photo of eastern end of Rosboro mill at lower left, unidentified mill site above, and western edge of Weyerhaeuser plant at upper right.

Figure 22. 1960 aerial photo of (l-r) eastern end of Georgia-Pacific mill (lower left), Rosboro, unidentified mill site, and Weyerhaeuser plant at upper right.

Figure 23. 1960 aerial photo of downtown and Georgia-Pacific, Rosboro, and unidentified mill.

Figure 24. 1968 aerial photo of (l-r) eastern end of unidentified mill (left), Rosboro, and Weyerhaeuser plant at upper center.

Figure 25. 1968 aerial photo of downtown and (l-r) former Booth-Kelly/Georgia-Pacific site, Rosboro, and unidentified mill at far right.

Figure 26. View of "over-and-under" or double circular saws in Booth Kelly sawmill building, c. 1900. Plant was located either at Wendling or Prune Hill. Courtesy Lane County Historical Museum, #HR23.

Figure 27. Booth Kelly sawmill filing room, no date. Note large band saws.
Courtesy Lane County Historical Museum, #GN4725.

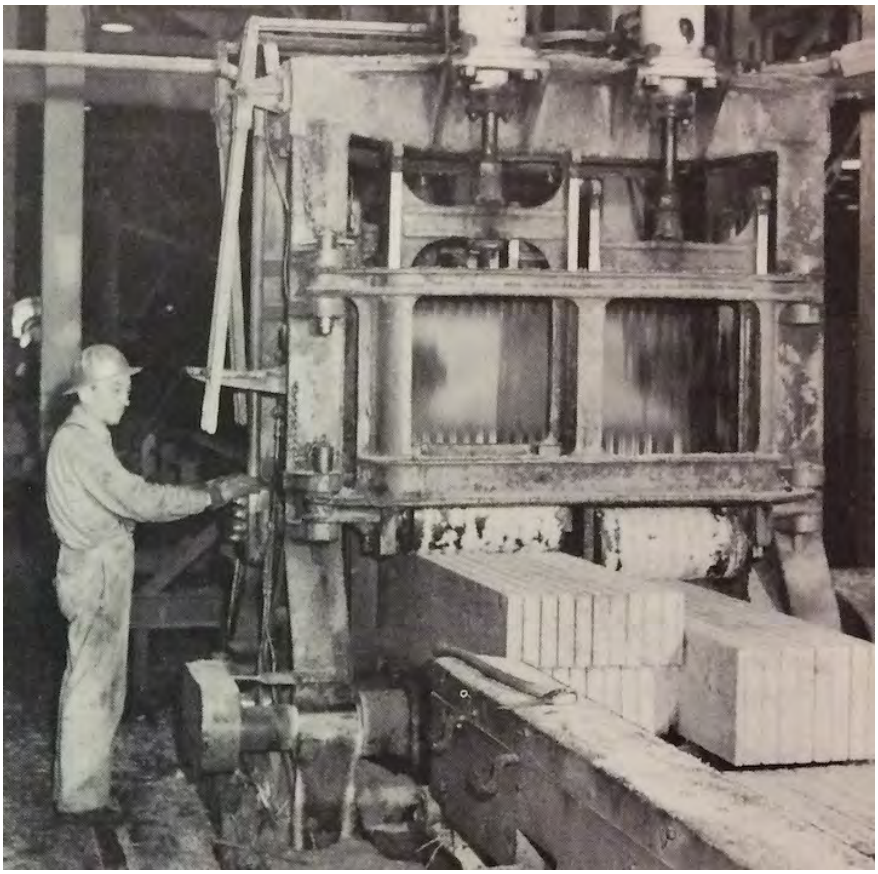


Figure 28. Modern gang saw at Weyerhaeuser mill, circa 1954.
From "Welcome to Springfield Branch Operation" by Weyerhaeuser Timber Company.

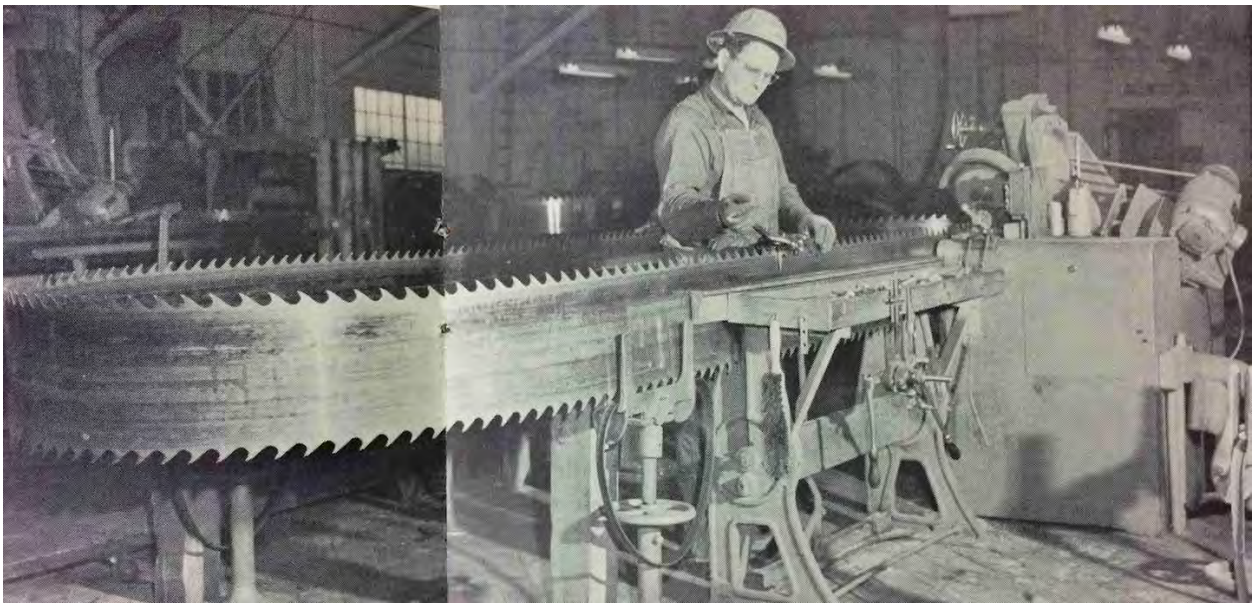


Figure 29. Modern band saw being repaired at Weyerhaeuser mill, circa 1954.
From "Welcome to Springfield Branch Operation" by Weyerhaeuser Timber Company.

Figure 30. Bally-Fisher Company loggers relax after stacking logs on flatcars for shipment to the Springfield sawmill, 1911.
Courtesy Lane County Historical Museum #GN2757.

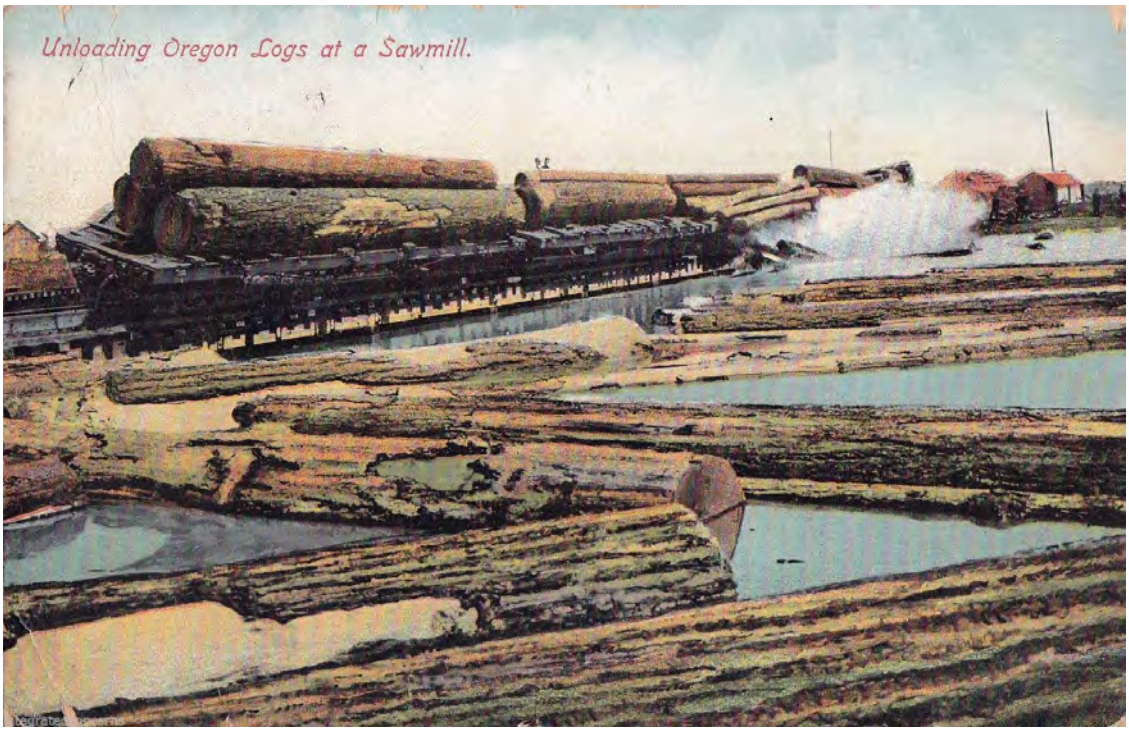


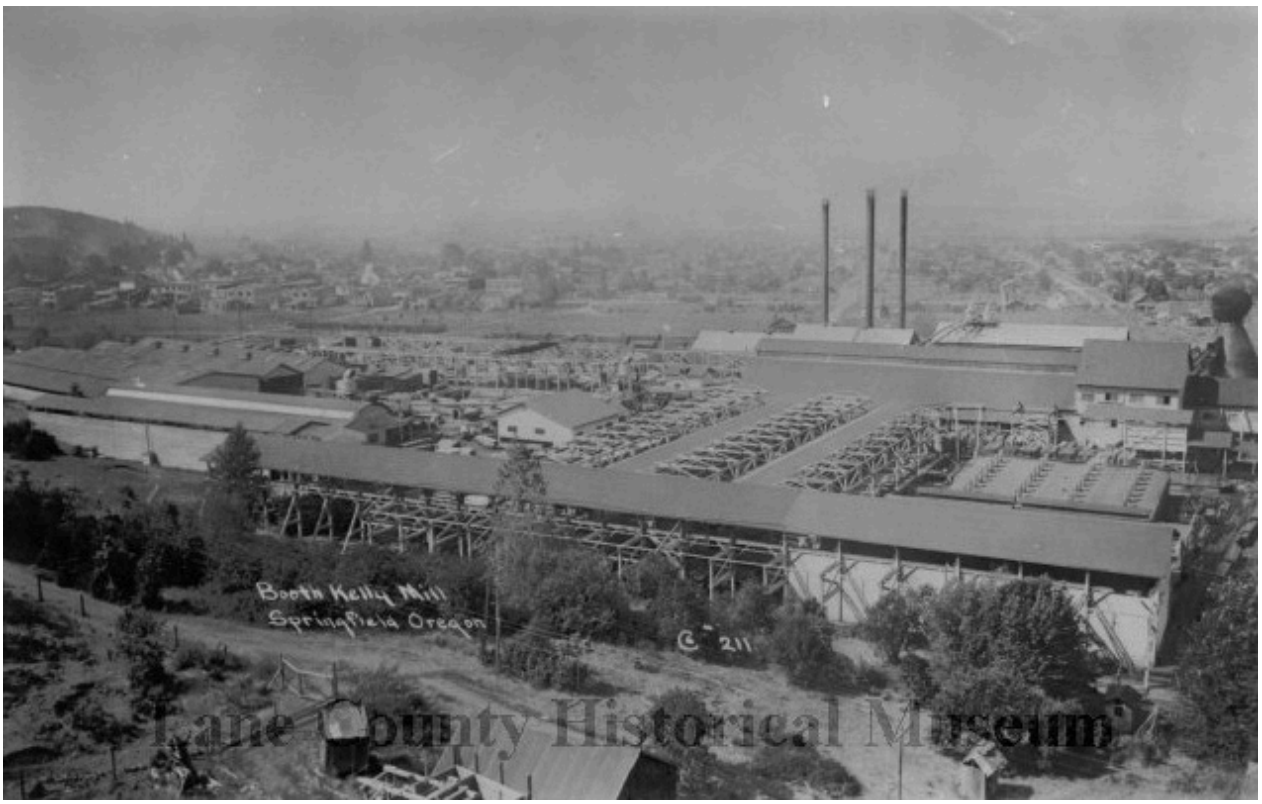
Figure 31. Unloading logs at logpond, site and date unknown. Author's collection.

Figure 32. Pre-1911 view of Booth-Kelly mill looking north toward Springfield.
Courtesy Lane County Historical Museum, GN10390.

Figure 33. July 28, 1911 view of Booth-Kelly mill fire, which destroyed the mill.
Courtesy Lane County Historical Museum, SM71.

Pawling & Harnischfeger Crane recently installed at Booth-Kelly Lumber Co., Springfield, Ore., for handling heavy timbers

Figure 34. Newly installed crane at Booth-Kelly mill, circa 1916.
Courtesy *Timberman* Magazine, June 1916.



Lane County Historical Museum

Figure 35. Booth-Kelly mill, 1920.
Courtesy Lane County Historical Museum, CS198.

Figure 36. Booth-Kelly gas-powered lumber carrier, 1922.
Courtesy Oregon State University Flickr/Frodsham photo.

Lane County Historical Museum

Figure 37. Booth-Kelly truck, 1929.
Courtesy Lane County Historical Museum, KE913.

Figure 38. Aerial view of Booth-Kelly mill looking south, 1942.
Courtesy Lane County Historical Museum, GN3146.

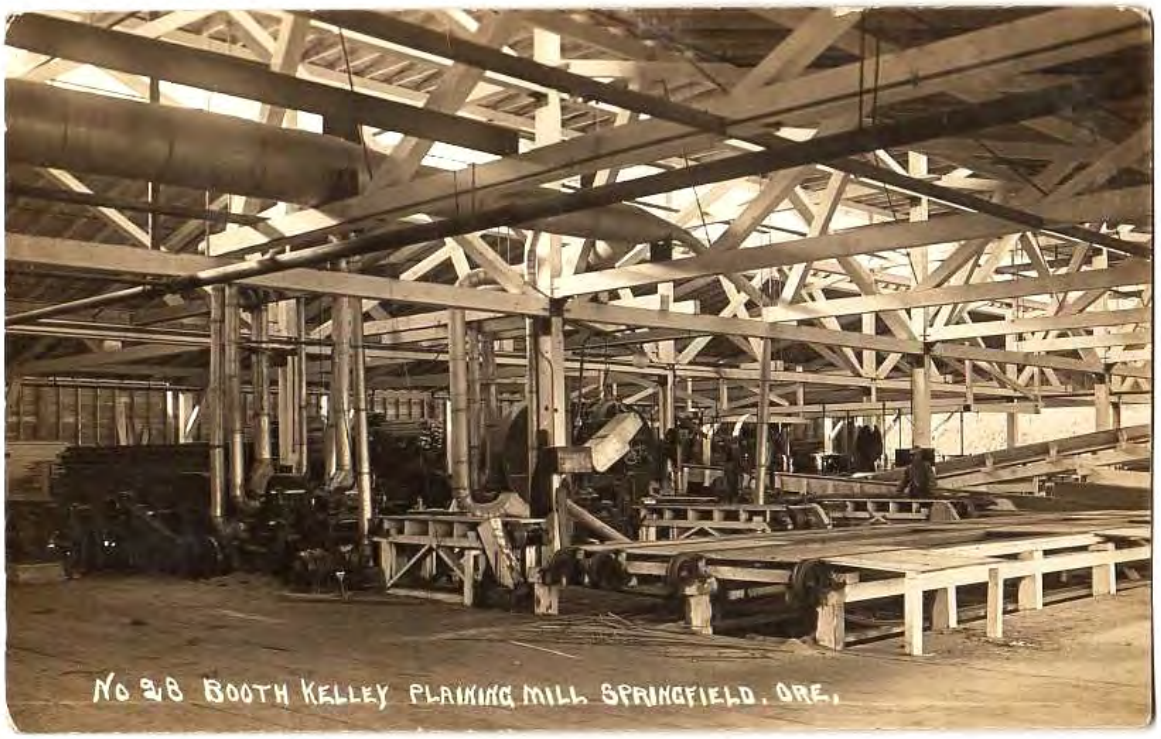
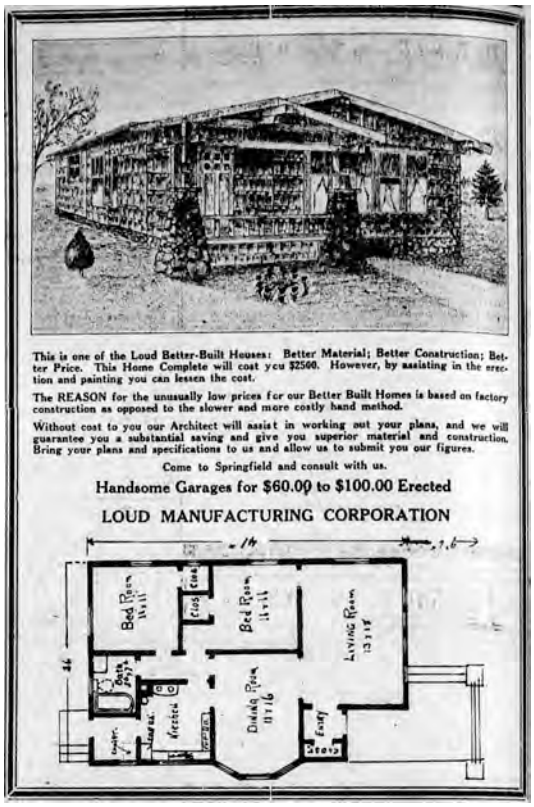
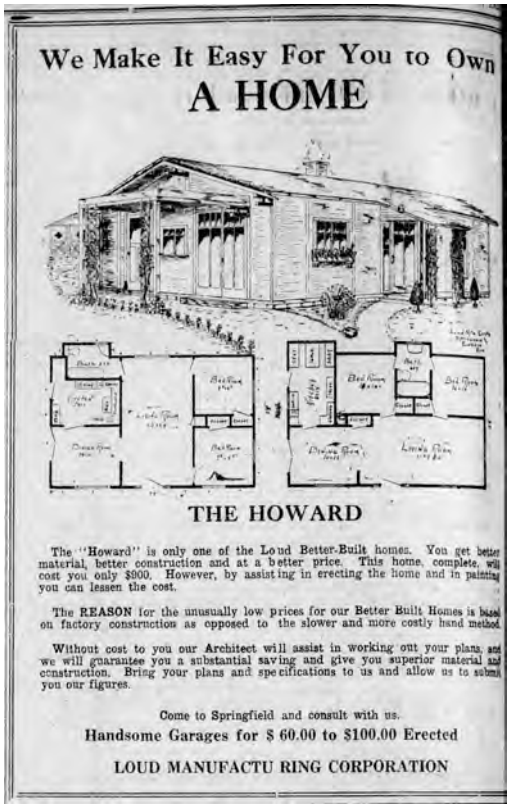


Figure 39. Interior view of Booth-Kelly planing mill, no date. Author's collection.





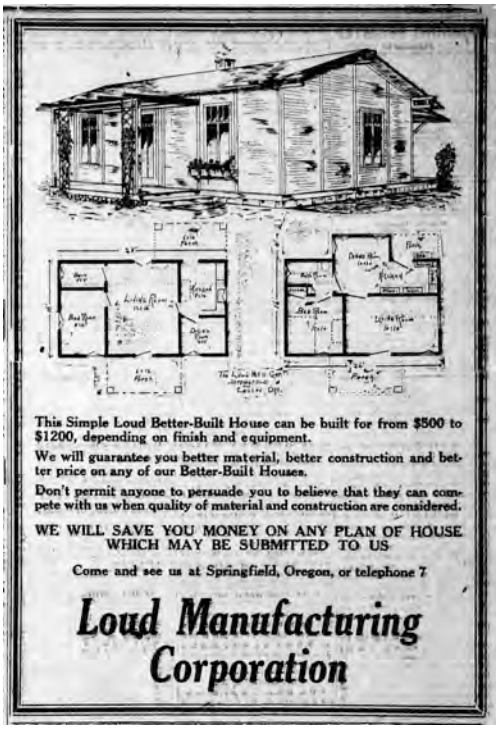


Figure 40. Loud Manufacturing Corporation advertisements,
Eugene *Morning Register*, February 12, 18, 19, and 22, 1922.

Figure 41. Loud Manufacturing Corporation/Lumber Company, circa 1925. *The plant was located at __.*
Courtesy Lane County Historical Museum, GN3227.

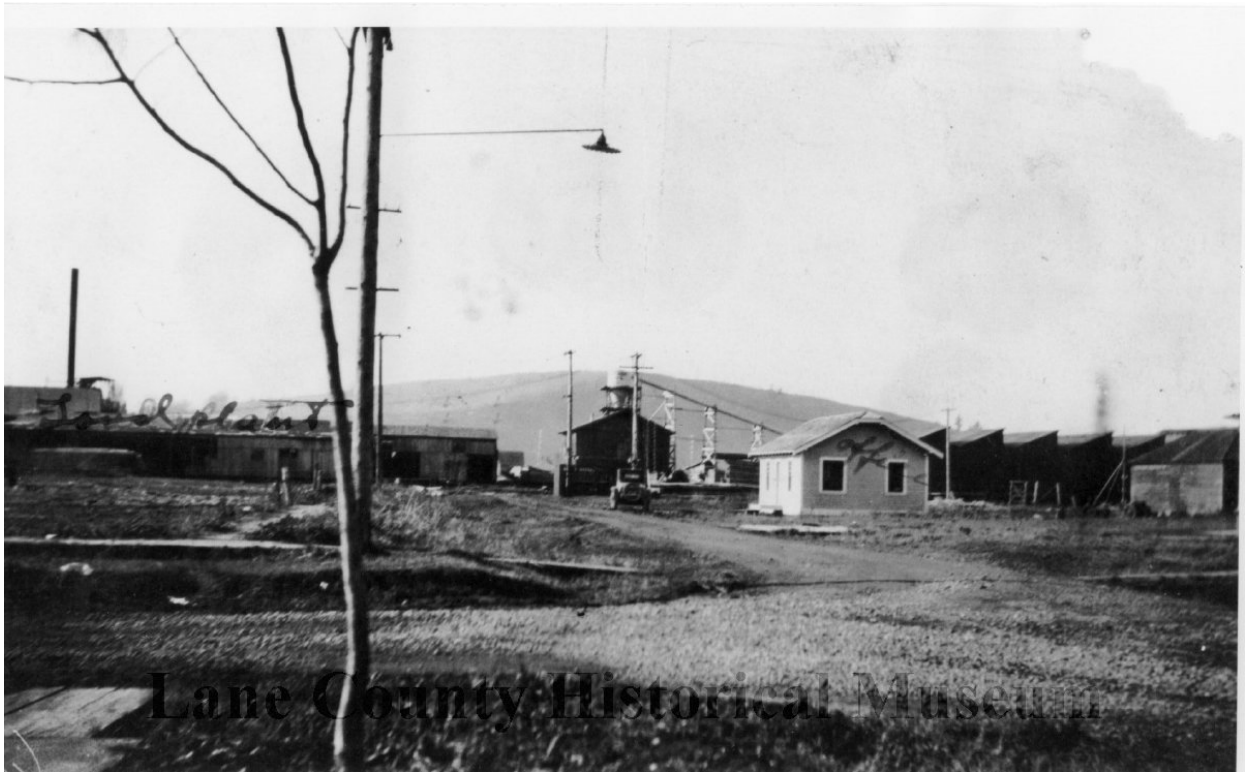


Figure 42. Anderson Manufacturing Corporation plant, located on 3rd Street between F and G Streets.
Courtesy Lane County Historical Museum, GN3228.

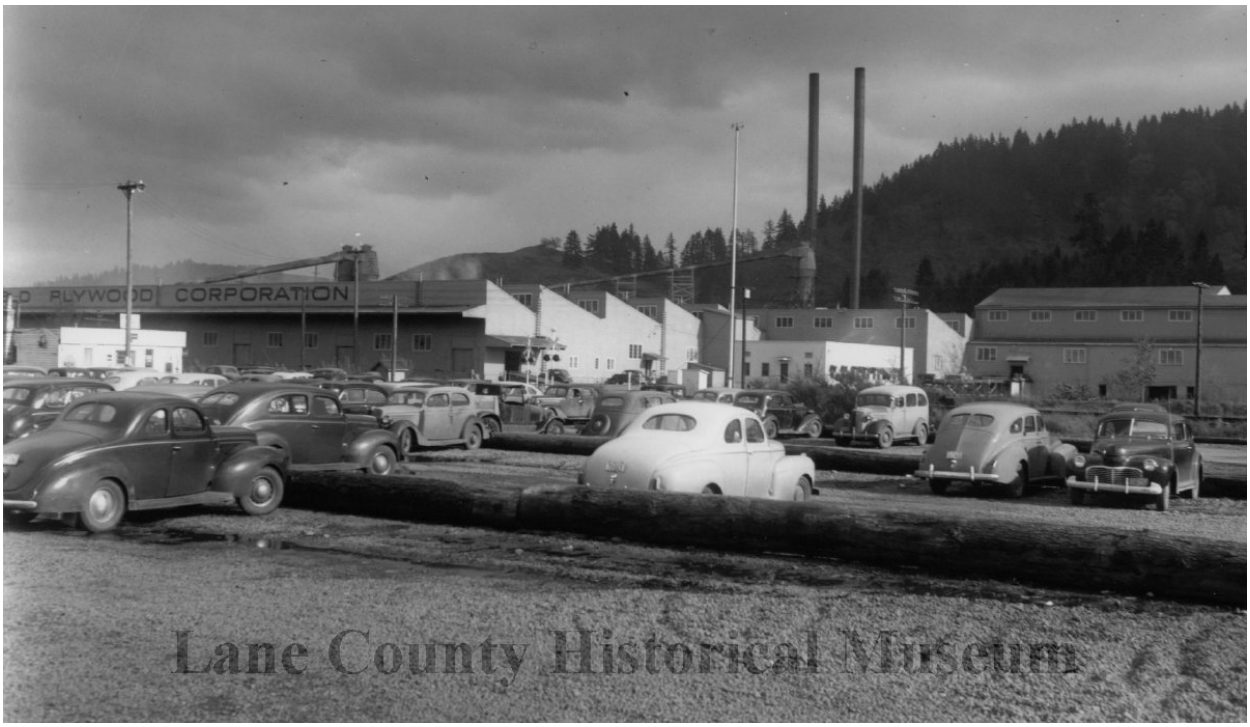


Figure 43. Springfield Plywood Corporation, 1940.
Courtesy Lane County Historical Museum, SM65.

Figure 44. 1942 view of Rosboro mill. "Scene shows plant from the air; log pond, wigwam burner and water tower are at lower center, left. Main office was at 506½ Main Street, Springfield."
Courtesy Lane County Historical Museum, GN7553.

Figure 45. 1947 aerial view of (1) unknown mill, (2) Rosboro, (3) Guerrier mill, and (4) Bennett mill.

Figure 46. 1955 aerial view of Booth-Kelly mill site.

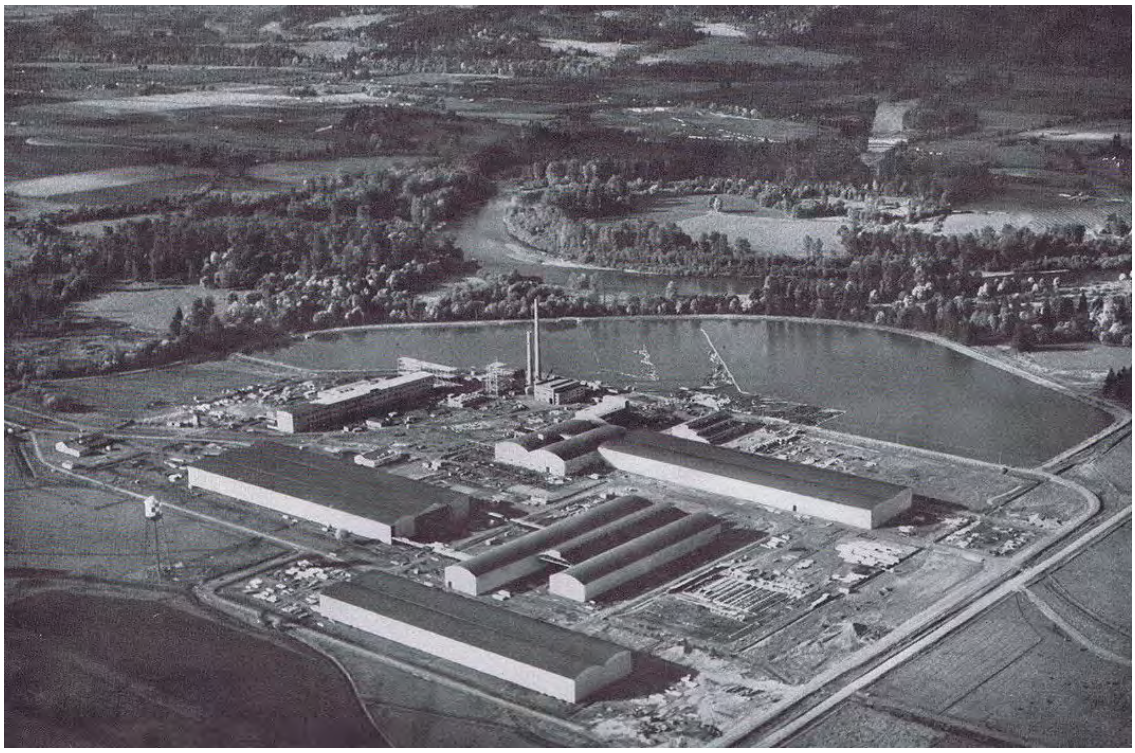


Figure 47. Weyerhaeuser Company facility, looking northwest, 1949.
Ebay image, 1949 advertisement for United Engineers & Constructors Inc.

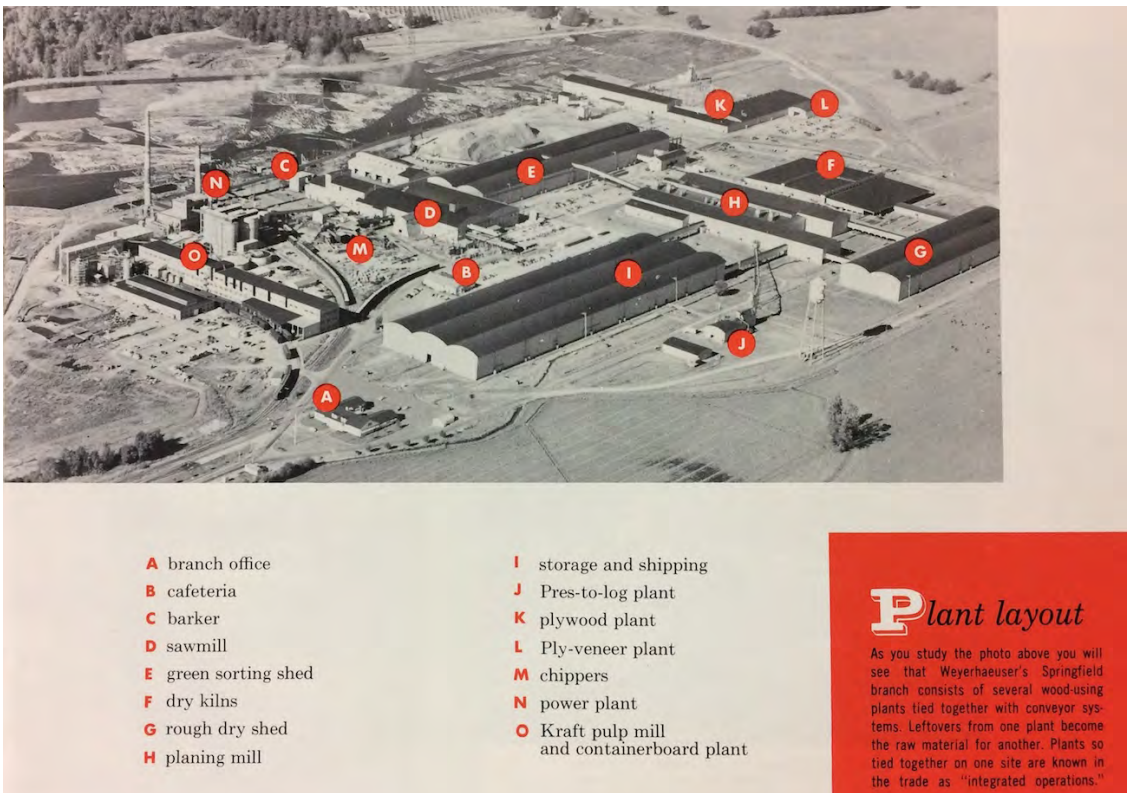


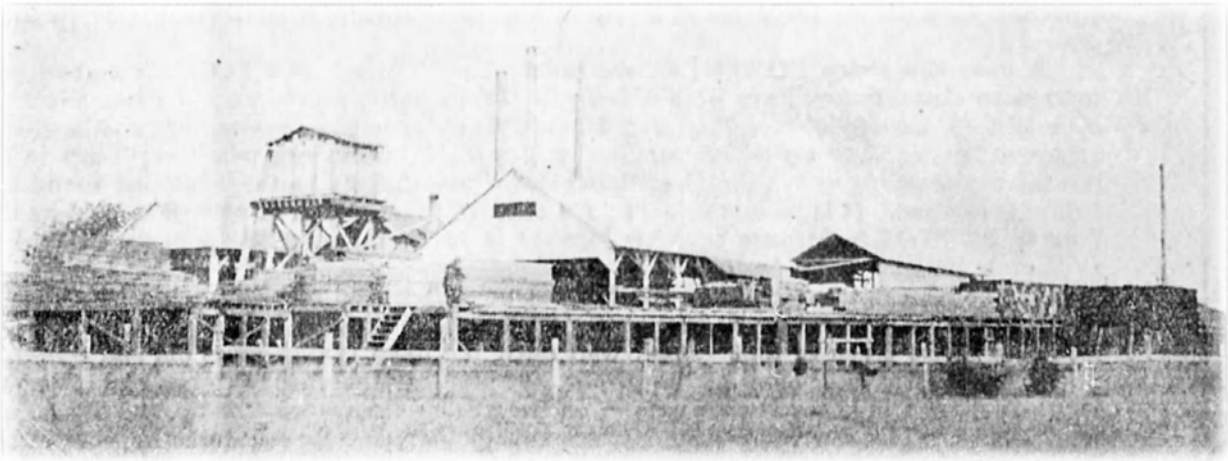
Figure 48. Overview of Weyerhaeuser plant, circa 1954.
From "Welcome to Springfield Branch Operation" by Weyerhaeuser Timber Company.

Figure 49. Aerial view of Rosboro lumber mill looking north, 1965.
Courtesy Springfield Museum.

Lane County Historical Museum

Figure 50. Georgia-Pacific millpond, Springfield, 1964.
Courtesy Lane County Historical Museum DH3307

HISTORIC RESOURCE IDENTIFICATION



Fischer & Bally advertisement, from The *Timberman*, January 1, 1913.

HISTORIC RESOURCE IDENTIFICATION[13]

PREVIOUS SURVEYS

To date, historic resources within the Springfield area have been identified through several previous surveys, ranging from the 1976 Statewide Inventory of Historic Sites and Buildings conducted by Stephen Dow Beckham, to more recent surveys and evaluations of downtown commercial buildings and residential areas completed in the past five years. Currently, 1,211 resources in the Springfield area are listed in the Oregon Historic Sites Database ("database"). In addition to five individually-listed National Register properties, the City has two National Register-listed historic districts. The Washburn Historic District is a predominantly residential area just north of the downtown core, and is composed of 246 contributing resources. The Dorris Ranch Historic District is an agricultural area situated south of the downtown core area that includes a number of contributing resources and now serves as parkland.

A review of the database, using search terms of "Original Use/Function: Lumber Related" and "Original Use/Function: Industrial:General" revealed that the following lumber industry-related properties have been previously identified:

Booth Kelly Lumber Mill	303 S. B Street	c. 1920
Booth Kelly Lumber Mill Maintenance Shop	400 S. B Street	c. 1970
[FormerStephens Planing Mill]	124 Mill Street	c. 1940 (demolished)
Industrial Manufacturing Warehouse	2020 31st Street	c. 1953
Weyerhaeuser Company Paper Mill Plant	745 N. 42nd Street	c. 1949 (demolished?)
Rosboro Lumber Company	2509 Main Street	c. 1940

In addition, the circa 1900 Mountain States Power Company generator building, located at 7th and So. B Streets, was identified in a 1976 survey. The Oregon Power Company Springfield Substation, a corollary to the Mountain States generator building built in 1911, is located at 590 Main Street and was listed in the National Register of Historic Places in 1996. It now serves as the Springfield Museum.

HISTORIC RESOURCE TYPES: DESCRIPTIONS AND DISTRIBUTION PATTERNS

A "resource type" indicates a generic class of related historic properties. Based in part on resources identified in previous surveys and in part on a predictive model of lumber-related resources likely to be found within the Springfield area, resource types in Springfield can be grouped on the basis of thematic association correlating to the specific areas discussed in the Historic Overview. The broad themes that relate to the lumber industry of this twentieth century period are Industry & Manufacturing, Transportation, Commerce/Community Development, and possibly Architecture. Archaeological sites related to the industry's history form another theme that is not addressed in this document.

[13] The basic framework and much of the content of this section was taken directly from the 1999 Springfield Historic Context Statement written by Michelle Dennis, and condensed, altered or augmented as needed to fit the needs of this document.

The location and distribution pattern of possible historic resources can be predicted based on the information in the historic context, as well as these themes. The quantity and type of existing historic resources within each thematic grouping can be identified through historic site surveys. A very small handful of these resources have been identified through previous surveys, and further study is needed to record and evaluate the quantity and quality of remaining historic resources in Springfield from the twentieth century period that is the focus of this study.

Specific resources associated with each theme and their distribution patterns are described on the following pages. To provide a context for evaluation of relative integrity and significance of individual resources, the discussion focuses on the historic function of the resources as well as the physical and/or architectural elements believed to be representative of the type, if known. The resource types that are more likely to still exist have been described in greater detail than those that are less likely to be found extant.

Although surveys tend to identify individual buildings, sites, structures, objects or districts related to a theme or geographic area, Ward Tonsfeldt's 1993 "Context Statement for Railroad Logging in Oregon," recommends a "whole system" approach to lumber industry resource identification. This method suggests that it is

> ...useful to consider it [railroad logging] as a dynamic system made up of a series of subsystems...[that include] major elements [such as] railroad grades, the sites, and the landscape associated with logging. Specific elements include the mill where lumber was manufactured, railroads from the mill to a common carrier, railroads that brought logs to the mill, camps where the loggers and their families lived, the logging spurs, and such sites or features as reloads, sidings, spar trees, donkey settings, trestles, wyes, water tanks, and others (Tonsfeldt 1993:151).

The advantage to this approach is that it places each element in context. However, the geographic boundary of this study (the urban growth boundary of Springfield) is relatively narrow as compared to the area(s) typically encompassed in timber/lumber industry systems. This is likely to diminish the probability of finding a number of the resources listed above, particularly those directly associated with timber extraction as opposed to actual milling of lumber. Nonetheless, it is important to acknowledge that the lumber industry as it was and is represented in Springfield was part of a larger system that extended far beyond the City's historic and current boundaries. Therefore the identification and evaluation of individual elements, as well as their interpretation, should occur with the larger systems in mind in order to accurately place them in the larger historical and developmental context.

INDUSTRY & MANUFACTURING

DESCRIPTION

Buildings and features associated with the twentieth century lumber industry in Springfield proper, specifically sawmill sites, may include (or may have included) a number of features on sites that became increasingly complex as time and technology advanced. Most of the above-ground components of the early Springfield sawmill have been removed, altered, or otherwise superseded by later constructions. As noted in the 1986 Lane County Cultural Landscape

Survey,

> ...today the era of railroad logging is visible mainly in the abandoned railbeds, and mill foundations. In some rural communities, bungalow or vernacular Italianate mill houses from this era still exist. Only the logging railroad in the Mohawk Valley is left as a spur line directly to a mill (now owned by Weyerhauser)... (Forster et al 1986:77).

Archaeological evidence that could inform the location, size, layout, and materials of the early twentieth century mills/manufactories is likely to remain. The early water power system would include the millrace, millrace dam or gates, mill pond(s), possibly a sluice through which water was directed to the water wheel or turbine, and a tailrace. Mill buildings would have been clustered around this power source, and any attendant structures (planing mill, sash and door factory, machine shop, or other industrial buildings such as grist mills) could have been either integrated into the main mill building, or situated nearby. The shift to electric power in the early 1910s rendered many of the water-related features, with the exception of the log pond, obsolete, although remnants may remain visible or otherwise evident on the landscape.

Identifying and describing the typical physical characteristics of more recent mill complexes or individual mill buildings is difficult in part due to the many changes such industrial resources often undergo in order to remain functional over time. Early buildings, structures, and complexes display characteristics that differ rather significantly from those constructed from the late 1940s through 1970 and later. Additionally, detailed descriptive information is scant due to a lack of ready access to these privately owned industrial properties.

The following descriptions are therefore very general, and should be used only as a guideline. The list is not exhaustive. More specific, on-site survey efforts will help in understanding the characteristic features, materials, and elements of the wide variety of wood-product related resources.

Buildings or features associated with the lumber industry, specifically sawmill sites, include:

> Millrace features typically diverted water from a larger source, sometimes starting some distance from the actual mill complex, and may remain visible on the landscape, in part or in whole. The race itself is likely vary in width and depth, and historically included dam or gate structures, installed to control the flow of water into the mill, and thus its power output.
>
> The tailrace, or the water channel below/beyond the mill, channeled water back into the river. The length of the tailrace would have been dependent on the location of the mill wheel or turbine relative to the river. In Springfield's case, the tailrace was presumably quite short while the mill was located close to the river.
>
> Mill- or log ponds are small bodies of impounded millrace or river water, upstream from the mill, used to store logs before milling. Mill ponds continue to be used today, and as they did historically, they vary in size depending on the size and output capacity of the mill they are serving.

Sawmill buildings were historically typically wood-framed, rectangular buildings of one or more stories in height with a gable or shed roof. These buildings could have been built on wood, stone, brick pier and post, or concrete foundations, most with heavy, sawn timber framed walls. Some twentieth century mill buildings were open on two, three, or all four sides, although others were more completely enclosed. Siding on most buildings was historically wood and/or sheet metal. Any windows included were small, usually multi-paned wood or steel sash, and may have been added at a later date. Mechanisms for moving logs from the pond to the mill building varied depending on the size and location of the mill, and may have included combinations of sluices, cranes, conveyors, pulleys, and rollers.

Planing mills, if separate from the main mill building, may be also be wood-framed, elongated rectangular buildings, one or more stories in height and open on one or more sides. In early mills the planing mill component may have been integrated into the main building.

Machine sheds may be simple, rectangular, wood-frame buildings that housed the mill machinery. These spaces may be attached or integrated into the main mill building.

Lumber sheds may be large, open, rectangular buildings used to store finished lumber under cover. They would likely be wood-framed and gable or shed roofed, and may be attached or integrated into the main mill building.

Power plants likely appeared in the Springfield area after 1900. These were housed in wood-frame or brick buildings located in close proximity to the mills they served. The buildings may be one- or two-story, rectangular structures with gable roofs and a number of windows (typically multi-paned, steel sash), and would likely date to the earlier years of the period of this study. Sawdust or wood waste bins nearby or attached to the buildings provided storage for the generators' fuel.

Smokestacks and wigwam burners were typical, often iconic, elements of sawmill complexes that represented the burning of mill waste either as a source of fuel to run the mill or as a method of simply eliminating the waste product. Smokestacks were constructed of steel and later concrete. The later wigwam burners were conical steel structures with screened, domed, tops. There were at one time 98 wigwam burners in the Eugene-Springfield area–the highest concentration of the structures in the state–with at least fourteen in the Springfield city limits (ERG 12/20/1963). Due to air quality concerns, new construction of the burners was banned starting in 1965, and the existing structures were phased out of use starting the same year.

Conveyance and circulation systems that provided for efficient movement of logs and lumber in various stages of manufacture, as well as waste material such as sawdust, wood chips, bark, and hogged fuel, likely included conveyors, chutes, boardwalks, or short rail lines.

Other large and small buildings or structures that may be found in sawmill complexes include dry kilns, crane sheds, power plants, boiler rooms and fuel bins, and spaces for peeling, sanding, gluing, and sorting. Lumbering in Oregon grew exponentially in the twentieth century, and as

the industry expanded and diversified, a number of additional buildings and structures were constructed for specialized use. It is anticipated that these would be built of wood, masonry, and/or metal, with varying forms and sizes depending on their functions. More detailed descriptive information will become available as these later sites with their various individual components are studied and inventoried.

DISTRIBUTION PATTERN

In Springfield, it is expected that most of the pre-1940 lumber mill-related resources are likely to be clustered in the vicinity of the millrace and railroad tracks, around and east of the city's original industrial district in the area of the so-called "industrial tract." Following World War II, milling sites were not necessarily proximate to the mill race. As noted above, according to the 1999 Springfield Historic Context and based on review of the current SHPO Historic Sites Database, six (6) resources related to sawmilling have been identified in previous survey efforts.

The millrace associated with the early Springfield mills is extant and visible for what appears to be a little more than one-half its historic length. The millpond was expanded, dredged, and altered as needed by Booth-Kelly to accommodate expanding needs through the mid-twentieth century. Aerial photographs indicate that additional mill (log storage) ponds associated with later sawmills were located east of the Booth-Kelly/Georgia-Pacific site, as well as north along N. 28th Street and N. 42nd Street.

Smaller mills or other businesses that relied on lumber seem to have been centered on the Mill Race industrial area, Mill Street north to approximately L Street, and commercial shops along Main Street. As the community grew, particularly in the post-World War II years, various wood-product industries spread east of the historic town core along Main Street, and north along N. 28th Street, and N. 42nd Streets to Marcola Road.

There may be archaeological resources in the areas of the community's twentieth century lumber-related sites, and a high likelihood of industry-related deposits specifically on the former Booth-Kelly mill property. Newspaper descriptions of the mills and their machinery may provide valuable information regarding the provenance of some of the historic mill features. For example: "Another carload of machinery arrived...from Erie, Pa, for the Booth-Kelly Co's new mill. The lot consisted of a portion of an engine and two large cast balance wheels, the largest nearly two feet wide and 12 feet in diameter" (EDG 11/20/1902). Steve Morgan's 2012 report entitled "Relics from the Booth-Kelly Lumber Company Railroad and Early Logging" indicates that a number of archaeological features are (or were) located along the millrace and in and around the log pond. These features include mill-related elements as well as features associated with rail transportation. Other sites in the industrial tract may also hold historical industrial features and/or artifacts.

TRANSPORTATION

DESCRIPTION

Resource types associated with transportation as it pertains to twentieth century timber industry and lumber production may include logging roads, skid roads, bridges, trestles, chutes,

railroads, and freight depots. As noted in the historic background section above, many of these transportation-related resources are or were located outside of Springfield's city boundaries. However, their importance to the overall process of lumber production should not be ignored, and there may be remnant sections or portions of these features that remain within the urban growth boundary.

Railroad-related resources may include steel rails and wooden ties on raised rail beds, spur lines, wood or steel railroad bridges and trestles, crossings and switches, storage sheds, water towers, and rail yards.

Rail lines constructed for the purpose of transporting raw material from the forest or sawn lumber to various markets may continue to serve as active railroad lines, or the alignments may remain visible with or without berms, ties and rails, or the alignments may no longer be visible on the landscape. The former rail line along present-day Pioneer Parkway, and the alignment of the Wendling line along Marcola Road are both still visible.

Rail-related bridges may be steel truss or steel deck girder; trestles may be of heavy timber or steel construction. Storage sheds may be small wood framed buildings with a shed or gable roof and will likely have one door and no windows. Water towers may be wooden or metal. Note that many of these features may lie outside the Urban Growth Boundary for Springfield.

Logging roads were used to access wooded areas as long as there was timber to be extracted, and depending on their location they were then abandoned as operations moved on to new territory. Logging roads from the earlier part of the 20th century are likely to be remnant paths or dirt road beds if they are still visible on the landscape, or possibly they have been further developed into permanent roads.

Skid roads are also likely to have been altered over time, or removed outright. If not removed, the logs used to form the road may be overgrown and deteriorated to the point of disappearing from view to the casual observer, but should be considered potential archaeological sites. Skid roads consist of a series of logs laid crossways to the direction of travel, and greased to create a surface on which logs are more easily dragged to an appointed location. Note that skid roads or remnants are most likely to be found in the forest, outside the Urban Growth Boundary for Springfield.

Chutes were used to move logs down a slope from the cut point to a gathering point. Typically built of wood or log, chutes would likely be in ruinous condition today, and most likely located well outside the Urban Growth Boundary.

Bridges and trestles may be of a variety of types, including truss and deck girder bridges or heavy timber trestles. Materials may be wood or steel or a combination of both. Occasionally, a steel truss bridge will have a wooden deck.

DISTRIBUTION PATTERN

Sections or remnants of twentieth century logging roads and railroad routes are located throughout the study area, typically converging at the Booth-Kelly site and/or the railroad bridge crossing the Willamette River.

According to the 1999 Springfield Historic Context, three railroad lines in the study area pre-date the period of this study (having been built between 1891 and 1901): the route leading from Coburg to Springfield and on to Natron, the Brownsville spur, and the Wendling line. That document states that, "...historical records indicate that the Brownsville spur is now an abandoned railroad bed, and present-day maps indicate that the Wendling route has been expanded since its construction in 1900. The route from Coburg to Springfield and Natron has remained a functional line" (Dennis 1999:64).

Surviving bridges include the circa 1899 Booth Kelly/ Hayden Bridge, which spans the McKenzie river at Marcola Road, and the 1907 railroad bridge over the Willamette River west of the city.

The Morgan report indicates that a number of railroad-related surface artifacts were located and may still be present in the vicinity of the Springfield millrace (Morgan 2012).

RESIDENTIAL AND COMMERCIAL ARCHITECTURE

DESCRIPTION

Residential and commercial buildings may have been constructed as a byproduct of investment in the lumber industry, but were typically not directly connected to the industry except in examples of company towns, company-built worker housing, company-owned stores, offices or other developments. Review of the current Oregon Historic Sites Database revealed no previously-identified residential or commercial buildings in Springfield from the period 1901-1970 that are described as having direct and/or overt relationship to the lumber industry through company ownership or development.

However, newspaper articles suggest that some worker housing was built in conjunction with the Weyerhaeuser mill construction in the late 1940s. It is unclear where these buildings were located or whether they remain standing. There is also a small collection of matching front-gabled cottages located in the Railroad Addition along So. A Street near the Rosboro mill that may have some historical relationship to that company. These and other such resources may be identified through future research and survey work.

Housing for logging camp workers was historically located at camps in the woods. These buildings were typically small, very simply constructed cabin-like buildings that could be loaded onto railroad cars and transported from camp to camp as needed. Given their portability, it is possible that once retired from logging camp use, particularly in areas near Wendling, some may have later been utilized as housing or storage within Springfield's city limits (ERG 10/30/1950).

Houses or garage buildings fabricated by the Loud Manufacturing Company are likely to exist somewhere within the Springfield city limits. The company apparently only produced these buildings for a little less than a year between 1921 and 1922, and their identification will likely require both careful research about the types of buildings produced by Loud, and some hands-on building analysis. As pre-fabricated, or sectional buildings, these buildings may have lighter-weight wall and roof structures, be constructed as a series of connecting panels rather than the common balloon or platform frame system, or may be significantly altered from their original design or exterior appearance.

The type and style of residential architecture from the twentieth century would have varied widely, from simple vernacular buildings, to Queen Anne houses, to post-World War II modern styles. Wood-framed lumber houses dominated during this period. In addition to vernacular architecture, the most common styles included late Queen Anne, bungalow/Craftsman, English Cottage, Colonial Revival, Minimal Traditional, Art Deco/Streamline Moderne, and Ranch. Dwellings constructed as company housing may reflect architectural styles that were popular at the time of their construction, or they may be wholly vernacular, with a high degree of functionality but little stylistic embellishment or influence. These may be simple one or two-room buildings with post-and-pier foundations, box or balloon-frame wall construction, and simple gable roofs.

Like residential architecture, twentieth century commercial buildings reflect the styles of their periods of construction, albeit often more subtly. Many of the more substantial post-1900 commercial buildings were constructed of masonry; they were one to four or five stories in height with flat or sloped roofs and architectural detail commensurate with their period and style of construction. Smaller commercial or industry-related shops may have been wood framed or of masonry. Those affiliated with the lumber industry, such as small door factories, planing mills, or lumber retailers, may or may not have been stylistically well-articulated, and could have quite a vernacular or utilitarian appearance. While these resource types exist in the City, it is not currently clear which, if any, have a direct association with the lumber industry; survey and research efforts should provide more tangible information.

DISTRIBUTION PATTERN

Residential architecture is found throughout the city and the surrounding areas, and those that were constructed by lumber companies or intentionally for use by lumber company employees may be situated along the northern or southern edge of the industrial plat or near mill sites along or near N. 28th Street, N. 42nd Street, or in the Marcola Road area. Other examples in this category may include precut, or "sectional" houses or garages manufactured by the Loud Company, which could be located anywhere in the Springfield area, or portable lumber camp housing repurposed following the closure of the camp.

Commercial development historically began along Mill and Main Streets near the River, spreading outward primarily to the east along Main Street as the population and economy grew. According to the Historic Sites Database, nineteen (19) twentieth century commercial buildings have been identified thus far in Springfield; only one, the Woodmen of the World Hall at 226-230 Main Street, appears to have any (albeit peripheral) relationship to the timber/lumber industry. To date no other residential or commercial buildings directly and/or specifically related to the lumber industry (as labeled in the Historic Sites Database) have been identified.

ARCHAEOLOGICAL RESOURCES

Archaeological sites related to twentieth century sawmilling are likely to remain. The milling activity along and around the mill race in the twentieth century certainly left archaeological deposits worthy of attention. In some cases, the sites may have been heavily disturbed or destroyed in the process of redevelopment; in other examples those deposits may be located on active milling sites. Sites along Mill Street, N. 28th Street, and in the area between N. 28th and N. 42nd Streets and Main Street and Marcola Road, identifiable in aerial photos, may also retain some archaeological material related to lumber milling or wood products production activity.

The types of associated features that may remain include ponds, foundations, refuse scatters, skid trails, ramps, machinery parts, or various architectural debris. *Any archaeological investigations should be executed only by qualified archaeologists.*

HISTORIC RESOURCE EVALUATION

Rosboro Lumber Company, circa 1939..
Springfield Museum

HISTORIC RESOURCE EVALUATION

CRITERIA FOR EVALUATING HISTORIC PROPERTIES

Evaluation is the process by which the significance of identified resources is determined. Because age alone is insufficient grounds for historic designation, evaluation of historic resources is based on architectural, historical and/or cultural significance. Resources identified through previous surveys may have been evaluated using earlier ranking or evaluation methods, and have since been folded into the current statewide inventory of historic properties (now the Historic Sites Database). Those identified more recently have been evaluated using the current State Historic Preservation Office categories (defined below) of Eligible Significant, Eligible Contributing, Non-contributing, or Out of Period, and have also been included in the statewide inventory of historic properties (Historic Sites Database).

Local Inventory Review and Evaluation

Springfield currently has established criteria for evaluating historic resources for inclusion in the Historic Landmark Inventory, as described below (derived directly from City of Springfield Development Code).

3.3-915 Review

A. The Historical Commission shall make recommendations to the Planning Commission or City Council on the following issues:
    2. The establishment of the Historic Landmark Inventory—Type III procedure and as specified in Section 3.3-920;

3.3-920 Establishment of the Historic Landmark Inventory

A. The following criteria shall be considered by the Historical Commission or Planning Commission in establishing sites or structures on the Historic Landmark Inventory. In each case the approval authority shall determine whether the Historic Landmark Site or Structure is:
    1. Associated with historic or famous events;
    2. Old (usually at least 50 years old);
    3. Representative of a period or style of architecture or method of construction;
    4. Recognized as having architectural merit, by reason of unusual or extraordinary design, detail, use of materials or craftsmanship;
    5. Identified as the work of an architect, designer, or master builder whose individual work has influenced development in the City, State or Nation;
    6. Included in the National Register of Historic Places;
    7. Related to the broad cultural history of the City, State or Nation;
    8. Identified with a person or persons, organizations or events that have

contributed significantly to the history of the City, State or Nation; or

9. Identified as a unique aesthetic or educational feature of the City.

B. If at least 2 of the criteria specified in Subsection A, above apply, and the Historic Landmark Site or Structure is not in an advanced state of deterioration, the Planning Commission upon the recommendation of the Historical Commission may add the Historic Landmark Site or Structure to the Historic Landmark Inventory.

C. Once a Historic Landmark Site or Structure is included in the Historic Landmark Inventory, it is automatically subject to the provisions of the H Overlay District.

Age

Generally speaking, a resource should be at least 50 years of age to be considered National Register-eligible. The Register makes exceptions for "younger" resources, but the exceptions are stringent and based on truly exceptional quality or importance of the resource. Those resources previously identified through survey projects in Springfield are at least 50 years of age. If future surveys identify resources less than 50 years of age, the National Register criteria for exception may provide direction for the City's consideration.

Significance

The National Register criteria recognize that historic resources may have value in association with significant events or people, may have design or construction significance, or may be significant for its ability to impart significant information (often reserved for archaeological sites). When evaluated within its historic context, a resource must be shown to be significant in at least one of the following areas to be considered potentially eligible for listing on the National Register:

Criterion A: The resource is associated with events that have made a significant contribution to the broad patterns of our history; or

Criterion B: The resource is associated with the lives of persons significant in our past; or

Criterion C: The resource embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

Criterion D: The resource has yielded or may be likely to yield information important to history or prehistory. The resource has yielded information important to history or prehistory; or the resource may be likely to yield information important to history or prehistory.

Integrity and Condition

Integrity is the authenticity of a resource's historic identity, and is integral to the resource's ability to convey its significance. Alterations, either historic or contemporary, should be examined for compatibility, and in some cases changes may have acquired significance of their own. There must be identifiable evidence in all or some of the seven aspects of integrity–location, design, setting, materials, workmanship, feeling and association–for a historic resource to be considered eligible for the National Register. Which aspects must have integrity should be determined on a case by case basis, as some aspects are more important in conveying significance than others, depending on specific contexts and resource types.

Condition of a historic resource should not be confused with integrity. Condition is generally defined as "state of repair," whereas integrity relates to the historical completeness of the property or resource. A resource can be in poor condition, but retain a high degree of historic integrity. The reverse also may be true when a resource is in very good condition, but may have lost a great deal of its historic integrity due to alterations or upgrades. Ideally, a historic resource will have a high degree of integrity and be in good condition, but it is not necessary for a resource to be in good condition in order to be considered eligible for the National Register. Archaeological as well as above-ground resources must retain sufficient integrity to be considered National Register-eligible.

Industrial resources from the twentieth century period would be potentially eligible under National Register Criteria A, C or D in the areas of Industry, Transportation, Architecture/Engineering, Archaeology, or other areas as determined through research and analysis. In certain cases, they may also be significant under Criterion B if significance is directly linked to a particular person who was instrumental in the development of Springfield's lumber industry during the twentieth century. Any eligible lumber-related resource from this period should retain sufficient historical integrity to visually convey its historic form and function. Archaeological sites, of which there may be several within the study area, should remain relatively intact, without significant damage by heavy grading or ground disturbance. The addition of fill over a site–a common occurrence in urban areas–may have had the effect of preserving it in situ, and the existence of fill should not lead to the assumption that the site has been destroyed. Potential archaeological sites will require detailed analysis by a qualified archaeologist to determine National Register eligibility.

Resources related to transportation, specifically the transport of timber or lumber goods to and from the Springfield mill(s), may be potentially eligible under Criteria A, C or D in the areas of Industry, Transportation, Architecture/Engineering, Archaeology or other areas as determined through research and analysis. Sufficient integrity should remain to allow for ready recognition of the historic function, route, and/or design of the transportation resource. Relocation of features such as bridges, or re-purposing of railroad or road alignments may not preclude National Register eligibility if integrity of essential characteristics remains evident.

Residential or commercial architecture with a direct connection to the lumber industry may be eligible under Criterion A. Although no such resources have previously been identified within Springfield's urban growth boundary to date, further more specific research and/or survey may reveal connections that are not immediately evident. Eligibility for association with the lumber industry will require close study and a clear and defensible link to this local industry.

Should industry-related or company-built dwellings or commercial buildings be identified, historical integrity should be such that the building remains recognizable in form and basic character. Relocation may not preclude National Register eligibility if integrity of essential characteristics remains evident. Such resources may also be significant under other criteria (Criterion C for architectural merit, for example).

Ranking

Springfield currently uses the State Historic Preservation Office (SHPO) ranking system for surveyed properties.

Eligible Significant properties are those that were constructed during the historic period, retain a high degree of integrity, and appear to be individually National Register eligible.

Eligible Contributing properties are those that were constructed during the historic period that retain and exhibit sufficient integrity to convey their type, period of significance and particular historical narrative. These properties may not be obviously National Register-eligible, but may be worthy of local landmark status, or and would be considered contributing properties in a historic district.

Non-Contributing properties are those that were either constructed outside the historic period, or that were constructed during the historic period but do not retain sufficient historical integrity to convey their original or historic period of significance, date of construction or historic associations.

As noted earlier in this document, in some cases it may be useful to consider lumber-related historic resources as parts of a larger system, rather than evaluating each feature, building, site, or structure individually.

FUTURE ACTIONS AND STRATEGIES

Weyerhaeuser Company main office, c. 1955.
Lane County Historical Museum GN3229.

FUTURE ACTIONS AND STRATEGIES

This historic context statement sets the stage for identifying, evaluating, and protecting the remaining historic resources related to Springfield's twentieth century (1901-1970) lumber heritage that are located within Springfield's Urban Growth Boundary. The intent of the section is to provide a broad plan for historic preservation activities related to these resources that may be undertaken in the future.

Currently, few above-ground resources within Springfield's Urban Growth Boundary related to the City's twentieth century lumber industry have been identified through previous surveys. Those that have been identified include the Millrace and several former Booth-Kelly buildings. Informally, some rail lines (some intact and some altered or removed) are recognized for their associations with local industry. It does not appear that there have been formal efforts to locate or identify archaeological sites specifically related to nineteenth or twentieth century mills. However, if such sites remain and retain any historical integrity, they could hold valuable information on the long history of sawmilling in the Springfield community.

As stated in the 1999 Springfield Context Statement, the Springfield Historic Commission's mission is to preserve the community's significant historic resources. To this end, the following list of potential activities, including planning and research strategies, have been developed for working toward this mission as it pertains to the theme of Springfield's Lumber Industry history.

This list may assist the Historic Commission in developing concrete approaches to future work and may also provide guidance when working with others in the community. It is not comprehensive, and as part of the Commission's on-going efforts in the community, the list should be reviewed and revised as work is accomplished, historic resources are discovered or lost, or the community's needs change. Note that this section may change following the completion of the context of twentieth century lumber industry history.

Because it is possible to pursue several preservation activities simultaneously, these actions need not be a single track in a linear fashion. Recognizing this, the Historic Commission may choose to prioritize the items listed. Activities to pursue on an on-going basis could be determined to be of primary priority, while those to be completed or as time, interest, or funding permits could be of secondary priority.

The following potential next steps are presented for consideration, pending discussion by the Springfield Historic Commission, City planning staff, and others as deemed appropriate.

- Engage in a historic and cultural resource survey specifically targeting lumber industry-related resources within the Urban Growth Boundary (UGB), *including potential archaeological sites.*
- If survey efforts reveal that a number of lumber industry-related resources remain, consider preparing a Multiple Property Documentation Form (MPD) addressing lumber heritage in the area, possibly in collaboration with Lane County and/or the Willamette National Forest. An MPD would streamline the National Register listing process by providing the historical background, more detailed resource identification, and the

registration requirements for properties to be listed in the National Register under this common theme.

- Twentieth century sawmill sites grew more complex as the century progressed. A City and/or Springfield Museum collaboration with the larger local companies–namely Rosboro and Weyerhaeuser–to intensively research, document, and interpret each of the mill properties could provide valuable information to be used for marketing, plant tours, company and museum exhibits, and educational programming.

- If not already completed, engage with the community to gather as much information as possible on Springfield's twentieth century lumber history, including oral interviews, historic photographs, company documentation and any other information that may be available. Oral interviews can still be undertaken with industry workers (men and women) as well as various business owners and company executives who were active in the industry from the World War II period, although time is of the essence to capture these stories.

- Consider collaborating with Lane County and/or the Willamette National Forest on a survey of resources directly related to Springfield's lumber history that are outside the city's UGB. These may include old wagon roads, rail alignments, skid roads, chutes, trestles, logging camps, and other sites and resources with a direct link to Springfield's sawmilling history.

Some of the goals and objectives that were outlined in the 1999 historic context may also apply to this thematic study. Those may include the following, which are not presented in any particular order (some have been adjusted to fit the lumber heritage theme):

EDUCATE THE COMMUNITY ABOUT LUMBER HERITAGE AND ITS PRESERVATION

- If they don't already exist, develop and produce brochures for walking tours of known lumber industry-related sites in the community.
- Work with the *Springfield News* to develop a regular column about the community's lumber history and various resources.
- Develop and implement activities in conjunction with National Historic Preservation Week each May.
- Work in partnership with the Springfield Museum and current local lumber companies, Lane County, and/or the Willamette National Forest to develop educational and information programs.
- Establish a lumber industry heritage education program or lecture for use in local schools.
- Develop interpretive signs about historic resources.
- Develop and produce an *Illustrated History of Springfield's Lumber Heritage.*

CONTINUE SURVEY AND INVENTORY EFFORTS

- Conduct a windshield survey of the city and urban growth boundaries and generate a list of possible areas or lumber-related resources to survey, which may include:
    - Delineate (if possible) and survey above-ground and archaeological resources within the original "industrial tract" area

    - The areas around N. 28th Street between the millrace and Marcola Road
    - The region bound by N. 28th and N. 42nd and Marcola Road and E. Street
    - Weyerhaeuser and Rosboro mill properties
- Prioritize and conduct surveys, including archaeological surveys, of areas identified during the windshield survey

PROTECT SIGNIFICANT RESOURCES THROUGH NATIONAL REGISTER LISTINGS AS APPROPRIATE

- Identify potentially eligible districts, Multiple Property resources and/or individual resources
    - The Mountain States Power Company Generator Building, at the intersection of So. 7th and So. B Streets, may be eligible for National Register listing either individually or in conjunction with other lumber-related buildings, sites, and/or structures.
- Encourage property owners to seek individual nominations
- Pursue funding to nominate districts or multiple property groups
- Issue news releases when resources are listed

CONDUCT HISTORICAL RESEARCH

- Develop and implement more detailed research projects on aspects of the lumber history of the Springfield area, which may include:
    - Local lumber industry contributions to the World War I and World War II efforts
    - Labor organizations/unions and issues in Springfield lumber businesses, some of which may include the Industrial Workers of the World (IWW/Wobblies), Four-L, AFL-CIO influences, etc.
    - Women's roles in lumber industry, particularly during World War II
    - Professional and fraternal organizations related to timber and lumber industry, such as Willamette Valley Lumbermen's Association, West Coast Lumbermen's Association, Woodmen of the World, International Concatenated Order of Hoo Hoo, and others.
    - History and evolution of individual companies, utilizing specific archives (Weyerhaeuser archives, Rosboro archives, Booth-Kelly company records, etc.)
    - Relationship between Wendling and Springfield mills
    - Research and possible identification of company-built housing and/or clusters of worker housing near mills
    - Transportation in the lumber industry, from river drives to log trucks
    - More detailed research on individuals significant in the industry during the twentieth century
- Develop and implement research projects on significant historic landscapes related to Springfield's lumber history.
- Develop and implement oral history projects with focus on the lumber workers' experiences, daily life, roles in the industry, challenges, contributions, etc.
- Cultivate partnerships with the Springfield Museum, local lumber and milling companies, and/or the University of Oregon to implement research projects.

- Develop and implement archaeological research projects.

DEVELOP PUBLIC SUPPORT

- Develop and implement strategic partnerships and networking to enhance the existing preservation effort in Springfield.
- Provide outreach to significant persons, organizations, and/or businesses that may have an interest in how Springfield's historic resources contribute to the overall quality of life in the community.
- Engage local lumber and timber companies in projects that would increase public knowledge and understanding of the industry, its impact on the community, and remaining historic resources, through exhibits, lectures, tours, etc. that link the industry's tangible, built history with its present and future.
- Increase visibility of the Historic Commission and preservation-related activities with the City Council and the Planning Commission.

SIGNIFICANT PEOPLE
IN SPRINGFIELD'S TWENTIETH CENTURY LUMBER INDUSTRY

This is only a partial list of the many people who were instrumental in the development and success of Springfield's twentieth century lumber industry. Due to the vastness of the topic, and the limited scope and relatively "high-elevation" view of this document, little research was completed on specific individuals or businesses. As further research of specific companies is completed, the list will become more comprehensive and detailed.

Booth, Henry (n.d.-1906)
Brother of Robert A. Booth and co-owner of Booth-Kelly Lumber Company, which operated from 1896 to 1959.

Booth, Robert A. (1858-1944)
Banker and co-owner of Booth-Kelly Lumber Company. Booth served as State Senator (1900-1908), as a member of the State Highway Commission (1918-1923) and State Park Commission, and as a trustee of Willamette University. He was an active Republican and member of the Methodist-Episcopal Church.

Brattain, Paul (1801-1883)
Pioneer settler, who served as a Lane County clerk, auditor, and Justice-of-the-Peace. He was born in North Carolina and emigrated to Oregon in 1852.

Briggs, Elias M. (1823-1896)
Founder of the Springfield townsite together with his wife, Mary. Briggs operated the "Briggs Ferry" across the Willamette River and built the first sawmill and grist mill in the area, 1853-1854. He was born in Kentucky and emigrated to Oregon in 1849.

Cheatham, Owen R.
Founder of Georgia-Pacific Corporation.

Cox, Herbert J. (1891-1958)
Longtime Booth-Kelly employee; promoter and Secretary-Manager of the Willamette Valley Lumbermen's Association, 1928-1949; President of the Forestry Research Foundation, 1940-1955.

Dixon, A.C. (1875-1962)
Longtime Booth-Kelly employee, serving with increasing responsibilities first as foreman, then as mill superintendent, sales manager, general manager, and eventually vice-president of the company; also vice-president of West Coast Lumbermen's Association.

Donalds, J. N.
Owner of the earliest trading post in Springfield.

Fischer, Carl E.

University of Oregon graduate who worked for Booth-Kelly before embarking on his own sawmill business venture in Marcola with his father Frederick and brothers Henry, Frederick Jr., and Walter in 1903. Established Fischer & Bally Company in 1909. Fischer afterward became interested in the Springfield Timber Company, and other Fischer lumber companies in Eugene, Junction City, and Halsey, Oregon. Fischer married Emlyn Boutin in 1900 (Gaston, Centennial History of Oregon, 1912:636).

Harlow, Mahlon H. (1811-1896)

Pioneer settler of 1851, who constructed early schools in the Springfield locale, the 1854 Lane County Courthouse, and Columbia College in 1856. In 1865, Harlow helped to built the military wagon road up the Middle Fork of the Willamette River. He was a founding member of the Willamette Forks Baptist Church in 1852. That same year, Harlow was elected Lane County Clerk, and in 1864, he served as the County Assessor. In 1866, he was elected sheriff.

Kelly, George H.

Co-owner of the Booth-Kelly Lumber Company, which operated from 1896 to 1959. Born and raised in Springfield, Kelly was the superintendent of the operation. He was the brother of Tom Kelly, one of his business partners.

Kelly, John (1818-n.d.)

Namesake of Kelly Butte in the Springfield locale, where he first settled in 1866. He became interested in the milling industry of the city and entered into the business of lumber contracting, which he pursued until 1869. A restless, enterprising man, Kelly then served eight years as the Land Registerer in Roseburg, as a Collector of Customs in Portland (1876-1880), and was a Commissioner of the Northern Pacific Railroad for a time in Montana. He was the father of George and Tom Kelly, co-owners of the Booth-Kelly Lumber Company.

Kelly, Tom

Co-owner of Booth-Kelly Lumber Company. Born and raised in Springfield, Kelly was a vice-president of the operation.

Pengra, Byron J. (1823-1903)

Leading businessman and entrepreneur, Pengra became the second owner of the Springfield Manufacturing Company (saw and grist mills) in 1865. That same year, he also purchased the Springfield townsite from Elias Briggs. An active Republican, Pengra established the first Republican newspaper in Oregon in 1858, and called it the *People's Press*. He was appointed Surveyor General of Oregon in 1862. He initiated the building of a military wagon road up the Middle Fork of the Willamette River.

Pengra, William B. (1834-1895)

Brother of Byron Pengra and, as of 1872, co-owner of the Springfield Manufacturing Company. A prominent businessman of the city, Pengra later became the sole owner of the flour mill form 1884 to 1890.

Powers Family

Pioneer craftsmen of Springfield (1850s-1870s): Albert S. Powers, furniture maker and sash and door manufacturer; A.W. Powers, tanner; B.B. Powers, chair manufacturer; Benjamin F. Powers, cabinet maker and builder; Edwin P. Powers, carpenter; John G. Powers, blacksmith.

Rosborough, Thomas Whitaker ("Whit") (1868-1952)

Founder of the Rosboro Lumber Mill.

Rees, T. L.

First store owner in the Thurston area.

Scott, Felix (1788-1858)

Earliest settler on the McKenzie River in 1848. Virginia-born Scott operated the first sawmill in the Springfield locale in 1851, and established a large successful cattle ranch on his donation land claim. He participated in the Rogue River Indian Wars and was killed by the Modoc Indians in 1858.

Scott, Felix, Jr. (1829-1879)

Son of Felix Scott. Engaged in stock raising and the freighting business. His greatest contribution to area history was the blazing of a wagon road from Eugene-Springfield up the McKenzie River, across the Cascade Range to Central Oregon. He was born in Missouri and arrived in Oregon in 1845.

Thurston, George H. (1846-n.d.)

Early Springfield rancher for whom the community of Thurston was named. He was the son of Samuel R. Thurston, Oregon's first territorial delegate to Congress. Thurston was a land surveyor in Oregon and participated in locating the Oregon Central Military Wagon Road.

Walker, Albert S. (1846-1915)

Springfield's first mayor in 1885. Walker owned a blacksmith shop.

Washburne, Byron A. (1865-1955)

Son of C.W. Washburne, who managed the Springfield Roller Mills. He was co-organizer in 1906 of the First National Bank of Springfield, for which he served as a director. Washburne owned extensive property in several Oregon counties. He was a Republican and active member of numerous fraternal organizations. Washburne was born in Junction City.

Washburne, Charles Wesley (1824-1919)

Prominent Junction City banker and mill owner. Washburne purchased the Springfield Roller Mill in 1890 and operated it until 1915.

Williams, George

Thurston's only sawmill owner-operator.

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APPENDICES

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APPENDIX A

BRIEF NOTES ON KNOWN LOCAL SAWMILLS AND LUMBER-RELATED BUSINESSES

The following information is a partial list of Springfield sawmills and other lumber-related businesses that operated during the period covered in this study, 1901 through about 1970. The list is not comprehensive, some information is missing, and due to ownership and company name changes, there may be errors or redundancies not currently recognized by the author that could be clarified through more intensive research.

TO BE INSERTED

APPENDIX B

Springfield Lumber Industry Timeline

TO BE INSERTED

APPENDIX C

Inventory forms for previously identified lumber-related resources in Springfield

TO BE INSERTED

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