The first denizens of Charleston lived in relative isolation from the mainland surrounding Empire City and, later, Yarrow on the eastern side of the north bend of the bay. Travel throughout the region in those days was, of course, via water and rough overland trails. The native people had developed a transportation system from the North Spit to the Hollering Place on the mainland where Empire City now sits. Aside from a few plank bridges along South Slough, most traffic, especially cargo such as building materials, reached Charleston from Marshfield on boats or barges. People used rowboats and large canoes, which could carry several passengers, to get around.

A local resident related that her mother and grandparents came out from Maine in 1888 and her grandfather worked at the Cape Arago lighthouse. She recalled that around 1900 a hand-operated ferry began running roughly where the bridge now stands. Fares were $1.50 for a team and wagon, $1.00 for a horse and rider, and 50 cents for a foot passenger. In those days the South Slough contained small rural homesteads and a few scattered businesses, with most at the north end where Charleston had begun to develop. In the early years of the 20th century Charleston and the surrounding beaches were popular spots for weekend and holiday recreation. Such excursions were all-day affairs. Transportation was provided by riverboats out of Marshfield. The stern wheeler Alert ran on Sundays, bringing families with picnic baskets to the small port at Charleston for sightseeing and playing on the beaches.

In 1903 Louis J. Simpson acquired the town called Yarrow and merged it with some of his father’s bayside property to form a new town which he named North Bend. In 1905 he discovered the spectacular terrain and vistas on Cape Arago and purchased 320 acres for a home site. Construction of a formidable manse was completed in 1907. According to the recollections of the granddaughter of the pioneer lighthouse worker, in 1909 a group of residents of the Coos Bay region petitioned the county court to build a bridge across the slough to replace the ferry that ran there. It is likely that Louis Simpson was one of the more vociferous proponents of a bridge. An article in the July 25, 1910 evening edition of the Coos Bay Times reported:

The new bridge over South Slough has been finished and L. J. Simpson was the first man to cross over the new span with a vehicle. The bridge cost about $11,000 and its completion opens up the roads to the lighthouse, to Sunset Bay and to Bandon. The drives on that side of South Slough will hereafter be popular.

The effect was immediate, for this item appeared in the Coos Bay Times on July 28, 1910:

Claude Nasburg, I.R. Tower, Jack Flanagan and Dr. Hayden have been camping for a few days at the beach. They made the trip in automobiles, taking advantage of the new bridge over South Slough to reach the attractive places below that point.

And on July 29th:

The party of campers who went to the beach with Claude Nasburg and I.R. Tower in their autos have returned. With the bridge over South Slough finished, they found that it requires just about an hour to make the trip from the city to Sunset Bay. Formerly, with a vehicle and crossing on the ferry it was half a day’s work to reach there. The bridge and auto make a combination which brings the attractive resort within easy reach of the city.

The first bridge was a simple manually operated wooden drawbridge, but it greatly improved Charleston’s connection with the other communities around the bay. Businesses began to spring up to serve the growing community and encourage visitors. In 1913 L. J. Simpson opened a resort at Sunset Bay. A couple of years after that Bob Wyman opened a seafood restaurant at the west end of the bridge. Buses could now carry passengers from North Bend and Marshfield all the way out to Sunset Bay. A grocery store operated by J.D. Stewart opened sometime before 1920. In the early 1920s the Charleston Bay Company began buying up property and subdividing it into building lots. Prior to that there was no building

(continued on page 4)
Greetings to all CCHS members!

As I write this in mid-March, winter is still hanging on. I hope weather conditions have improved by the time you read your newsletter.

It’s been an eventful new year for the Museum. I was privileged to have Steve Greif invite me to speak at one of his Wednesday night history classes. Steve spent the first half of the class giving an interesting lecture on early-day agriculture in Coos County. I spent the remainder of the evening talking about the history of the Mast family and our involvement in agriculture, along with some history of Lee Valley. I also had the opportunity to represent the Board at the opening of the Patriot Nations exhibit, which celebrates the contributions of Native Americans to the United States Military. Over 100 people attended a very moving opening ceremony. The exhibit is displayed on the upper level of the Museum and is well worth your time to view.

Anne Guerin and I are still working on this year’s CCHS tour. We’ll be taking in the Coos River area on a tour tentatively scheduled for July 14th.

I’m changing my tactics for my quarterly appeal for donations. We’ve asked one of our major donors, Al Powers, to describe what motivates him to give generously of his time and money. “I have been fortunate to have decided in grade school to be a construction engineer and had family support for the schooling to support that goal. Starting and building a successful marine construction company was fun and rewarding and I have a sense to share the gains with others who did not have the support I did. My mother was an Oregon history buff and loved restoring historical houses and I guess some of it rubbed off on me.” I’m sure many of you have similar stories.

I wish everyone a happy spring. You’ll hear from me again in a few months. It will be my final column as president of the CCHS Board, and you’ll get to hear from a new president in the future.

We Welcome New Employee, Joni Eades

By Anne Guerin

Joni Eades, our new Rentals and Marketing Coordinator, brings nearly two decades of sales and marketing experience to her position. Joni and her husband Chris, who works in the timber industry, relocated to the Coos Bay area two years ago. Formerly, Joni was an active board member with the Port Angeles Regional Chamber of Commerce where her efforts were focused on marketing and tourism campaigns for the area. In addition to owning her own marketing business, Joni worked with the Lower Elwha Klallam Tribe as their casino’s Marketing Director. Prior to that, she worked in both radio and newspaper, as a sales representative and promotion/marketing director.

Joni is enjoying getting to know her co-workers, the volunteers, and the patrons of the CHM, and she is busy filling the calendar with upcoming rental events. She commented, “I am eager to learn about the history of Coos County, and I can’t think of a better way to do that than by working at the Coos History Museum. I enjoy working with people, event planning, and marketing – so this is truly the perfect job for me!”

Tickets sold out for the Women’s History Month Luncheon held on March 12, when guest speaker LaRee Johnson, author of Ladies Vintage Accessories, presented a talk entitled “History, Hankies, and her Accessories.” Along with enjoying many samples of hand-stitched accessories through the ages, the group heard music by local crooner and North Bend High School choir member, Shaymus Hamlin.

Photo by Anne Guerin

Coos County Historical Society

Staff

Executive Director: Susan Tissot
Collections Manager: Debra Semrau
Education Coordinator: Amy Pollicino
Volunteer Coordinator and Store Buyer: Valerie Caskey
Rentals and Marketing Coordinator: Joni Eades
Visitor Services Assistant: Becca Hill
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Museum Admission

Open Tuesday thru Sunday, 10–5
Adults = $7, Children 5-17 = $3
Family Rate (household) = $17
AARP, AAA, and senior discounts
Free admission to CCHS members, NARM program members, and active-duty military.
541.756.6320, www.cooshistory.org
Executive Director’s Note

Susan Tissot

Spring has sprung and your museum is off to a roaring start with a new changing exhibit program. During 2018 and a portion of 2019, we will honor and share the stories of veterans through a series of four unique exhibits and a special workshop on veterans’ issues.

The Coos History Museum is enrolled as a Blue Star Museum, a seasonal national program sponsored by the National Endowment for the Arts. That means we provide free museum admission to active-duty military and their families, which our museum honors as a year-round program. We are a community with active duty Coast Guard station, and we value the contributions our "Coasties” make. In addition to our active duty personnel, there are over 8,000 veterans living in Coos County. We decided we needed to also reach out to our veterans. With generous financial support from the Coquille Tribal Community Fund and the Mr. & Mrs. Michael L Keiser Foundation, we are waiving museum admission fees for veterans and their spouses through Dec. 30, 2018. Please help spread the word.

Our 2018 exhibition program is focused on veterans and their stories. Through April 29 we feature the Smithsonian National Museum of the American Indians Traveling Exhibit, Patriot Nations: Native Americans in Our Nation’s Armed Forces. Patriot Nations interprets why Native Americans serve in the US Military. On May 10 – July 8 we host the Oregon Department of Veterans’ Affairs, I am Not Invisible exhibit, which features 20 OR female veterans and their stories. July 12 – Sept 16 we host the National Coast Guard Art exhibit featuring 15 paintings of US Coast Guard activities and the community service work they do. In the fall we open Vet Ink: Military Inspired Tattoos, our own in-house created exhibit that will feature local veterans and tell the where, when, and why of their military inspired tattoo. Many tattoos are memorial in nature and represent very personal stories. We have posted an application form onto our website for veterans who would like to participate.

Our goal is to provide venues for our community to better understand one another. We hope you will join us and participate in these important programs while enjoying all that the changing seasons have to offer.

Author to Provide an Evening of Entertainment on Seafaring Outlaws

By Anne Guerin

If you were a child growing up with a fascination for books/comic books about pirates, as I was, do we have a program for you. It will take you back into the world of sailing ships, treasure stealing on the high seas, floggings with cat o’nine tails, walking the plank, and Jolly Roger flags.

On September 8, the CHM is hosting its annual fundraiser dinner auction that features an author who has researched and written about America’s pirates: Black Flags, Blue Waters / The Epic History of America’s Most Notorious Pirates. Eric Jay Dolin, from Marblehead, Massachusetts, will entertain the gathering with tales of piracy in the coastal waters off America – spanning the late 1600s through the early 1700s. His publisher has agreed to let the museum be a pre-release site for this new book.

Dolin, a Ph.D. in Environmental Policy and Planning from MIT, held a variety of jobs prior to 2007 when he decided to devote himself full-time to researching and writing non-fiction books, usually about something in the marine world. Among his book topics are the history of the fur trade, whaling, and lighthouses in America. He devotes approximately two years to the research and writing of each book, often followed by a series of speaking engagements on his latest publication. Dolin, a born story-teller, enjoys sharing his interests with an audience. Their receptivity to his talks “is a nice confirmation of the value of a presentation,” Dolin said in a recent phone conversation. “To be successful, one must be a marketer and showman.”

Mark your calendar and plan to attend this night of a deep dive into the history of American piracy.
organization or pattern; there were many shacks and shanties built on shoestrings by squatters.

More business development was spurred after 1924 when the Federal Government funded construction of the south jetty at the entrance to Coos Bay. Within a year Dave Jones opened his store, and community services such as the Charleston School, a Post Office, dance hall, pool hall, three-story hotel, saw mill, several more stores and, of course, a tavern added to local commerce. According to the pioneer granddaughter, early church services were conducted by traveling preachers upstairs at Dave Jones Locker. Fishing became an industry in the 1920s, with both commercial and sport fishing which led in the 1930s to such enterprises as Charles Feller’s fish shipping business, the Hallmark Fisheries plant, and Qualman oyster beds.

The 1930s saw continued growth with logging along the Seven Devils Road and a CCC camp built where University of Oregon’s Oregon Institute of Marine Biology is now. The fishery industry burgeoned in the 1930s and ‘40s. The wooden bridge built in 1909-10 was by then deteriorating under the pressures of heavy use. Around 1932 the Oregon State Highway Department began plans for a new steel structure to replace the old wooden drawbridge. The new bridge, completed in 1934, was of enclosed through truss swing span design. It was built in sections on Isthmus Slough and taken by barge to the point of assembly in Charleston. The swing span was mechanically pivoted by huge gears, very like a railroad turntable. The Oregon State Bridge Engineer was Conde B. McCullough who was, at that time, busily involved in the design and construction of a series of spectacular spans along Highway 101, the Roosevelt Highway. While McCullough signed off on the plans for the Charleston Bridge, it is unlikely that he had anything to do with its design. As noted, he was engaged in creating the coastal route bridges. It is also obvious that the 1934 Charleston Bridge did not exhibit any of the graceful hallmarks of McCullough’s personal touch. The bridge was, in fact, devoid of any decorative architectural treatment whatsoever. The construction was accomplished by J. W. and J. R. Hillstrom general contractors at a cost of more than $87,000.

The 1934 bridge served for fifty-seven years. During that time the growth of Charleston waxed and waned, becoming at its peak a boom town of fishing fleets, the growing OIMB, military presence during World War II, development and services for the residential community, and tourist attractions. Over the years, a variety of signals were developed to alert the bridge tender that a boat needed to pass through. Residents of the area reminisce that three long blasts on a boat’s horn would signal the tender to open the bridge. But the horn blasts did not always come from boats. One creative boater sounded the blasts on his trombone. Another sounded the signal on a conch. Then there was the fellow who resided in a converted bus at one of the bayside trailer parks, and had replaced the normal horn on his bus with a boat horn. This individual was well-known to some of the more troublesome folks who, when faced with possible intervention by sheriff deputies, would call upon him to sound the alert and open the bridge, thus preventing officers of the law from crossing the slough into Charleston.

In 1983 the Oregon State Highway Department conducted a study of the Charleston Bridge which determined that the bridge had deteriorated to a point where it required either extensive repairs or total replacement. It was also noted that bridge clearances were inadequate for present and future traffic. A new bridge was planned, designed by David C. Moyano with consultation of CH2M of Corvallis, and built by General Construction Company of Federal Way, Washington. The design was described as double leaf Chicago style bascule lift, and the bascule lift was manufactured by Hardesty & Hanover of New York. Construction was started in mid-1988 and took two and a half years to complete. The cost of the new bridge was $15.4 million.

As the new bridge neared completion, in January of 1991 the South Slough was closed to all marine traffic for six weeks to allow the bridge contractor to keep the bridge closed to make necessary adjustments to the spans, put on the deck grating, complete the sidewalk and guardrails and lay down the road surface over the grating. The bridge is opened primarily by an electric motor, though there is a back-up air motor and, as a last resort, a hand crank.

In February of 1991 one of the bridge tenders and others in the community organized a going-away party and open house for the 1934 bridge. The Charleston Visitor Center was alive with locals reminiscing about the bridge. An article in the February 13, 1991 issue of The World reported:

The venerable old South Slough Bridge has carried everything from strolling sailors, to horses, cows and every sort car or truck imaginable to the entrance of Old Charlie Town. Now the old girl is tired and heavy trucks will no longer make her piling thunder. The South Slough Bridge is (continued on page 5)
scheduled to be removed in March, her ultra-modern steel and concrete replacement already casts an evening shadow over the old wooden walkways.

According to the bridge tender, "Approximately 10,000,000 vehicles have traversed over 2,000,000 miles across the one-quarter mile span" and the bridge was opened a total of 228,000 times.

When the 1934 bridge was removed it marked the end of an era; it was one of the last swing bridges on the Oregon Coast. The new bridge was ready for both marine and vehicular traffic in early March 1991, and underwent its first routine maintenance six months later. Since then, for the past 26 years, the bridge has been inspected and serviced every two years in August or September, and apparently remains a healthy and hearty mainstay of commerce and tourism in Oregon's Bay Area.

When the new bridge was formally dedicated in the fall of 1991, the local workers, tradespeople and craftsmen who participated in its construction held a barbecue at the east end of the bridge. During the course of the festivities, an eagle was observed scooting above the bay. The regal bird suddenly dipped and strafed the water, emerging with a salmon in its talons. Unfortunately for the bird, its hold on its prey was not secure and the salmon fell from the eagle's grip and landed in the midst of the celebrants, who without hesitation scaled, cleaned and tossed the fish onto the barbecue. What better salute could the bridge have received?

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Calendar of Events

We are working hard at bringing new and relevant public programming to the community. The following is a partial list of upcoming events. Check the museum’s website for a full calendar of events, www.cooshistory.org.

APRIL

3 – First Tuesday Talks: Museum open extended hours 6-8:30 p.m. with galleries and store open. Lecture begins at 6:30 p.m. $7 adults, free for museum members. Speaker: Alexa Carlton, Bringing the Wild Back into our Urban Spaces. Alexa weaves plant and insect ecology into everything she does as the Education Program Leader for the CoosWA, through projects that connect people to nature through urban restoration and ecological landscaping.

8 – Second Sunday Family Fun Day: Museum admission FREE all day, 10a.m.-5p.m., plus hands-on activities for kids and the young at heart from 1p.m.-3p.m. Sponsored by Coquille Animal Hospital.

14 – Tule Mat Weaving Class, 10a.m.-4p.m. Learn how to traditionally process the materials, and go home with a finished mat. Class taught by Stephanie Craig. Cost: $80, preregistration required.

15 – Cedar and Sweet Grass Weaving Class 10a.m.-4p.m. Learn traditional weaving techniques and materials. Western red cedar and coast sweet grass sedge will be used to make a set of four each of place-mats and coasters. Class taught by Stephanie Craig. Cost: $90, preregistration required.

26 – Toddler Yoga: 10:30-11:30a.m., $7 Adults/FREE for Museum Members (Family level or above). Kids will learn traditional yoga poses as well as singing songs, playing games, and other activities that challenge their motor and social skills!

26 – Knot Club 2-4p.m. Skill-sharing club all about how to tie different kinds of knots. Members enjoy working on various projects throughout the year. All levels welcome.

29 – Last day to view Patriot Nations: Native Americans in Our Nation’s Armed Forces

MAY

1 – First Tuesday Talks: Museum open extended hours 6-8:30 p.m. with galleries and store open. Lecture begins at 6:30 p.m. $7 adults, free for museum members. Speakers: Steve and Jeanne Woods, A Historic and Contemporary Perspective on Piloting the Coos Bay Bar. Steven and Jeanne Woods are co-authors of, O Pilot! Historical Sketches of the Coos Bay Bar Pilots published in 2013. Copies of their book are available for sale in the museum store. A book signing will follow the lecture.

3, 10, 17, 24, 31 – Toddler Yoga 10:30-11:30a.m.

10 – I Am Not Invisible exhibit opens. Sponsored by the Oregon Dept. of Veterans’ Affairs. Reception follows from 4-6p.m.

13 – Second Sunday Family Fun Day: Museum admission FREE all day, 10a.m.-5p.m., plus hands-on activities for kids and the young at heart from 1p.m.-3p.m. Sponsored by Coquille Animal Hospital.

18 – Veterans Event: 10a.m.-1p.m. Series of speakers with light refreshments to follow. Sponsored by Bay Area Hospital Foundation

31 – Knot Club 2-4p.m.

JUNE

5 – First Tuesday Talks: Museum open extended hours 6-8:30 p.m. with galleries and store open. Lecture begins at 6:30 p.m. $7 adults, free for museum members. Speaker: David George Gordon, Sasquatch: Man-Ape or Myth? David George Gordon is the author of The Sasquatch Seeker’s Field Manual.

Using Citizen Science to Uncover North America’s Most Elusive Creature. An accomplished science communicator, he has spoken at the American Museum of Natural History, The Philadelphia Academy of Sciences, Yale University, the Smithsonian Institution and Ripley’s Believe It or Not! museums in Hollywood and Times Square. Copies of David’s book will be available for purchase in the museum store. A book signing will follow the lecture.

7, 14, 21, 28 – Toddler Yoga 10:30-11:30a.m.

10 – Second Sunday Family Fun Day: Museum admission FREE all day, 10am-5pm, plus hands-on activities for kids and the young at heart from 1p.m.-3p.m. Co-sponsored by Coquille Animal Hospital and an anonymous business donor.

28 – Knot Club 2-4p.m.

30 – Annual Membership Meeting Sprague Gallery, 10a.m.-1p.m.

EXHIBITS

April: Coos County in Main Gallery, Patriot Nations: Native Americans in Our Armed Forces on Mezzanine

May & June: Coos County in Main Gallery, I Am Not Invisible on Mezzanine

UPCOMING EVENTS

Oregon Humanities Project: What is Cultural Appropriation? Facilitator Surabhi Majahan will lead us in a conversation to explore cultural appropriation beyond who’s “allowed” to wear certain clothing or cook particular foods.

Oregon Humanities Project: Showing Up: What Does it Mean to Belong to a Community? Being part of a community is an essential need for all of us. It is a place where we find others who share common ground, where our values and identities are reflected. Community is also a place where we are supported and thrive. Join facilitator Chi Mei Tam in this conversation to explore what it means to be part of a community.

All events subject to change.
The new Donor Board recognition was recently installed in the main entrance of the museum, a project conducted by long-time supporters John and Teri Whitty and Annie Donnelly, with Susan Tissot’s participation.

Love adventure?
Join our museum travel group for a once-in-a-lifetime experience on the Royal Clipper ship as it travels through the Caribbean and the new locks in the Panama Canal November 10-24, 2018. This cruise will have only 227 passengers on board and makes multiple ports of call stops. Our museum travel group has room for 18 passengers. For more information, check out the video on our website or e-mail Susan Tissot at director@cooshistory.org or call 541-756-6320, ext. 213.
Some significant progress has been made this winter on one of the Coos History Museum’s premier outdoor exhibits. Several volunteers were led by Lionel Youst, a local historian from Allegany, who grew up around logging operations in Oregon and Washington. Under Youst’s directions, volunteers have installed a short “skid road” in front of the Dolbeer spool steam donkey on the museum’s south plaza and laid in-place a 12-foot long, 3000 pound log partially on those skids. The log was placed in a dramatic way that makes it look like it is being dragged in from the museum’s west bioswale.

Youst purchased new cable and hooked it up the proper way onto the spool of the donkey so that visitors will have a better understanding of how the system worked. Unbelievably, he also found and purchased never-before-used “log dogs” on Ebay, in their original 1925 packaging. Recently-retired Marshfield High metals/woods instructor Tom Hull did the welding to fabricate a chain bridle for the dogs, which were hammered into the log and connected to the cable. This was the method used during the days of bull team logging, before there were such things as chokers to hook onto the logs, and continued to be used with the spool donkeys during the transition from animal power to steam.

The Douglas Fir log was donated and cut by Tom Huppi on his property up Coos River and delivered to the site by Mick Green. Mike Vaughan “sniped” the log in front (a method used during the days of bull teams and ground-lead donkeys to prevent the log from digging into the ground as it was pulled forward). The log was then set in place by Dick Jamsgard using one of the Hysters from the Oregon Coast Historical Railroad Museum. Steve Greif assisted on the project. Due to a generous grant from the Floyd Ingram Charitable Trust, new interpretive signage will be installed to more fully explain the exhibit.

The vertical spool steam donkey was first patented in 1882 by its inventor John Dolbeer of Dolbeer and Carson Lumber Company in Eureka, California. It was intended to be used to aid in logging the huge California redwoods. Its purpose was to provide a flexible and cheap source of power to enhance the energy available from the bull teams (oxen) that were then the sole motive power used to yard logs on the hills of the Pacific Coast. By the turn of the century, Dolbeer spool steam donkeys were in common use for both yarding and loading logs at logging camps throughout the west. They worked side by side with the bull teams, as evidenced by any number of historic photographs from the period. The Dolbeer vertical spool steam donkeys were one of the first manifestations of the industrial revolution to show up in woods. In its elegant mechanical simplicity, it provides striking contrast to its predecessor, the yoked oxen, and to its successor, the more sophisticated drum donkeys that eventually replaced the bull teams entirely. It perfectly represents the transition between the ancient use of cattle for motive power, to the development of huge steam engines which peaked by the late 1920’s. By the end of the Second World War, steam in the woods had been completely replaced with diesel-powered machines, which provide the motive power in logging to the present day.

The machine owned by the Coos (continued on page 9)


**Steam Donkey**

(continued from page 8)

History Museum was built in 1902 by Marschutz & Cantrell of San Francisco under a Dolbeer patent and shipped to Simpson Logging Company in North Bend. It was first used at the Simpson camp on Blue Ridge and subsequently at various camps on Coos River and Daniels Creek. It was sold to Emmet Pierce Logging Company in 1904 and used on the Coquille River, then, in 1905, Pierce sold it to Jack McDonald who formed a partnership with William Vaughan under the name of McDonald and Vaughan Logging Company (re-formed as Coos Bay Logging Company in 1917). It remained in use by Vaughn and the Coos Bay Logging Company at its Old Town Mill in North Bend (the successor to the original Simpson Mill) until the mid-1930’s. It was one of the last such spool donkeys in use in Oregon.

In 1950, William Vaughan donated the steam donkey to the Coos County Historical Society. A new log sled was then built and donated by the Menasha Corporation of North Bend in 1994. The exhibit stood outside the museum in North Bend until moved to its current location in Coos Bay in 2015.

The spool donkey at the Coos History Museum is the only one built by Marshutz & Cantrell. It has a six-inch bore and twelve-inch stroke (6 X 12). It has a 30-inch flywheel and six-inch pinion gear powered by steam from a 36-inch boiler. The gypsy capstan is 16 inches high, which makes it significantly larger than the other spool donkeys in the state.

The museum’s machine has much significance to local history. It represents the continuity of the Simpson and Vaughn presence in the area—two names going back to the beginning of the lumber industry on the Bay. The exhibit also represents the transition between animal and machine power and does it vividly and clearly. In the spring, hundreds of 5th grade students annually visit the Coos History Museum through the education program under the guidance of CHS Education Director Amy Pollicino. The students will enjoy counting the rings of the log to determine its age and more fully understand the physics and vocabulary of old-time logging.

### Thank You, Volunteers!

Four new interpretive signs were recently installed in the ecological landscaping in the CHM parking lot by students involved in the Coos Watershed Association’s Watershed Conservation Stewardship Corps program: Kamara Mill, Tyler Warner, Breahna Head, Kody Cochell, Nick Baker, James McGraw, Gavin Burch, Kayla Coleman, and Jessy Garcia. Crew leader was Dave Nelson and program leaders were Alexa Carleton and Kaedra Emmons. The signs were designed by the Coos Watershed Assoc. and the Coos History Museum, with printing by BNT Promotional Products.

*Photo by Steve Greif*
Eight Coast Guard men and women volunteered several hours to help with landscaping the grounds at Coos History Museum in mid-February. Thank you, David Duren, Maggie Nakoa, Steve Lopez, Shane Abold, Dan Nielsen, Audrey Caristo, Ben Detroit, and Jordan Along.

We Love Our Coasties

Photo by Steve Greif