Historic Profile of the McKay Tract: Logging, Ranching, and Railroads

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Site location map. The McKay Tract boundary encompasses most of the property once owned by the historic lumber business known as McKay & Co. Phase 1 of the proposed Community Forest contains land west of Ryan Slough and Ryan Creek, including not only regenerating forest lands but also much of the former McKay & Co. Railroad right-of-way and a large portion of the site of the company’s ranch.
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Logging, ranching, and railroads—three of Humboldt County’s mainstays—were once all found just east of Eureka, in the drainage of Ryan Slough and Ryan Creek. This area is thus one of the most historic locations in the vicinity of Eureka—not only in fact, but also in fiction. It’s a story worth summarizing.

In February 1852 James T. Ryan drove the side-wheel steamship Santa Clara onto the Eureka shoreline at the foot of D Street. It lodged at the intersection of First and D, at the future site of Our Corner Saloon. The act was audacious but intentional. Ryan, along with his brother-in-law, James R. Duff, and two other men, used the grounded ship’s engines to power what became “the first really successful mill in the Humboldt Bay region.” The mill did more than cut lumber—it also helped create the Eureka waterfront: “the sawdust and slabs from the mill and aggregate ballast from arriving vessels formed the fill” for the town’s shoreline. By 1854 the Ryan, Duff & Company mill was the largest of the seven then operating in Eureka. It employed 35 workers.

During the 1850s Eureka’s mills were isolated from their timber by a lack of infrastructure. Most of the town’s buildings clustered near the waterfront, with the forest starting just a few blocks to the south. Much of the surrounding area was wetland, so that when a couple of houses were constructed on E Street south of Sixth, the owners “had to build a plank path-way over the marsh to get to their homes.”
A road went south to the Eel River valley but there was as yet no road north to Arcata. There were no railroads. Thus, in the early days of lumber operations,

...nearly all the logs were transported to the mills by water. During the summer season a year’s supply was cut and piled in the creeks and river to await the freshets of winter. It would seem that no possible power could move the immense mass of timber that, in the dry bed of the stream, filled it from bank to bank. But when the heavy rains of winter came, the wild, maddening torrent, rushing precipitously down from the steep hillside, and, accumulated in the gulches above, lifted the whole mass in one body and sent it whirling and swirling in a mad chaos to the valleys below.

Once in the sloughs, or in the bay itself, the logs were assembled into rafts and moved to the mills, which were all located along the shoreline. After the mills had cut the logs, much of the resultant lumber was stacked on the companies’ adjacent wharfs for transport by schooner to San Francisco and other ports.

Mindful of the prevailing method of transporting logs, Ryan, Duff & Company began acquiring timberlands in the drainage immediately southeast of Eureka, where a good-sized creek headed in the mountains about seven miles from town. Numerous feeder streams had carved gulches that joined the main creek canyon, and the hill slopes were covered with “some of the heaviest and largest stands of Humboldt County’s redwoods.” About three miles from Eureka, east of later-day Cutten, the Ryan Creek canyon widened into a valley. A mile farther north the main creek fed into a slough. In 1853 Ryan and Duff purchased six quarter-sections of land in the prairie area near the mouth of this slough. The southwest boundary of the parcel was the slough itself, which thereafter was referred to as Ryan (or Ryan’s) Slough.

Ryan seems to have deserved the commemoration. In 1849 he started for California by way of Panama. After crossing the Isthmus he took passage on the Three Friends, which sailed so slowly that Ryan got off
at a port in Mexico and decided to \textit{walk} to San Francisco. This he accomplished—barely. He “arrived at that city with neither coat or boots on, and nearly starved.” He encountered Frank Duff, one of his later mill partners, who staked Ryan to “his first square meal since leaving the ... \cite{Three Friends}.” Ryan then “went to bed and slept forty-eight hours before waking.” Twelve years later, after gaining success in Eureka, Ryan was introduced to Abraham Lincoln by a friend: “Mr. President, this is General Ryan, a loyal neighbor of mine, who can build a cathedral and preach in it, build a ship and sail in it, and build an engine and run it.”\cite{Three Friends} Some of what the speaker said was actually true.

One of Ryan’s mill partners, James R. Duff, also achieved fame. In 1851, before coming to Eureka, he had helped purge San Francisco of its criminal element, which virtually ruled the city. Sixty-four years later, Duff was the subject of a feature article in the \textit{San Francisco Chronicle} entitled “‘Last of the Vigilantes’ Still Hearty at the Ripe Old Age of Ninety.”\cite{San Francisco Chronicle}

During the 1850s Ryan, Duff & Company, through the purchase of preemption claims and school land warrants, gained ownership of most of the northern (lower) half of the Ryan Slough-Ryan Creek drainage.\cite{Preemption} Despite their success in acquiring timberlands, their business failed to thrive. In 1854, following a drop in lumber demand, the company went bankrupt. After a long court case, the business came under the ownership of a third Duff brother, William,\cite{Bankruptcy} in 1859.\cite{Three Years Later} Three years later the mill burned. In 1868, after a six-year hiatus, a new facility, called the Duff & Co. Mill,\cite{New Facility} was built farther west along the bay shore, between A and C streets.\cite{Six-Year Hiatus} It burned soon after completion. Again the mill was rebuilt. It ran for about a year and then, in 1871, William Duff sold the operation to a group of investors headed by future Eureka mayor David Evans, who renamed the mill the Occidental.\cite{Selling The Mill}
In 1875 Evans & Co. sold the Occidental Sawmill to McKay & Co., whose partners were Allan McKay, Harris Connick, Alexander Connick, and A. J. Bryant. The new enterprise also acquired 4,000 acres of Ryan Slough redwood timber, which represented about a quarter of the forestland in the drainage. Moving logs from the parcel was not a problem, since they could “be run to tide-water in the Slough.”

McKay & Co. employed 60 men for logging and 40 men at the mill. Their sawlogs were stored next to the mill in the bay, and their wharf accommodated vessels with a 20-foot draft. The mill included an ingenious invention designed to cut large redwoods. It was called the Evans Triple Circular Saw, the patent for which McKay and Co. had acquired from its inventor, David Evans.

It is not clear when logs were first sent down Ryan Slough, although it likely happened no later than 1853, when Ryan and Duff purchased land there. According to one report, future lumber baron William Carson and associate Jerry Whitmore “felled the first redwood tree for sawlogs in Humboldt County” on Ryan Slough in 1850. A more probable account is that the pair cut the first sawlogs of any species somewhere between Freshwater and Ryan Slough and used the slough to send the result to the bay. John McCready reportedly floated logs down the slough between about 1862 and 1880, while Frank Graham, a well-known early day lumberman, recalled rafting logs there in 1872-1873 for future McKay & Co. partner Harris Connick.
For several years McKay & Co. relied on water transport to move their logs to their mill. In March 1879 the *Daily Humboldt Times* noted that both “Freshwater and Ryan’s slough were running full and logs were coming down lively at last reports.” In December 1881 the same paper indicated that a post-Christmas freshet washed logs down various stream courses: “about 3,000,000 [board] feet came down Ryan’s Slough. These belong to the Occidental mill and that company [also] has about 2,000,000 feet in Elk River, which will give them a supply that will last for several months.”

Eventually McKay & Co. expanded their log transport system. In June 1883 it was reported that they

... had determined to build a railroad from tide water along Ryan’s Slough to a point opening up their timber and furnishing them with certain means of transportation of timber to the mill. This slough has always seen drives, but of late years many obstacles were encountered....

The present [railroad] grade is two miles long, extending from the county bridge [near today’s Myrtle Avenue] to the dam, just above the old Connick camp.”

The railroad, as mapped three years later in 1886, ran from just south of Myrtle Avenue up the canyon to a point about half a mile east of the current Humboldt Bay Community Services District facility on Walnut Drive. At the Myrtle Avenue terminus was a landing where McKay & Co. dumped their logs into Ryan Slough, whence they could be floated down Ryan, Freshwater, and Eureka sloughs to the bay and then on to the Occidental Mill. In 1887 the company extended its rail line about three-quarters mile northward, constructing an earthen causeway to carry the rails over the wetlands east of Myrtletown. The new terminus was just north of what is now the eastern end of Myrtletown’s Park Street. Here they built a new landing that allowed them to discharge their logs directly into Freshwater Slough.
With the new terminus came trouble. The McKay & Co. tracks passed through the property of Charles W. Hill south of Myrtle Avenue. A dispute arose in 1888 regarding a part of the right-of-way agreement. The case was litigated all the way to the California Supreme Court, which ruled that damages assessed by the lower courts against McKay & Co. were excessive, and granted a new trial.28

It was a Pyrrhic victory for McKay & Co. They may have won the court case, but they had long ago lost the goodwill of Hill, who in 1891 revoked the right-of-way agreement for the rail line.29 This meant that more than a half-mile of track through Hill’s property south of Myrtle Avenue had to be rerouted westward onto McKay land. The result was the county’s only railroad “shunnel,” a hybrid structure that appeared to be part tunnel and part shed roof. It was actually a narrow cut in the hillside that ran just inside the McKay & Co. property line. The cut was lined with board walls and a wooden roof put over them “to keep Hill’s property from caving in and sliding onto the track.”30 The “shunnel” was located about a quarter-mile east of today’s Redwood Acres.

In 1890 what was referred to as the “Ryans’ [sic] Slough Railroad” was now “about six miles in length, from tide-water to a magnificent belt of redwood, and the valley through which it passes is very fertile.”31 The 1898 county map shows the railroad still at this approximate length, having penetrated the Ryan Creek drainage to a point about a mile east-northeast of today’s Ridgewood Heights.32 By 1911 the rail line had extended to its farthest southern limit, running up the west fork of Ryan Creek to a location about one mile south of Ridgewood Heights.33 Sometime between 1911 and 1921 another line was run from Ryan Creek eastward up Bear Gulch.34 In 1929 Professor Emanuel Fritz of the U. C. Berkeley School of Forestry photographed logging operations along a side canyon in the Bear Gulch drainage.35

[Image: McKay & Co. logging camp and railroad in Bear Gulch, 1929.]
The railroad, and the loggers, kept busy. A June 1900 report stated:

The times are lively these days up Ryan’s Slough. There are 85 men employed with 11 sets of choppers at work. The daily output is about 100,000 feet of logs and about six trainloads of logs are dumped at the mouth of the slough each day. At present there is in the slough between 2 and 3 million feet of logs and it is expected to put in about 23 million more this season.36

Lest anyone find these numbers overwhelming, it should be noted that the report was referring to “board feet,” the standard measure for sawlogs. A board foot is a hypothetical section of wood twelve inches long, twelve inches wide, and one inch thick. Using this measurement, a twelve-foot-long log that was six feet in diameter would yield about 3,000 board feet.37 To transport its average daily output of 100,000 board feet, McKay & Co. would have needed about 34 railcars that each carried one log of this size.

At the northern terminus of the rail line, near the east end of Park Street, McKay & Co. built a small train yard, with shops and an engine house.38 The latter structure apparently replaced a predecessor that was located at the northern end of the shunnel.39 In 1902 they added a shingle mill at the terminus,40 McKay & Co. upgraded their shingle operation in September 1907 with a “huge Sturtevant hot air blower” that could “dry 200,000 shingles every twenty-four hours.” The mill itself had been “recently rebuilt over the ashes of a comparatively new mill,” which did not have a drying plant.41 The shingle mill was located immediately west of Freshwater Slough about 300 yards northwest of the end of Park Avenue.42

McKay & Co. Railroad northern terminus, shingle mill, and log dump, north of Park Avenue.
As early as 1890 mention was made of another McKay & Co. activity. The company was farming in the Ryan Creek drainage, where “the valley lands are cultivated with great success.” In May 1898 the *Humboldt Times* described the operation in some detail:

Besides timber lands, McKay and Co. have good pasture and fertile farm lands at Ryan Slough. At the Freese farm are flourishing grain and vegetable fields, two thrifty orchards, and a creamery, where last year about 7,000 pounds of first class butter was made. And east of the Arcata Road [Myrtle Avenue], on the south hill slope they have a magnificent vegetable garden. The company raises its own beef and pork, while the farm, the dairy, the orchard and vegetable garden provide milk, butter, fruits and vegetables and hay for the mill, camps and stables.

The “south hill slope...vegetable garden” referred to the area where Redwood Acres is today. Besides feeding all the company’s livestock, the farm and ranch also provided food for about 150 workers, 100 of whom were “in the woods and in other lines of work on Ryan’s Slough” and the other 50 at the Occidental Mill. In 1901 McKay & Co. “was cultivating 400 acres of bottomland on Ryan’s Slough and several thousand acres of range for its beef. They were milking 75 cows and supplying the cookhouse at the logging camp and sawmill with milk and butter.” At first McKay & Co. employees ran the operation, but in 1907 the company leased the ranch for a five-year period to Joe Giacolini. Following this, in 1913, Otto Docili leased the property, but he sold out the following year.

Allan McKay, the senior partner in McKay & Co., died in August 1886. His son-in-law, James Loggie, then became general manager, while McKay’s widow, Rebecca, inherited her husband’s interest in the company. In September 1888 she bought out the other partners and became the sole owner. Rebecca McKay died in September 1895 and Loggie then assumed control of the company. When he died in 1905, George H. Mastic served briefly as president. He was succeeded by Loggie’s son-in-law, Paul Burns. Burns, a dentist, was married to one of Loggie’s two daughters, who were the heirs to the McKay holdings. According to one source, “Edna Loggie came to get her teeth fixed” at Burns’s dental office and she wound up also getting fixed up with a husband.

McKay & Co.’s timber holdings expanded over time. The 4,000 acres they had acquired in 1875 had grown to over 6,000 acres by 1898. Most of the new property was in the upper reaches of Ryan Creek, but McKay & Co. had also purchased small parcels in the Salmon Creek and Elk River drainages. In 1911 the company gained ownership of almost all of the remaining land in the upper Ryan Creek drainage, buying 2,400 acres from The Pacific Lumber Company. One small exception was a quarter-section on the ridge south of Bear Gulch that had belonged to the Henry Swart Lumber Company but came into the possession of the University of California, an island of academia in a sea of McKay timberlands.

By 1911 the Occidental mill was a venerable antique. It was 43 years old and the only mill to still use the obsolete Evans Third Saw, even though the more efficient band saws had been used by other local mills as early as 1885. McKay & Co. owned half of Woodley Island and could have built a new, modern mill there. Their current mill, however, was situated directly east of the Northwestern Pacific train yards and everyone knew that within a few years the line would connect with San Francisco Bay, thus allowing the mill’s lumber to be transported by rail. Although McKay & Co. operated its own lumber schooners, shipping by sea was always perilous. In 1912 their steamer, the *J. J. Loggie*, hit the rocks off Point Arguello, west of Lompoc, and sank. Perhaps foreseeing the advantages of railroad access, McKay & Co. decided to rebuild their aging mill facility, albeit with one of the newfangled band saws.
Denny’s 1911 map of Humboldt County, showing most of the McKay Tract in pale purple and the farthest southern extent of the railroad (dashed line).
In west Eureka the band saw began sawing, while in the woods east of town the timber of the McKay Tract kept falling. The company’s railroad started with a single saddle tank engine in 1884 and added a second, larger saddle tank in 1904. The latter was named the “J. J. Loggie” after the company’s president. He had little time to enjoy the honor as he died the following year.

The rail line that ran up the Ryan Creek canyon stayed close to the creek in order to maintain a moderate grade. It crossed the stream several times and in places ran above the creek itself on sections of trestle. One trestle piling still remains; it juts from the creek about three miles up the canyon, just west of the main Green Diamond haul road. Frank Cerny, a long-time resident of the area, recalled seeing a trestle near the confluence of Ryan Creek and Henderson Gulch that “ran south for about 200 yards.” Cerny indicated “that most of the railroad grade was on solid ground, with only portions of it on elevated trestles.” A spur line up Bear Gulch “ran right up the creek channel.” The northern section of the line was built mostly on fill to carry it above the wetlands of Ryan Slough. Part of PG&E’s gas line now follows the elevated grade, both upstream and downstream from the Myrtle Avenue bridge. The northernmost section of the railbed is visible from Park Street. It now appears as an elevated line of blackberry vines that separates dairy land to the east from a wetland to the west.

The Occidental Mill continued operations into the 1930s, when it fell victim to the Great Depression. It closed in 1930, but reopened briefly in 1931 and 1932. The possibility for further activity ended on September 12, 1934, when the mill “was totally... destroyed by one of the most spectacular fires in Humboldt history.” The noontime conflagration “threw showers of burning cinders over a large part of the city and repeatedly threatened to spread into the business district.” The Eureka fire department called on the harbor steamer Antelope, the Coast Guard cutter Cahokia, the tug Humboldt, and the fire car of the Northwestern Pacific Railroad to help quench the flames. No Viking funeral could have exceeded the dramatic departure of the oldest mill in Eureka.

And that was it for the logging operations of McKay & Co. The mill was never rebuilt. Most of the original Ryan Creek forest that had fed it was gone, and it would be decades before the regrowth had lumbermen again looking longingly at the tract’s trees. Both McKay locomotives were scrapped in 1935, most of their remains reposing at Breeden’s bayside junk yard. The boiler of the McKay engine #2, the J. J. Loggie, endured, however. It was first moved to Hayfork, where it powered a small sawmill until 1947. Subsequently it was taken by Henry Sorensen to his railroad museum in McKinleyville, thereby making it most of the way back to the McKay Tract.

As for the tract’s tracks, they were taken away, probably for World War II scrap drives, never to come back. Richard Philipsen, who explored the area in the 1950s with his boyhood friend, Roger Rodoni, recalled that by then no rails remained along the railroad grade, only ties. Two significant McKay Tract features did survive, however. The combination ranch and farm, which was located in one of the wider parts of the canyon northeast of Cutten, continued to function after it no longer served the needs of the company. For a time Larry Turner ran the operation for the Burnses. Then, in 1940, Jimmy and Eva Rodoni took over from Turner and moved onto the property. They brought with them their year-old son, Roger. According to Eva Rodoni, when she first went from Harris Street down into the Ryan Creek valley and saw the ranch, she said, “Jesus, I thought we were at the end of the
world. Fifty dollars a month and your meat if you raised it, and your milk if you raised it. I made butter and all that stuff and canned a lot.”

This was rugged, old-fashioned ranching, but it was not unfamiliar work for the Rodonis. Jimmy came from a ranch family; his father, Michael, and his uncle, Paul, had operated Rodoni Brothers, a dairy and stock-raising operation that, starting in 1911, leased 1,500 acres on Bear River. True to the family tradition, Jimmy plowed the McKay fields and transported hay by horse power until 1952. Then one day Jimmy drove the hay wagon up to the barn, got off, went into the house, came back with a camera, and took a picture of the wagon. When Roger asked him what he was doing, Jimmy said it was the last time he was going to use horses to haul loose hay. He went out and bought a used tractor.

The Rodonis worked as employees of the Burnses until 1952, when Edna Burns died. In order to pay the inheritance taxes, McKay & Co. subsequently sold the tract, except for a small parcel that contained the Burns family’s house, to the Pacific Conservation Company. At that point the Rodonis began leasing the ranch. Jimmy and Eva Rodoni continued as lessees through two changes of McKay Tract ownership until 1976, when they declined a new, much more costly lease, and left the property. The ranch had changed little during their 36-year tenure there.

Louisiana-Pacific Corporation, which by then owned the property, continued to allow ranching in the tract until 1996. Les and Vicky Moore had the last grazing permit from L-P. The fields on the valley floor were kept open until the end of Moores’ lease and cattle grazed as far south as the PG&E power line.
right-of-way, which runs through the tract near Winship Middle School. After the ranch operation ended,
L-P planted part of the grazing land with spruce and redwood. Much of the pasture land has filled in
and today only two small, shed-like structures remain to mark the location of the ranch.

Both the ranch and the Burns House were reached by a road that dropped south from Harris Street to the
Ryan Creek canyon. It crossed part of the pasture and then paralleled the railroad grade, crossing Ryan
Creek on a wooden bridge. The road turned west from the rail line, recrossed the creek, and entered
the ranch complex, the main buildings of which were the ranch house, a large hay barn, a smaller horse
barn, and a combination garage and blacksmith shop. A spur road ran southwest uphill a short distance
to the Burns House.

The McKay family originally lived in the earliest dwelling on the flat, which later became the ranch
house. They subsequently moved to a new house a short distance up the valley. When this burned in
1916, the Burnses rebuilt on the hillside just south of the ranch.

The Burnses were used to fancy habitats; they had an “ocean” house at Pismo Beach, a “city” house in a
fancy San Francisco neighborhood, and now they built a “forest” home at the edge of the McKay woods
for use in the summertime. Paul Burns made sure the new dwelling was to his liking. He “left standing
orders at the [Occidental] mill to be called if ‘curly redwood’ was going through the planer.” Burns se-
lected pieces of this striking wood for the walls of the dining room and the covered beams in the living
room. The hillside, Craftsman-style house overlooks the ranch site. Although it has seen some alter-
ation since the time of construction, the Burns House still possesses its architectural integrity, and the
main rooms of its interior, with their display of beautiful and unusual uses of redwood, are worthy of a
museum.

During the 1940s the Burnses employed George and Meesa Ito, a Japanese couple, to care for their house. Despite the
forced relocation of Japanese during World War II the care-
takers were allowed to stay on the outskirts of Eureka, ap-
parently since Paul Burns “came regularly to register and
confirm his employment” of the pair.

The Pacific Conservation Company conducted no logging in
the McKay Tract during its ownership. In January 1967 the
property was sold to the Georgia-Pacific Corporation. G-P
chief forester Alfred H. Merrill called the 8,000-acre parcel
“one of the finest tracts of second growth in the redwood
region.” There were also “scattered stands of old growth left
from the original logging.” The forest, which had not seen
saw or ax for 35 years, was “virtually without roads,” since
the last timber cutting had occurred when only the McKay &
Co. Railroad provided access. G-P soon began to build truck
roads and thin second-growth timber.
A reorganization of G-P in 1972 resulted in the tract being taken over by a new company, the Louisiana-Pacific Corporation. Both G-P and L-P sold or donated small parcels at the edge of the tract, including those for Winship Middle School and the Redwood Fields sports complex. In 1998 Simpson Timber Company purchased L-P’s Humboldt timberlands, including the McKay Tract. Simpson became Green Diamond Resource Co in 2005, which continues to own the tract.\(^85\)

After the Burnses sold the McKay Tract to the Pacific Conservation Company their house was occupied by various tenants. In 1978 Bill Windes started work as an L-P forester. He and his wife Jan subsequently arranged to buy the Burns House and the two-plus-acre parcel upon which it sits from L-P. The Windeses have lived on this inholding ever since, maintaining and modifying the Burns House and a second building, the former carriage house, during that time.\(^86\)

The history of the Ryan Slough-Ryan Creek drainage and the McKay Tract is rich enough to write a book about, but if facts are not enough to satisfy someone’s curiosity, there is also fiction. In 1918 Peter B. Kyne wrote *The Valley of the Giants*, a popular novel that was made into a movie four times. The story is set in and around the town of Sequoia, which lies on the eastern side of Humboldt Bay and is clearly meant to depict Eureka. The plot concerns a local timberman who wants to protect a canyon, called the Valley of the Giants, that is filled with magnificent redwoods. Kyne conveniently provides a map that shows key locations in his novel, including Humboldt Bay, Sequoia, and the Valley of the Giants. The latter location lies a short distance east of Sequoia, very close to where Ryan Creek and the McKay Tract are situated.\(^87\) In one scene, the owner of the property, John Cardigan, goes there with his woods-boss, McTavish:

They passed through a narrow gap between two low hills and emerged in a long, narrow valley where the redwood grew thickly and where the smallest tree was not less than fifteen feet in diameter and two hundred and fifty feet tall. McTavish followed with difficulty at the master’s heels as they penetrated this grove, making their
way with difficulty through the underbrush until they came at length to a little amphitheater,... [which] was covered to a depth of a foot with brown, withered little redwood twigs to which the dead leaves still clung, while up through this aromatic covering delicate maidenhair ferns and oxalis had thrust themselves. Between the huge brown boles of the redwoods Woodwardia [ferns] grew riotously, while through the great branches of these sentinels of the ages the sunlight filtered. Against the prevailing twilight of the surrounding forest it descended like a halo...88

The trees that inspired Kyne’s novel have long ago been cut. But with time, and care, a new grove of redwoods will occupy the canyon, one that could be visited by future generations seeking to find the majesty and mystery that drew Cardigan and McTavish to the fictional forest on the outskirts of Eureka. The proposed community forest within the McKay Tract could once again become the Valley of the Giants.

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- Facsimile of Wandesford’s painting of Eureka from an unattributed commemorative postcard.
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- Photos of railroad right-of-way and interior of Burns House by Jerry Rohde.
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- Photo of shingle mill courtesy of the Wallace E. Martin Collection.
- Map of McKay Tract from Denny’s Official Map of the County of Humboldt, California, 1911.
- Photo of McKay & Co. ranch house courtesy of Bill and Jan Windes.
- Map of Valley of the Giants from Peter B. Kyne’s Valley of the Giants.

1 Carr 1891:429, 442-443.
2 Palais and Roberts 1950:2; Genzoli 1979:5; McLean 1917:133; Coy 1982:118.
3 Coy 1982:118-119.
4 Carr 1891:413.
5 U. S. Coast Survey 1858.
6 Pacific Coast Wood and Iron 1897:7-8.
7 Times-Standard 1979:32.
8 Carr 1891:443.
11 Fountain 2001:(42)283.
12 Fountain 2001:(42)318.
13 Humboldt Times 1868:3; 1871:3.
14 Palais and Roberts 1950:3-4; Noe and Georgeson 1902.
15 Palais and Roberts 1950:3-4; Humboldt Times 1871:3.
16 Hittell 1882:591.
17 Ferndale Enterprise 1874.
18 Hittell 1882:591.
19 Carranco and Labbe 2010:112.
20 Irvine 1915:608.
21 Irvine 1915:259.
22 Irvine 1915:199.
23 Daily Humboldt Times 1879.
24 Daily Humboldt Times 1881.
A saddle tank engine had its water tank placed over the boiler so that the added weight increased pulling power and maneuverability.
77 Templeton 2014b, 2014c.
78 Windes and Windes 2014a.
80 Philipsen 2014a; Windes and Windes 2014a.
81 Savage and Windes 2014.
82 Rodoni 2014b; Savage and Windes 2014.
84 Templeton 2014a.
85 Templeton 2014a.
86 Windes and Windes 2014a.
87 Kyne 1918:37.