

CALIFORNIA STATE PARKS

OFFICE OF HISTORIC PRESERVATION

WARNING

**Bear Harbor Landing
Historical and Archaeological District
(Northern California Doghole Ports
Maritime Cultural Landscape MPS)
Whitethorn (vicinity), Mendocino County**

**THIS NATIONAL REGISTER OF HISTORIC PLACES
NOMINATION CONTAINS RESTRICTED INFORMATION**

ARCHAEOLOGICAL AND TRADITIONAL PROPERTY LOCATIONS ARE CONSIDERED CONFIDENTIAL AND PUBLIC ACCESS TO SUCH INFORMATION IS RESTRICTED BY LAW (SECTION 304 OF THE NATIONAL HISTORIC PRESERVATION ACT; SECTION 9(a) OF THE ARCHAEOLOGICAL RESOURCES PROTECTION ACT; EXECUTIVE ORDER 13007; SECTION 6254.10 OF THE CALIFORNIA STATE GOVERNMENT CODE).

WHEN PHOTOCOPYING OR OTHERWISE REPRODUCING THIS DOCUMENT, COVER ALL LOCATION INFORMATION, INCLUDING THE ADDRESS BLOCKS, VERBAL BOUNDARY DESCRIPTIONS, UTM OR LATITUDE/LONGITUDE COORDINATES, MAPS, AND ANY SECTIONS IN THE TEXT DESCRIBING LOCATION.

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

***REDACTED DRAFT**

Historic name: Bear Harbor Landing Historical and Archaeological District

Other names/site number: _____

Name of related multiple property listing:

Northern California Doghole Ports Maritime Cultural Landscape

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Sinkyone Wilderness State Park, Briceland Thorn Road

City or town: Whitethorn State: California County: Mendocino

Not For Publication: * Vicinity: x

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___A ___B ___C ___D

| | |
|--|-------------------------------|
| <p>_____ Signature of certifying official/Title:</p> | <p>_____ Date</p> |
| <p>_____ State or Federal agency/bureau or Tribal Government</p> | |

| | |
|--|-------------------------------|
| <p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p> | |
| <p>_____ Signature of commenting official:</p> | <p>_____ Date</p> |
| <p>_____ Title: State or Federal agency/bureau or Tribal Government</p> | |

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Wood, Metal, Stone

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Bear Harbor Landing Historical and Archaeological District encompasses 721 acres along the Mendocino County coast within Sinkyone Wilderness State Park and the InterTribal Sinkyone Wilderness Council property with adjacent waters under ownership of the California State Lands Commission. The district includes the coastal terrace and headlands to the southwest where the first and second Bear Harbor Landings were located, the historic route of the coast trail/road, Morgan Rock and Cluster Cone rocks that supported the piers and chute structures, waters surrounding Morgan Rock and Cluster Cone Rocks where mooring hardware resided, and a portion of the forested slope heading east northeast up Bear Harbor Creek following the railway alignment and incline once connecting Bear Harbor Landing to Andersonia. Resources in the district include three contributing archaeological sites and four noncontributing sites that postdate the period of significance or do not contribute to the significance for which the district is nominated. The interrelated components of the timber industry and Bear Harbor community were dependent on the doghole port's location and means to load vessels safely and efficiently. The two larger contributing resources in the district are the archaeological sites encompassing the two locations of Bear Harbor Landing, the main center of operations during the period of significance. The other contributing resource, the historic coast trail/road, supported the

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

transportation pathways needed for everyday necessities of living on the isolated coast. Archaeological fieldwork combined with historical maps and archival documentation provided evidence of their associated use with Bear Harbor Landing. The district retains all aspects of historic integrity.

Narrative Description

The Bear Harbor Landing Historical and Archaeological District meets the associated property type registration requirements of the *Northern California Doghole Ports Maritime Cultural Landscape* Multiple Property Submission. The associated property type is referenced under each contributing resource. The district as a whole represents an associated property type, as defined by the registration requirements, as a doghole port.

Maritime Cultural Landscape and Environmental Setting

Bear Harbor Landing's maritime cultural landscape includes the archaeological sites and visible human impacts to the environment that span the terrestrial and nearshore rocks from Morgan Rock to Cluster Cone Rocks. The Bear Harbor Landing Historical and Archaeological District encompasses this landscape and connects terrestrial archaeological resources together with Bear Harbor's use as a doghole port.

Bear Harbor Landing is located at the northern end of Mendocino County and is one of fifty-seven doghole ports developed in Mendocino and Sonoma Counties used to support the timber trade focused on the redwood and tan oak trees. The rugged Mendocino coast had few roads and no traditional rail lines during the timber industry period so the most cost-effective way to move products was by sea. Lumbering operations established sawmills along the shoreline at the few places where it was possible to temporarily anchor a vessel, known as doghole ports. These landings used a chute system, employing either a trough or wire or a combination of both to sling materials to and from the coastal bluffs to the decks of waiting ships, and/or a pier to move materials from shore to vessel.

Bear Harbor lies along the California coast, between Needle Rock Landing and Northport Landing, approximately thirty miles north of Fort Bragg. The doghole port was 180 miles from San Francisco and the second most northerly in Mendocino County (Jackson 1969). Bear Harbor Landing's success was due to its geographic suitability that allowed enterprising businessmen to connect the land with the sea through a pier and chute linking maritime commerce to coastal enterprises and interior timberlands. The 1889 edition of the *Pacific Coast Pilot* described the coastal landscape around Bear Harbor Landing as follows.

The coast is bold, compact, and very high, and the mountains rise to over four thousand feet within five miles of the coast. In part they are bare-topped, and sometimes have trees upon them. The triangulation of the Coast and Geodetic Survey locates several of the higher peaks along the coast range. These peaks are seen and recognized by the coasting steamers when ten or fifteen miles offshore, over the thick haze lying low along the shore and concealing it.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

And at other times they are visible to vessels moderately close inshore, over the low fog. No known dangers lie farther than a quarter of a mile offshore. Along this stretch of coast are no names of importance or descriptive to the navigator. They all have a local flavor, and the objects designated can be recognized only when a vessel is within a mile or less of the shore [Davidson 1889].

The landmarks near Bear Harbor Landing identified in the *Pacific Coast Pilot* included Morgan Rock, the location of the first Bear Harbor Landing, Cluster Cone Rocks, the site of the second Bear Harbor Landing, and Bear Harbor triangulation station just north of Morgan Rock (Davidson 1889). Bear Harbor Landing's maritime cultural landscape encompasses a large geographic area spanning from Bear Harbor Landing at the coast and a railroad heading inland to Moody and ending at Andersonia. The railroad roughly followed the gulches, creeks, and rivers eastward into the uplands as it wound through timberlands. This transportation network supported the harvesting of timber products which were exported on schooners and steamships from the doghole port. Additionally, the landscape extends beyond the terrestrial components, it also includes the submerged features associated with the landing's pier and chute that extended several hundred feet offshore. Bear Harbor grew into a well-developed area all centered on the exploitation of natural resources for commercial profit. At first, individuals settled the area for ranching and farming on a smaller scale. The large amounts of high quality and accessible redwood and tanoak trees attracted larger business ventures to reside at Bear Harbor.

Bear Harbor's topography included a narrow flat coastal bluff with forests rising up a steep grade to a ridge to the east and presented an environment suitable for development. Indian Creek provided access to fresh water, timberlands, and water for sawmills. The interior regions had thick vegetation and stands of old growth redwoods, Douglas fir along with hardwoods like tanoak and madrone. Bear Harbor Landing included a suitable location for vessels to seek enough temporary shelter for mooring; topography that allowed a pier and chute to be constructed on the bluff; a bluff with flat terrain to house support structures and buildings; proximity to timber processing areas with a transportation network to move materials to the coast; access to timberlands; a nearby market, e.g., San Francisco, to sell materials; and a community and workers to support the businesses. Bear Harbor Landing was an important link in the timber industry due to good timing, natural advantages, and manmade alterations to the landscape to utilize its resources for economic gain and development. Bear Harbor Landing's success was due to its geographic suitability at the coast as a doghole port and a supply of timber related products shipped out from its pier and chute on vessels to San Francisco and other ports.

The historic location of Bear Harbor Landing, and the settlement of Bear Harbor, are within Sinkyone Wilderness State Park. The US Coast and Geodetic Survey reports associated with triangulation survey points starting in the 1870s described Bear Harbor and neighboring points of interest (US Department of Commerce 1911). The first settlement of Bear Harbor by Captain John A. Morgan in the late 1860s sat 0.5 miles north of Morgan Rock and due west of Jumper Ridge. This is a different location than the present state park environmental campsite named Bear Harbor Camp. The first pier with a trough chute apron at its end, dating to 1885 to 1890, extended off the cliffs to the southwest and used Morgan Rock and the smaller inner rock for

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

support. This marks the location of the first Bear Harbor Landing, west of the present-day state park environmental campsite at Orchard Camp. Dr. William McCornack used the first Bear Harbor Landing to ship out split products on schooners including tan bark, and railroad ties to mainly San Francisco interests.

With a change of ownership at Bear Harbor in 1889 to J. Weller and Calvin Stewart came a new pier and wire chute built in a different location, 0.5 miles to the southeast, just above a sandy beach. This is at the location of the present-day state park environmental campsite at Bear Harbor Camp, located at the end of Briceland Thorn Road. The pier extended out from the cliffside just east of Cluster Cone Rocks and operated from 1890 to approximately 1907. The landing was rebuilt, and pier lengthened several times due to storm damage and ultimately reached 550 to 600 feet in length. After Weller and Stewart came Bear Harbor Lumber Company in 1892 and then Southern Humboldt Lumber Company in 1902 who both focused on split materials such as fence posts, shakes, railroad ties, and tan bark. The second Bear Harbor Landing allowed steamships to load there due to access to more sheltered deeper water and provided increased cargo loads and quicker trips to San Francisco and Southern California ports. Cluster Cone Rocks' geography was more suitable for a landing than the first location with a more gradual slope down to the water and more protection from incoming seas.

To assist with the movement of materials to Bear Harbor Landing and access to interior timberlands, the Bear Harbor Lumber Company built a railroad from the landing at Cluster Cone Rocks running inland along Indian Creek. The line initially went to Moody with an incline railway 2.0 miles from shore to handle the steep terrain and elevation change. The 2,000-foot-long incline dealt with the 600-foot rise by using gravity to assist pulling cars up and down the slope. Near the base of the incline in Bear Harbor Gulch sat a storage yard. At Moody there were an engine house, shops, and warehouse as well as a small town to service the railroad workers. In 1903, the railroad was extended from Moody towards the Eel River with a terminus at Andersonia where a sawmill, dam, and log pond were built but never became operational. Plans for its opening ended after the 1906 earthquake and several other factors that resulted in the sawmill never running and logs never sawn. The mill and railroad connected to Bear Harbor Landing were abandoned. Bear Harbor Landing's pier and chute were also eventually abandoned shortly after the earthquake. The exact date of the last shipment of products out from Bear Harbor Landing is unknown but newspapers indicate there were no other reports of vessels taking out a cargo after 1907. As late as 1941 the railroad connecting Bear Harbor Landing to Andersonia was still depicted on charts. Over time trees and foliage covered over the railroad remains, incline, and Moody townsite. The pier and chute were either dismantled or abandoned and fell into the ocean as timbers deteriorated. The timber industry's modification of the landscape around Bear Harbor has been recorded through the archaeological remains. Such modifications were necessary for the logging of trees, processing or milling, transport, and shipment to market.

The coastal bluff where the land connects to the water at Morgan Rock or Cluster Cone Rocks is a dynamic environment and one where the construction and use of a pier with a chute at its end impacted the landscape in different ways compared with typical buildings, fences, or roadbeds.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

The Bear Harbor Landing's piers and chutes remained active from 1885 until 1890 for the first location and from 1890 to 1907 for the second location. The landscape impacts at the pier and chute locations can be seen through the presence of archaeological remains and landscape alteration. Each pier/chute combination had a wooden pier extending out and down to the water from the marine terrace. The first landing's pier had a trough chute apron at its end while the second landing had a wire chute at its end. At the piers' land end, the area at its base would have been leveled to allow carts of material brought to them for loading. The mooring system for vessels included numerous iron bolts, pins, eyebolts, and rings that were secured into rocks and the cliff side along with underwater mooring anchors on the cove's seafloor. Evidence of how Bear Harbor Landing's topography was altered for the landing is conspicuous on Morgan Rock. The rock's eastern or interior side was intentionally flattened to create a shelf for the pier and chute. There are parallel wooden timbers spanning the width of the shelf used as a support or base. An eye bolt sits at the top of Morgan Rock and an iron pin at the base near the water's edge, both used in the landing's mooring system.

The marine terrace along the strip of land at Bear Harbor Landing has a steep vertical cliff leading down to a rocky intertidal zone intermixed with sand patches followed by a sandy boulder covered seafloor. There is not an easy way to access the shoreline near Morgan Rock and to its south, due to the sharp drop off. At Cluster Cone Rocks, there is a sandy eastern facing beach at the mouth of a creek. The gulch allows pedestrian beach access. A small cove, known today as Bear Harbor, exists to the east of a small spit of land extending out towards Cluster Cone Rocks. Kelp fields often inhabit the cove in the summer along with urchins, abalone, and a variety of fish and invertebrate species. Bear Harbor's natural underwater landscape may have been affected by anchors moored on the seafloor or debris falling off the cliffs, or from visiting vessels, into the water. A vessel's wrecking, grounding, or losing material, such as an anchor, results in the deposition of manmade material onto the seafloor.

Period of Occupation and Use

Bear Harbor Landing Historical and Archaeological District has a long period of occupation, development, and use dating back to the Sinkyone, including five tribelets, who utilized the coastal terraces along the northern Mendocino coast for seasonal camps focused on hunting, fishing, and gathering the abundant natural resources present along the seashore (California Department of Parks and Recreation [California State Parks] 2006). Archaeological sites associated with Sinkyone's habitation of the area are not associated with the doghole ports association of the property and are identified as noncontributing resources. While there may have been employment of Sinkyone individuals to support Bear Harbor's ranch and timber industry, sufficient research has not been conducted to confirm if or to what extent that occurred.

The district's focus is Bear Harbor Landing's use as a historic American period doghole port to support the timber industry and related business including ranching and agricultural pursuits between 1874 and 1907. The district's three contributing resources are those associated with the landing, including archaeological remains of the first and second Bear Harbor Landings, the

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

narrow gauge railway alignment up Bear Harbor Creek associated with the second landing location, and the coastal trail/road.

The earliest reports of non-Indigenous activity at Bear Harbor are attributed to recreational uses for hunting bear and deer, fishing, drinking, and enjoying the ocean. “The earliest urbanites to seek out the area were hunter-fishermen from San Francisco. They came by horseback to already famous ‘Bear Harbor’ and camped... By 1855, Bear Harbor was a known recreational site” (California State Parks 1987). One of the first published references in a newspaper on Bear Harbor is attributed to a *Sacramento Daily Union* dated January 2, 1860. A party of four men from Sacramento went to Bear Harbor to hunt. Allegedly, Sinkyones killed two of the men in the party, one a jeweler and the other a businessman, and threw their bodies in the sea. A search party found the men’s rifle, a ring, gun powder flask, blankets, and other articles. Unfortunately, the search party, in retaliation, attacked and killed fourteen Sinkyones living in the area. The article also links the disappearance of a shoemaker near Bear Harbor the previous spring to also being killed by Sinkyones (*Sacramento Daily Union*, 2 January 1860). The next report of Bear Harbor came from J. Archibald Hamilton and William Oliver in 1862 when they drove a head of cattle through there from Point Arena. Oliver was reportedly killed by a Sinkyone, and several cattle were lost (*Mendocino Beacon*, 15 July 1885).

The Ray brothers—William Hall, James S., and John—were the first non-Indigenous individuals connected to living at Bear Harbor between 1860 and 1870. Little is known about the Ray brothers’ background. Ancestry.com family trees and the 1860 federal census listed a James S. Ray, a farmer from Missouri, age 20, with three household members also farmers from Missouri, W. H. Ray, age 34, and John Ray, age 22, living in Big River Mendocino (Ancestry.com 1860). These may be the Ray brothers associated with Bear Harbor. If so, the men arrived in California in 1850 and spent time in Sonoma County before arriving in Mendocino County in 1860. The Ray brothers’ farming and cattle ranching activities at Bear Harbor lasted until roughly 1870 when Connecticut-born Captain John Albert Morgan and his son Lauriston Avery came to Bear Harbor and established Bear Harbor Ranch. John arrived in California in 1846 with his son, became a lumberman by 1880. The men operated an informal landing at the sandy beach near Cluster Cone Rock using lighters through 1874 to support the ranch operations. The 1874 *Handbook and Directory of Napa, Lake, Sonoma, and Mendocino Counties* lists three individuals, H. Bell, A. A. Burgess, and G. E. Burgess, conducting business at Bear Harbor, all connected to raising stock (Paulson 1874). The Morgan development of Bear Harbor is the first to be documented on maps, which show several buildings and fenced areas between Morgan Rock and Cluster Cone Rocks (US Department of Commerce 1873). This period marks the beginning of Bear Harbor’s use as a landing and doghole port for shipping out materials on vessels.

For a ten-year period between 1874 and 1884, farmers Abraham, Nicholas W., and Matthew D. Kiser owned the land at Bear Harbor and continued as previous individuals had with a focus on ranching and agriculture. Nicholas, a half-brother, was born in Iowa and brothers Abraham and Matthew were born in Ohio. It is unclear if the Kisers utilized vessels or not. They did have interest in building a chute, which never materialized. Illinois-born physician Dr. William

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Andrew McCornack was the first to build and operate a chute at Bear Harbor and open the landing as a regular doghole port location starting in 1885. McCornack's landing at Morgan Rock included a pier with a trough chute apron at its end. There was no sawmill nearby, so the products were split materials. The 1888 *Great Register of Mendocino* listed only four individuals residing at Bear Harbor, which is unusual given the amount of activity going on because of the opening of a chute a few years previously. The four men—two farmers, a rancher, and a teamster—were from Virginia, Ireland, and England (California State Library 1888). Since the work in the timberlands and at the chute was seasonal, there may have been only a small number of full-time residents with most individuals temporarily residing at Bear Harbor during the cutting or peeling season or when the landing was loading vessels.

The partnership of J. Weller and Iowa-born lumberman Calvin Stewart operated Bear Harbor Landing between 1889 and 1892. Stewart's background included working at shipping locations such as Point Arena, Stewart's Point, Bridgeport, Newport, and Fort Bragg before coming to Bear Harbor (*Mendocino Beacon*, 26 November 1938). Stewart's knowledge assisted with operations at Bear Harbor that eventually led to forming Bear Harbor Lumber Company, the owners of Bear Harbor Landing from 1892 through 1901. By 1890, there were ten Bear Harbor residents listed in the voter registration directory. The most frequent occupation was woodsman, an indication of the increasing nature of business associated with the newly constructed landing. The 1892 directory shows a large increase with thirty-seven individuals calling Bear Harbor their home. The most numerous occupations listed were laborers then woodsman, and farmers. Bear Harbor did not have a post office; Kenny was recorded as the nearest post office location. Kenny was located at the headwaters of Usal Creek, 1.5 miles east of Bear Harbor. Its post office was open from 1888 to 1903 and again from 1907 to 1924. Patrick Kenney settled along a wagon road from Fort Bragg (Moody Road) and built an 18-room hotel, saloon, and stable there, naming the since-abandoned town Kenny (Durstun 2017).

Under the ownership and operation by the Bear Harbor Lumber Company, Bear Harbor Landing was very active with vessel traffic and facilities improvements. The principles of the company included Iowa-born lumberman Calvin Stewart, New York-born farmer Aaron Brooks Cooper, Irish farmer James Hunter, Canadian-born lumber merchant Thomas J. Pollard, and New Hampshire-born lumber merchant Edward J. Dodge. With the men's capital and lumber business knowledge, they built a new landing to the south at Cluster Cone Rocks with a pier and wire chute, along with a storage yard in Bear Harbor Gulch and a 17.5-mile railway running from the pier inland to the timberlands that included a 2,000-foot incline up a steep gulch between the coast and Indian Creek.

In 1902, the Southern Humboldt Lumber Company, under Pollard, Pennsylvania lumberman Henry Neff Anderson, and Michigan lumbermen John A. McPherson and Albert Westbrook Middleton, invested in the construction of a sawmill at Andersonia along the Indian River. The sawmill would expand the materials shipped out of Bear Harbor Landing to include milled timber, a more valuable product than the split items. The San Francisco 1906 earthquake and death of Anderson resulted in a chain of events that never allowed the sawmill to open. Bear Harbor

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Landing's last known shipment out by a vessel was in 1907, marking the end of the doghole port's use.

Bear Harbor Landing's historic use is associated with many parties who came to the Mendocino County coast to profit from the natural resources and abundance of homesteading opportunities, mainly associated with the timber or ranch industry. Most of the main individuals who owned or had a business stake in Bear Harbor Landing mentioned previously were American born with only two foreign-born men. Most people came from the Midwest states of Missouri, Iowa, Michigan, and Illinois with the remaining from Connecticut, New York, New Hampshire, and Pennsylvania. Their background was mainly farmers or lumberman who probably saw Bear Harbor as an opportunity to set down family and/or business roots. Many of these men had moved to California several years before their involvement at Bear Harbor and made business connections or learned the timber industry and opportunities in Mendocino County. The identity of the ground workers at Bear Harbor Landing is not fully known. Some were full time residents, and many were seasonal workers making it hard to determine who resided there.

After Bear Harbor Landing closed in 1907, the land was vacant until the 1920s when rancher William F. Happy leased the land from a lumber company and named it Bear Harbor-Needle Rock Ranch. Owners after the doghole port era focused on sheep ranching, a common industry along the Sonoma and Mendocino Coast after the 1920s. Happy enlarged his holding in 1941 with an acquisition of land to the north around Needle Rock Landing. Edwin C. Mathison purchased Happy's ranch in 1956. Soon after Mathison sold the land in 1962 to rancher Franklin V. C. Jones. Dr. George Degman bought half of Jones' ranch in 1966. The State of California received the ranch, including Bear Harbor Landing, in 1975 from Jones and in 1976 from Degman, that became part of Sinkyone Wilderness State Park (California State Parks 1988).

Physical Characteristics

Bear Harbor Landing Historical and Archaeological District's contributing resources encompass components of a doghole port's operations. The contributing resources convey the types of mechanisms and infrastructure needed for a doghole port to operate including the transportation pathways, mechanisms to load vessels, and routes to move products from processing locations upland within the Mendocino County timberlands to markets across California.

CONTRIBUTING RESOURCES

1. CA-MEN-3852H

Bear Harbor Landing, lumber rail line, circa 1885 to 1889

MPS Associated Property Types: chutes, mooring hardware, and transportation pathways

One Contributing Site

Photos 1, 2, 3

MEN-3852H associated with the first Bear Harbor Landing at Morgan Rock located within Sinkyone Wilderness State Park. The 15-acre site is comprised of the railway alignment and structural remains of Bear Harbor Landing that operated at Morgan Rock beginning in 1885. The pier and associated trough chute were abandoned in 1890 when the property was sold and the

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

new operators built a new pier and wire chute 1/2-mile south at Cluster Cone Rocks, near Bear Harbor Cove. The oval site, approximately 1,100 feet long by 420 feet wide, encompasses the coastal bluff, pier location including the trough chute that extended out from the pier and across Morgan Rock, and the area where a vessel moored under the apron end. The site includes terrestrial and submerged components and encompasses the landing's interface between land and sea. The site's shore-based portion is located west of Briceland Thorn Road and about 1,200 feet northwest of Orchard Camp. From the bluff, the site extends out to the south approximately 700 feet, which includes Morgan Rock and the accompanying waters where a vessel moored at the chute (Jaffke and Barton 2021).

Jaffke and Barton (2021) documented five associated features at MEN-3852H linked to Bear Harbor Landing. Feature 1 is a leveled area where the railway line transitioned from the land to the pier which extended out into the water. Feature 2 is an eyebolt drilled in an offshore rock north of Morgan Rock that was used to secure tensioning cables associated with the chute, pier, or mooring infrastructure. Feature 3 is a leveled platform on Morgan Rock with a series of *in situ* wooden planks, or their negative impressions, associated with the rail line and/or trough chute apron. The landscape modifications to Morgan Rock created a flat platform for the chute evidenced by the parallel wooden planks. Feature 4 is an eyebolt drilled at the top of Morgan Rock that was used to secure a vessel's starboard bowline while at the chute. Feature 5 is a bent iron pin at the base of Morgan Rock's eastern side near the water's edge that was used to secure a vessel's starboard quarter line (Jaffke and Barton 2021). The pier, chute, and mooring hardware at Morgan Rock matches the alignment documented on a map drafted by Thomas Peterson in 1885 (Peterson 1885).

2. CA-MEN-2149H

One Contributing Site

Bear Harbor Landing, lumber rail line, circa 1889 to 1906
MPS Associated Property Types: transportation pathways

Photos 4, 5, 6, 7, 8

MEN-2149H is associated with the second Bear Harbor Landing at Cluster Cone Rocks along with the Bear Harbor Lumber Company railway connecting the landing's pier and wire chute used to load vessels. The site is located within Sinkyone Wilderness State Park and the InterTribal Sinkyone Wilderness Council property. The landing operated between 1890 and 1907 after the closure of the first Bear Harbor Landing, a half mile to the north at Morgan Rock. The railway provided a transportation pathway between the chute and upland processing areas in the timberlands along with the never opened sawmill in Andersonia, located 17.5 miles east of Bear Harbor. The linear 42-acre site measures 2.12 miles long by, on average, 150 feet wide. The site includes terrestrial and submerged components encompassing the landing's interface between land and sea. It also captures the mooring area located at the end of the pier, extending 600 feet offshore from the headland on the northwest side of Bear Harbor's beach. Located at the pier's southern end, remains of a narrow-gauge rail line travels east northeast along Bear Harbor Creek, then heads north, crossing the drainage, and continues inland along the north side of a ravine. The site's northerly end stops at the boundary of Sinkyone Wilderness State Park. Evidence of the railway alignment and grade is present throughout the site with visible segments of railroad iron and ties indicating its use as a railway and the railway characteristics, the alignment's route, and the connection to Bear Harbor Landing and the timber industry operations (Jaffke et al. 2021).

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

MEN-2149H was initially surveyed by Felton and others in 1977 and documented by Hood and Kelly in 1987 with a focus on the railway alignment. Jaffke, Kuypers, Thacker, and Barton (Jaffke 2022) documented four associated features and ten artifacts linked to Bear Harbor Landing. The 2021 survey built upon previous work at the site and expanded beyond the railway to better document the connection to the offshore pier and chute components, a defining doghole port associated property type. Feature 1 is the 7,125-foot-long rail alignment with *in situ*, partially buried narrow-gauge tracks that intermittently extend the length of the alignment. It also includes the large timber support structure and rail that was part of the 1,900-foot-long incline to transport materials down from Usal Road. Feature 2 is partially buried rail extending about eight feet out beyond the headland in line with the pier that extended offshore. Feature 3 is a six-foot segment of partially buried rail in a cutbank, indicating the location of a creek crossing. Feature 4 is a partially buried rail car and twisted rail that is likely associated with a reported accident at the incline. Artifacts related to the rail line and associated landing include railroad spikes, tools (e.g., chisel), hardware, and block and tackle (i.e., pulley; Jaffke et al. 2021). The rail line matches the alignment documented by surveyor, R. E. Douohor in 1901 (Douohor 1901).

3. P-23-006378

One Contributing Site

Coastal Trail/Road, circa 1873 to present

Photo 9

MPS Associated Property Types: transportation pathways

P-23-006378 is the archaeological site of the coastal trail/road running from Lower Bear Harbor to Upper Bear Harbor, where Needle Rock Visitor Center is located. The linear site, within Sinkyone Wilderness State Park, measures 17,032 feet long by six feet wide (average) and follows the same path as Briceland Thorn Road. The portion of the road within the district boundaries measures 6,278 feet long. The earliest known depiction of the road is from an 1873 US Coast and Geodetic Survey map. This map shows a hashed line indicating a trail following the coastline roughly 250 feet inland from the bluff following the natural terrain. The trail comes into the Bear Harbor region from Jackass Gulch, just above Cluster Cone Rocks, and continues up the coast well beyond Morgan Rock (US Department of Commerce 1873). This trail provided a land-based connection to inland communities and served as a stage or mail route and eventually for the activities at Bear Harbor Landing. The archeological site encompasses the historic coastal trail/road route and overlaps with Briceland Thorn Road. The site is a contributing resource because its route is connected to Bear Harbor Landing's transportation pathways evidenced by the alignments from the pier connection to land at both Morgan Rock and Cluster Cone Rocks intersecting with the trail/road. The resource was the primary means of coastal movement of products and people besides the maritime avenues access through the chutes.

NONCONTRIBUTING RESOURCES

4. CA-MEN-2155/H

One Noncontributing Site

Bear Harbor Ranch, Multicomponent

Photo 10

Precontact Era: Unknown; Historic Era: 1918 to 1955

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

MEN-2155/H is a multicomponent archaeological site on the coastal terrace near Bear Harbor. The precontact component of MEN-2155/H consists of [REDACTED]. The site was initially recorded in 1976, and subsequently investigated when the Bureau of Land Management and California State Parks hosted an archaeological field school for Santa Rosa Junior College in 1987. Due to the sensitive nature of the resource, location and details of the precontact site have been omitted. The historic-era component, which includes features and artifacts associated with the Bear Harbor Ranch, sits approximately [REDACTED] from the precontact portion of the site. Features include a cement pad used for a building foundation and a relatively dense concentration of metal indicating the location and orientation of the ranch house. There is a leveled area that likely represents the barn and corral, landscape terracing features and mortared rock dam along the drainage basin, and ornamental trees and plants. Prior to the state, the property was owned by William F. Happy, who operated it as a ranch from 1918 to 1955 (Lindahl and Hunter 2001). Since the resource dates from outside the Bear Harbor Landing period of significance the site is noncontributing.

5–7. Environmental Camps

Sinkyone Wilderness State Park, circa 1969 to present
Non-Historic Period

Three Noncontributing Sites Photos 11, 12, 13

Three environmental camps were established in this portion of Sinkyone Wilderness State Park to provide primitive camping to backpackers traveling along the Lost Coast Trail. All three camps have no association with the historical or archaeological context of Bear Harbor Landing or the timber industry; therefore, they are noncontributing.

5. Railroad Camp is located about 1,375 feet inland from present-day Bear Harbor. The abandoned site used to include two camp sites.

6. Bear Harbor Camp is located about 650 feet northwest of Bear Harbor at the confluence of two unnamed drainages and consists of two campsites, one within the boundaries of MEN-2155/H and one in the alders north of the drainage. The camp is just inland of the sandy beach to the east of the second Bear Harbor Landing. The campsite has picnic tables, fire rings, and a nearby pit toilet.

7. Orchard Camp is located 0.2 miles to the west of the first Bear Harbor Landing. The site is on the north side of Briceland Thorn Road next to a clearing of trees. The campsite has picnic tables, fire rings, and a nearby pit toilet. A small parking area is included in the camp site.

Current and Past Impacts

Despite impacts from human activities and natural events, Bear Harbor Landing Historical and Archaeological District retains all aspects of integrity. The anthropogenic impacts that occurred during the doghole port's active use are part of the maritime cultural landscape and show how the environment was shaped and altered to fit the needs of the community and businesses. Human impacts during the period of significance, as discussed in the physical description,

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

contribute to the understanding how Bear Harbor Landing's geographic and natural resource advantages were capitalized on for its successful use. Natural impacts are unavoidable. Human impacts have affected the historic landscape and potentially the archaeological resources. Impacts are a result of erosion and the area's modification needed to facilitate visitation as a state park. These actions did aim to limit adverse impacts to sensitive archaeological sites. Once the timber operations stopped and the chutes no longer loaded vessels in the cove, the region's focus was on ranching. Buildings and structures associated with the mill or landing were damaged by fire and weather or removed, destroyed, and recycled.

A 1977 report covering an inventory of features within Bear Harbor-Usal prior to the opening of Sinkyone Wilderness State Park noted that there was evidence of the landing at Morgan Rock including a shelf cut into the largest of the offshore rocks, a roadbed with narrow gauge and standard gauge rails throughout the area, and a "remarkable intact" section of the railway incline. Remains of the ranch still present were part of a house, garage foundation, shed, and surrounding garden. A half a mile north of the ranch house was a fishpond, barn, and corrals still visible (California State Parks 1977).

A report from 1988 indicates the features listed in the 1977 report had been disturbed, possibly associated with the opening of the park. "Between 1977 and 1984, nearly all evidence of historic debris of structures once situated at a logging port, or homestead, or ranch was removed" (California State Parks 1988). A terrestrial archaeological survey conducted in 2021 recorded many features associated with Bear Harbor Landing indicating not all the historic remains were removed.

Development and habitation at Bear Harbor have always been minimal due to the limited access to the coast by roads, so the main impacts may have occurred after the area was purchased by the State of California. "Foot or equestrian traffic, looting, construction or maintenance of Park facilities and road removal or re-contouring has caused cumulative damage to some sites. In spite of the imposing terrain of the project area, it clearly has been the focus of significant and prehistory and historic development. The potential for retrieving important data from known and as yet discovered resources is significant" (California State Parks 2006).

The main access road within Sinkyone Wilderness State Park is Usal Road, which runs north south. The unpaved road is closed in the winter due to difficult conditions. To travel to Bear Harbor Landing, Briceland Thorn Road runs off Usual Road at Four Corners and dead ends at a trailhead at Orchard Camp near Morgan Rock. Briceland Thorn Road is also unpaved, narrow, and closed in the winter due to washouts. A hiking trail extends south along the coast, passing Railroad Camp, to Bear Harbor Camp near Cluster Cone Rocks.

Within the boundaries of Bear Harbor Landing Historical and Archaeological District, the park has three primitive environmental camp sites that are also along the Lost Coast Trail, Orchard Camp, Railroad Camp, and Bear Harbor Camp. The campsites each have a picnic table, fire pit, and vault toilet. Day use parking is available at Orchard Camp with room for five parking spaces while the other two campsites are hike in with no vehicle access (California State Parks 2006).

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

The work to build and maintain the road, trails, and campsites near Bear Harbor Landing caused environmental impacts and resulted in increased public use when locations are accessible from road or trails. While visitors may stay on marked trails and within campsites, they might also go off and explore other areas with potential impacts to archaeological resources. The Sinkyone Wilderness State Park General Plan's implementation resulted in the avoidance or minimization of impacts to cultural resources to ensure sites, features, and landscapes are protected and maintained (California State Parks 2006).

Integrity

The district's location within Sinkyone Wilderness State Park has provided protection from commercial and residential development and a reduction in artifact collection and overall site disturbance.

Location

The district contains archaeological evidence of a system with different components all working together as one system, including cutting down trees, working them into a product, moving materials with a transportation system to a landing, and utilizing a pier and chute combination to load vessels for San Francisco and other markets around California. The doghole port also supported ranch and agricultural operations. The district's association with the historic timber industry and related uses is intact and visible through its location and relationship between resources. Historical maps, newspapers, and photographs confirm the location and use of Bear Harbor Landing as a doghole port within Mendocino County and even detail the location of the pier and chutes, buildings, fences, and structures from the 1870s to 1900s. Contributing sites are in their original locations and test excavations at several archaeological sites revealed buried deposits of artifacts and intact materials directly associated with the doghole port.

Design

The district reflects the historic functional relationships of the doghole port with the timber lands, processing areas, transportation network, domestic and commercial entities, piers, chutes, underwater features, and maritime traffic. Bear Harbor's geographic advantages and environmental conditions allowed the export of products by water to San Francisco. The essential features of the doghole port's design centered on access to timber lands, suitability for turning raw materials into products, a landscape that permitted efficient transportation of material to the coast, terrain for a pier and chute, and an indentation or cove along the shore that was big enough and provided enough protection for loading vessels. Archaeological remains convey the overall design of a doghole port.

Setting

The physical environment between the inland timberlands where split products were harvested and coastal bluffs at Morgan Rock and Cluster Cone Rocks provided the necessary attributes to make a successful landing. There is evidence of a transportation pathway connecting timber lands and an unsuccessful sawmill via a railway to the coastal terrace where there were buildings and structures supporting the local community and business. A trail/road running along the coast facilitated the movement of materials and people. Water access for maritime traffic was provided

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

by two landing locations, one at Morgan Rock and a second at Cluster Cone Rocks. The spatial relationship between these setting components remains intact, and cultural materials reflect their original interconnection.

Materials

The district retains the physical elements deposited or created during the area's use as a doghole port. The archaeological resources encompass structural and cultural material that have yielded and have the potential to yield information on the timber industry and more specifically doghole ports. Although the built environment is no longer extant beyond ruins, archaeological analysis provided information on historic materials or evidence of what those materials might have been prior to degradation or removal. Beyond the manmade, materials also include the documentation of intentional leveling of a portion of Morgan Rock and the land for a roadbed needed for the transportation pathway. Archaeological analysis also provided information on the location, materials used, and construction attributes of the pier and chutes along with design and path of the incline and railway connecting the landing back to timber sources and processing areas.

Workmanship

The district retains integrity of workmanship through the archaeological evidence. While there are no intact contributing buildings or structures, workmanship can be evidenced by artifacts or the construction of the pier and chutes out along the bluff and into the ocean. Great knowledge and skill were needed to build a pier and chute perched out along the cliff extending into the water for loading vessels. Workmanship is also evidenced by the extraction and processing of timber products from the isolated coastal terrain.

Feeling

While archeological sites with less visible footprints may not convey the same integrity of feeling as a property with extant buildings or structures, the district's natural landscape communicates. The mooring hardware and railway iron in the rocks and jetting out from the cliffside, visible from the location of the piers and chutes, hints at the dangerous nature of loading vessels at a doghole port and the engineering logistics needed to design and build a landing. The environment in which loggers ventured into virgin forests and turned those trees into materials that built and fueled cities like San Francisco can be felt standing in Bear Harbor Creek. The doghole port landscape extends out to Morgan Rock and Cluster Cone Rocks where the difficult engineering work of connecting land to sea with piers and chutes can be observed.

Association

The district retains integrity of association as a doghole port and location of timber and ranching activities, conveyed through the archaeological evidence combined with historical maps and archival sources of information.

Previous Investigations

Eight cultural resources inventories have taken place within a one-mile radius of Bear Harbor. These surveys began in 1983, with the last completed in 2021. Findings from these investigations

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

informed resource descriptions and definition of the district boundaries. Important archaeological survey reports related to the Bear Harbor Landing Historical and Archaeological District are summarized as follows.

Most of the archaeological work done in the vicinity of Bear Harbor has been in the form of surveys and excavations conducted by and for California State Parks and the Bureau of Land Management or as part of contemporary logging operations, with the earliest of these done by Ann S. Peak & Associates for a proposed timber harvest in 1979-1981. Peak & Associates surveyed a number of interior ridges as part of a court-ordered archaeological evaluation and recorded a total of twenty-three precontact sites [REDACTED] (Peak & Associates 1980, 1981).

In February 1983, Dan Foster and Marc Jameson conducted a ridgetop survey in the same area about a mile northeast of Bear Harbor Ranch and reported on a few of Peak & Associates' previously documented sites. Later that year, Foster and Allen Overfield of the California Department of Forestry conducted a reconnaissance-level survey within the Jackass Creek drainage with the goal of evaluating three previously recorded sites (Foster 1983).

In 1984, Cris Porter of California State Parks and Cecil Brown of the Elem Tribal Colony surveyed a 15-mile coastal strip referred to as the Usal Corridor, between Needle Rock and Usal Creek. Two historic period sites, MEN-2004H and MEN-2005H, were recorded, the first of which represents a historic-era trail alignment and the second is a wagon road that winds down the north side of Little Jackass Creek with the remains of corrals on either end (Porter 1984).

Also from California State Parks, Joe Hood and John Kelly conducted survey in 1987 of more than 1,000 acres of a 3,800-acre parcel, referred to as the "remainder parcel," for the Trust for Public Land prior to it being incorporated into Sinkyone Wilderness State Park (Hood and Kelly 1988). Fourteen sites originally recorded by Peak & Associates were revisited and updated along with the identification of two new sites, all of which represent precontact Native American sites. No historic period sites were documented, although Hood and Kelly mentioned historic period logging in and around the study area.

That same year, the Bureau of Land Management and California State Parks co-sponsored an archaeological field school for Sonoma State University and Santa Rosa Junior College students with the goal of investigating a series of precontact period sites along the Sinkyone Wilderness that were at risk of loss due to coastal erosion. [REDACTED]

The Cultural Resources Facility at Humboldt State University's Center for Indian Community Development conducted an archaeological reconnaissance survey of designated roadways within Sinkyone Wilderness State Park in preparation of an erosion control project in 2002 (Heald et al. 2002). Three previously recorded archaeological sites were re-located and updated, including MEN-1579, -1925, and -2147. Site MEN-2148 could not be re-located. All represent precontact period sites.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Jaffke and others conducted an intensive coverage survey of 250 acres of Sinkyone Wilderness State Park in 2021 (Jaffke 2022), starting at Bear Harbor and continuing up canyon to Usal Road. Since dense vegetation was an issue, a metal detector was used to identify features and artifacts in areas previously defined as sensitive based on information gathered from LiDAR and historical maps. Unmanned Aircraft System (UAS) drone surveys were conducted to identify offshore features that may be associated with either of the Bear Harbor landings. As a result, two previously recorded sites located in the study area (MEN-2149H and MEN-2155/H) were revisited and records updated, along with the documentation of two new resources (MEN-3852H and P-23-006378). The updated portion of MEN-2149H was initially surveyed by Felton and others in 1977 and documented by Hood and Kelly in 1987.

Resource Management

The Bear Harbor Landing Historical and Archaeological District property is owned by the State of California and the InterTribal Sinkyone Wilderness Council, with the submerged lands administered by the California State Lands Commission. The district's terrestrial components lie under management of Sinkyone Wilderness State Park and the InterTribal Sinkyone Wilderness Council, with the underwater components managed by the California State Lands Commission.

Bear Harbor Landing Historical and Archaeological District lies within Sinkyone Wilderness State Park. California State Parks acquired Sinkyone Wilderness State Park lands starting in 1975 with additional property added in 1976 and 1986. The park covers approximately 7,800 acres with three distinct areas: the main parcel, Shadowbrook, and the river corridor parcels along the Mattole River and Briceland Thorn Road. The district is within the main parcel. The multi-resource park is important for its cultural and natural history, geology, and wildlife. Its camp sites and miles of trails connect visitors to the beautiful land-sea interface. Ample recreational opportunities are available within the park including camping, hiking, biking, and horseback riding. Sinkyone Wilderness State Park is on the southern portion of the area known as the Lost Coast, a 60-mile stretch of wilderness that includes the park and the King Range National Conservation Area (California State Parks 2006). It is illegal to remove, injure, disfigure, deface, or destroy any object of archaeological or historical interest or value in a California State Park (California Code of Regulation 4308).

The district includes terrestrial land privately owned by the InterTribal Sinkyone Wilderness Council, "a Tribal non-profit consortium comprised of ten federally recognized Northern California Tribal Nations with cultural connections to the lands and waters of traditional Sinkyone and neighboring Tribal territories (InterTribal Sinkyone Wilderness Council 2022). The InterTribal Sinkyone Wilderness Council works to protect culturally important areas of the Sinkyone territory, provides a setting for the revitalization of traditional cultural ways of the native California Indian peoples, and promotes appropriate wilderness recreation. Since the Council's founding in 1986, the organization has acquired 4,531 acres including a 523-acre section donated by Save the Redwood League in December 2021. The 523-acre parcel, renamed Tc'ih-Léh-Dûñ or "Fish Run Place," contains land within the Bear Harbor Landing Historical and Archaeological District (Save the Redwoods League 2022).

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

The California State Lands Commission manages California's tidal and submerged public lands from the tidal zone out three miles offshore including the submerged components included within the district boundary. The commission administers the California Shipwreck and Historic Maritime Resources Program and issues permits or agreements for archaeological activities. California Public Resources Code sections 6309, 6313, and 6314 describe the Commission's authority over shipwrecks and other submerged archaeological sites. These codes protect historic and archaeological sites, artifacts, and objects, from removal, damage, or destruction located on or in California's public submerged lands (California State Lands Commission 2022; State of California 2022).

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property 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 lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Areas of Significance

(Enter categories from instructions.)

MARITIME HISTORY

COMMERCE

TRANSPORTATION

ENGINEERING

ARCHAEOLOGY: Historic-Non-Aboriginal

Period of Significance

1874-1907

Significant Dates

1874

1885

1890

1907

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Unknown

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Bear Harbor Landing Historical and Archaeological District is eligible for the National Register of Historic Places at the state level of significance under Criterion A in the areas of Maritime History, Commerce, Transportation, and Engineering for its association with the California timber trade and maritime commerce through the use of the area as a doghole port. The district is also eligible at the state level of significance under Criterion D in the area of Archaeology/Historic–Non-Aboriginal as a property that has yielded and has the potential to yield information important to the understanding of the doghole port network and its role in maritime trade. As a property type in Mendocino County associated with the doghole ports transportation network that include maritime commerce and the lumber industry, the district meets the registration requirements of the *Northern California Doghole Ports Maritime Cultural Landscape* Multiple Property Submission. The period of significance begins in 1874 when the first shipment of products out of Bear Harbor Landing on a vessel occurred and ends when the chute was abandoned in 1907 and vessels no longer loaded products at the doghole port.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Bear Harbor Landing was an active doghole port along the Mendocino County coast with a small local community focused on the export of timber trade split products. The landing had seasonal vessel traffic, mainly between May and October, due to its exposed location with limited protection from winds and swells. Products—loaded onto vessels using a system of chutes positioned on a long pier extending from the cliff sides and shipped to ports such as San Francisco—were comprised of tan bark, cord wood, shakes, posts, railroad ties, lumber, wool, and hides. While the most active years for Bear Harbor Landing were between 1898 when Bear Harbor Lumber Company was active in the area and 1902, the operational timeframe continued for five more years into the twentieth century as the industry adapted to changing market demands and technology advancements. Steam schooners replaced sailing schooners for more efficient means of transport and new markets in southern California ports for timber products, such as railroad ties, opened to support railroad infrastructure projects. During thirty-three years of doghole port maritime activity—from the first known shipment of products by a vessel in December 1874 until the last known loading of timber products onto a vessel in 1907—more than forty-six individual vessels transported cargoes to fourteen ports along the California coast.

Criterion A: Maritime History

Without the maritime component, Bear Harbor Landing would not have been established as a place for timber operations and other pursuits. Lumber chutes were essential as there was no land-based way to transport large quantities of material on a commercial scale out of the area. The businesses relied on vessels as the last link in the chain to deposit the timber materials or other commodities at larger ports, including San Francisco, for sale or transshipment. As the industry became more

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

mechanized and efficient, the types of vessels that frequented Bear Harbor Landing evolved from sailing schooners to steam schooners. The evolution of vessel design matched the advancements in the industry. Doghole ports supported the maritime trades and are included in the maritime history of exploration, navigation, and use of coastal and deep-sea waters.

Criterion A: Commerce

The Bear Harbor Landing Historical and Archaeological District retains integrity to be identified as a doghole port and is connected to the larger network of commercial enterprises that utilized the doghole port as a means to move their products from source to market, mainly the timber industry. Bear Harbor Landing was an integral part of the commercial enterprises that operated within Mendocino and Sonoma Counties with a focus on the timber business as well as other goods, services, and commodities. Without these doghole ports and their chutes along the coast, there would not have been an outlet for commercial success and longevity. The district encompasses archaeological sites that are remains of the commercial activities that revolved around Bear Harbor Landing, namely ranching and the timber industry. The movement of products from Bear Harbor Landing to larger markets such as San Francisco contributed to the growth of the state and development of the commercial trade network.

Criterion A: Transportation

The adaptation and alternation of the landscape combined with the design, construction, and use of a pier with a trough chute apron and then a wire chute to load vessels off Bear Harbor was an engineering achievement in an area not suitable for the construction of a traditional port. Designers utilized the environment's natural geographic layout of the land, coast, and underwater terrain to engineer two piers with chute components at different locations at Bear Harbor. These unique engineering techniques served the needs of the timber industry as well as the surrounding ranches and farms. Businesses and the community utilized the doghole port at Bear Harbor Landing for commerce, transportation, and communication. The Bear Harbor Landing Historical and Archaeological District demonstrates the engineering characteristics needed to operate a doghole port and demonstrates its connection to the larger doghole port network through a comparison of historical records and archaeological remains among other doghole ports along the coast.

Criterion A: Engineering

The adaptation and alternation of the landscape combined with the design, construction, and use of a pier with a trough chute apron and then a wire chute to load vessels off Bear Harbor was an engineering achievement in an area not suitable for the construction of a traditional port. Designers utilized the environment's natural geographic layout of the land, coast, and underwater terrain to engineer two piers with chute components at different locations at Bear Harbor. These unique engineering techniques served the needs of the timber industry as well as the surrounding ranches, and farms. Businesses and the community utilized the doghole port at Bear Harbor Landing for commerce, transportation, and communication. The Bear Harbor Landing Historical and Archaeological District demonstrates the engineering characteristics needed to operate a doghole

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

port and demonstrates its connection to the larger doghole port network through a comparison of historical records and archaeological remains among other doghole ports along the coast.

Criterion D: Archaeology/Historic–Non-Aboriginal

Archaeological resources indicate how the doghole port and its infrastructure were used to support local industries and the San Francisco market. The variety of documented archaeological resources provide evidence of the doghole port's use, and the extent of the infrastructure needed from a railway system with an incline to navigate the steep terrain to piers with accompanying chutes. In the absence of extensive historical photographs depicting Bear Harbor Landing during its time as a doghole port (no photos have been located of the first Bear Harbor Landing at Morgan Rock), the archaeological remains are the only way to better understand the breadth of activities that took place. The pier and chute system at Bear Harbor Landing was an adaptation to work with the natural landscape to load vessels in otherwise inhospitable coves. As no intact lumber chutes exist, the archeological remains are the only way to study how the chutes were designed, built and operated and how they fit into the larger doghole port system. Terrestrial archaeological remains present within the Bear Harbor Landing Historical and Archaeological District include evidence of the chute at Morgan Rock, a railway system near Cluster Cone Rocks, an incline used to overcome the steep terrain between the second landing site and the timberlands, processing locations, and unsuccessful sawmill, along with the coastal trail/road that provided access in and out of the area by land. The chute remains span the land-sea interface, with features located on land and offshore rocks. The archaeological information from Bear Harbor Landing demonstrates how the landscape affected the design and longevity of a doghole port. Through the maritime cultural landscape approach, archaeological remains may also reveal the interconnectedness between nature, industry, and the utilization and impacts on the environment during the heyday of the lumber industry in Mendocino and Sonoma Counties.

Archaeological Potential

Archaeological survey and research continue in the Bear Harbor Landing Historical and Archaeological District. The level of survey and documentation varies from site to site from cursory visual and metal detector pedestrian surveys to limited excavations of the surface soil for artifact documentation and then re-burial. No full site excavation or systematic test excavations have been conducted within in the district. The greatest importance of the contributing resources within the district is the interconnected nature of their history, location, and use, as well as the features and artifacts present at the archaeological sites. This nomination has compiled all the known to date archaeological sites associated with Bear Harbor Landing to demonstrate the complex nature of the doghole port system and how the components functioned together to support the overall timber industry and other businesses. As the extent of the maritime cultural landscape is beginning to be explored, the Bear Harbor Landing Historical and Archaeological District will function as a case study in utilizing this approach of holistically viewing and interpreting important places of the past.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

The district's contributing resources have yielded and are likely to yield information important to history. The information potential within the district is vast, as sites can be resurveyed with a new focus on research questions that pertain to the doghole port activities. The potential of submerged remains is of note, as a systematic marine remote sensing survey or a survey of the shoreline and tidal zone has not been conducted off Bear Harbor to determine the extent of the archaeological features located underwater.

Research questions, which can be explored through past and future archaeological fieldwork and analysis, are as follows. These questions are not based on a singular site, feature, or artifact, rather they have developed based on the looking at the area in a larger sense to focus on Bear Harbor Landing's use as a doghole port.

- How do the archaeological resources at Bear Harbor Landing compare with other doghole ports in Northern California?
- Have all the archeological resources associated with Bear Harbor Landing been identified?
- How are the remains at one landing different or the same as another landing? Are similar artifact assemblages or site characteristics present?
- How do the historical maps and photos compare with the actual remains?
- What is the condition of the sites as a whole in comparison to previous years?
- Is there any evidence of anthropogenic impacts and what are the current threats to the sites?
- What additional efforts can be taken to better protect and interpret the sites?
- What submerged archaeological resources are located at Bear Harbor Landing?
- Is there any evidence of shipwrecks or other cultural material at Bear Harbor Landing?
- If so, what are the extent and characteristics of those remains?
- Is there evidence of salvage or other anthropogenic impacts to submerged remains?

The district boundary encompasses the known archaeological sites identified from previous surveys. There is great potential for finding additional sites as new surveys are conducted. The district boundary may in the future be modified as new resources are located with additional survey findings. Based on findings from archaeological surveys conducted at over a dozen doghole ports in Sonoma County, combined with Bear Harbor Landing's historical context indicating potential location and characteristics of past activity, it is likely there are more resources present within the following categories: *Landscape Alteration*, *Terrestrial Port Infrastructure*, *Submerged Port Infrastructure*, and *Maritime Heritage Resources*.

Landscape Alteration

To create a suitable landing, builders altered the natural landscape to optimize transshipment. The landscape modifications sought to overcome the area's rugged topography to construct a landing. Doghole ports required landscape modification for chutes, railways, roadbeds, log skid roads, retaining walls, building sites, and storage yards. Extant features may be present at Bear Harbor Landing to reveal how humans altered the natural topography to best utilize the natural grades and terraces adjacent to the coastal landing. Doghole port construction at Bear Harbor Landing may have included:

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

- Stabilization of the bluff using retaining timbers
- Forest clearing for buildings, mills, businesses, chute operations, and product storage
- Grading for roadbeds and rail beds that may have been reinforced with rock walls, timbers, and railroad ties
- Cutting notches/sockets in the intertidal rocks and cliffs for pier supports
- Grading to create a flattened area at the cliff edge for a wire chute winch-house
- Drilling holes in rocks for the mooring and chute hardware, cables, and chains
- Installing pilings for chute structures and piers

The doghole ports maritime cultural landscape reveals the multitude of ways that people interacted with coastal and marine environments. Doghole port utilization can be traced through the analysis of archaeological remains. Where artifactual material is no longer extant, landscape modification can reveal technological innovation exemplified by changing chute types. The location and characteristics of each type of chute can be determined by looking at how the landscape was modified. Other information that can be obtained from assessing landscape alteration are the positions of support buildings, roads and railways servicing the port. This evidence can assist with understanding how the doghole port functioned, at what scale, and during what period.

Terrestrial Port Infrastructure

The first development at Bear Harbor Landing is attributed to the Ray brothers, with little archival information available to characterize their activities to develop a port. Captain John Morgan and his son took over ranching and farming at Bear Harbor from the Ray brothers. The precise location or extent of his ranch is not known. Archaeological surveys may find the footprint of buildings, structures, or fence lines based on a general location shown on the 1873 US Coast and Geodetic Survey map. Following the Morgans' tenure, the Kiser brothers farmed and ranched at Bear Harbor. They began to produce timber products, built farmhouses and associated infrastructure including fenced fields and livestock pastures and planted an orchard. Surveys may assist with determining where the Kiser ranch was and how they developed the land.

Dr. William A. McCornack was the first to establish a landing at Bear Harbor and build up the area to support the timber industry. Several other ventures followed in his footsteps until 1907 when the landing closed. Historical photographs depict Bear Harbor Landing around the 1890s. The exact location and extent of the landing's associated buildings and structures is not firmly established, as archival materials describe two landing locations. To assist in determining the landing's layout and pattern of use, future archaeological surveys should seek to identify where the timber storage yard was located and the paths of the railways that connected the yard to the chute. Evidence should also be sought by investigators for the roadbeds and timber roads that connected the landing with the upland timberland camps and sawmill. Primary importance should be given to locating the Bear Harbor Lumber Company railway and incline running from the second Bear Harbor Landing to Moody and Andersonia, although only a small portion would fall within Sinkyone Wilderness State Park.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

At the center of the landing's success was the chute. The Bear Harbor chutes were not placed on the bluff's edge; instead, they sat at the end of a pier. In this arrangement, archaeological evidence for the chute may be minimal and only consist of grading and stabilization needed for the transition out from shore to the pier. Historical photographs indicate that a flat spot near the bluff's edge should be examined for evidence of the support structures and pilings.

Submerged Port Infrastructure

Bear Harbor Landing's footprint expanded out from land and into the submerged environment. A vessel picked up a mooring offshore of the trough or wire chute to load or offload materials. Moorings played a critical role in doghole ports to stabilize a waiting vessel. A mariner's chief concern while at the chute was grounding on shore, on rocks, or against a cliff. Port operators installed a system of underwater and land-based moorings at the doghole ports to ensure the vessels were in the correct orientation for taking on a cargo. Buoys and anchors with heavy ground chains were also positioned at several locations within and just outside the landings to accommodate a single or even several vessels. The submerged components included large anchors placed on the seafloor with a log measuring as much as 50 feet long at the surface to hold up the chain/wire rope. Metal eyebolts, ringbolts, and staples set in the cliffs and offshore rocks were often used to secure mooring lines. Each doghole port's mooring system was dictated by several factors including chute type, number of chutes, chute position, and topographic constraints. No two setups were the same. They were unique and worked with the landscape as much as possible to provide shelter for vessels with optimal chute engineering.

Bear Harbor Landing's hybrid chute was a combination of a pier and trough chute and later a wire chute. The first pier extended out from the bluff, over Morgan Rock, and was supported by a series of pilings set into the seabed. Eroded pilings or buried remains of the pier may be found on the surrounding seafloor. The first chute had an apron arm located at the pier's end. Archaeological surveys may find one or several of the moorings identified on Peterson's 1885 map of the landing. The moorings were a combination of submerged anchors with chains and pins or bolts with chains installed around Morgan Rock. The mooring hardware installed in the cliffside, and coastal rocks was one of the easily identified features during the Sonoma Coast Doghole Ports Project.

Bear Harbor Landing's second chute was closer to Cluster Cone Rocks. This hybrid chute had a pier with a wire at its end. The second pier extended out from the bluff and included a series of pilings set into the seabed. There may be eroded pilings or buried remains of pilings on the seafloor. The chute's main suspension wire was not secured to the waiting vessel; instead, it stretched from the platform to a secure anchor point beyond the mooring area. This anchor point was fixed to a very heavy anchor placed on the seabed or to a pin in a submerged or semi-submerged rock. Mooring anchors and chains may be present offshore of Bear Harbor Landing. Historical data does not indicate the number, type, or location of these anchors near Cluster Cone Rocks.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Maritime Heritage Resources

Maritime heritage resources include shipwrecks and other maritime cultural material. Material on the seabed can originate from a vessel-wrecking event where it was a total loss or from a grounding event where a vessel was refloated and not fatally damaged. An entire vessel may be deposited on the seafloor with varying levels of preservation, or a single artifact (like an anchor or rudder) may be present. Historical research identified at least two wrecking events with the vessel being a total loss off Bear Harbor and three other maritime events that may have led to cultural material ending up on the seafloor. Due to the dynamic nature of the coastline and variable sea conditions, any material on the seafloor may be distributed over a large area and broken up.

Comparative Analysis

To date, one doghole port is listed on the National Register, Salt Point Landing Historical and Archaeological District in Sonoma County (NRIS #RS100007268). Twenty-six additional properties in Mendocino and Sonoma Counties have a connection to a doghole port (with a period of significance roughly between 1860 and 1940) and include an association with the timber industry. Five properties that coincide with the location of a doghole port are listed on the National Register—Fort Ross (NRIS #66000239), Fort Ross Commander’s House, (NRIS #70000150), Duncan’s Landing Site (NRIS #71000206), Salt Point State Park Archaeological District (NRIS #71000207), and steamship *Pomona* (NRIS #07000306). Four of those properties focus on the Kashia Pomo archeological sites or those associated with the Russian-American Company and do not include historic American period resources associated with a doghole port. The twenty-seven previously listed properties related to a doghole port, including Salt Point Landing, are listed below alphabetically within each county.

Mendocino County

- Ford, Jerome B., House (NRIS #10000394)
- Getchell, O. W., House (NRIS #80000819)
- Manchester Schoolhouse (NRIS #79000499)
- Mendocino and Headlands Historic District (NRIS #71000165)
- Milano Hotel (NRIS #78000720)
- Navarro (NRIS #9001089)
- Olinsky Building (NRIS #95000995)
- Point Arena MPS
 - Arena Cove Historic District (NRIS #90001363)
 - Buckridge Ranch House (NRIS #90001359)
 - Gillmore, E. P. and Clara, House (NRIS #90001355)
 - Groshon, Sid, House (NRIS #90001356)
 - Hofman, Charles, House (NRIS #93001022)
 - Hoyt-Scott House (NRIS #90001354)
 - Italian Hotel (NRIS #90001361)
 - Iverson House (NRIS #90001353)
 - Ketchum, Billy, House (NRIS #90001358)
 - Main Street Historic Commercial District (NRIS #90001364)

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

- Morse, LeGrand, House (NRIS #90001362)
- Palmer, Annie, House (NRIS #90001357)
- Point Arena Light Station (NRIS #90002189)
- St. Paul's Methodist Episcopal Church (NRIS #90001366)
- Palace Hotel (NRIS #79003458)
- Point Cabrillo Light Station [Light Stations of California MPS] (NRIS #91001092)
- Weller House (NRIS #76000499)

Sonoma County

- Knipp and Stengel Ranch Barn (NRIS #87000005)
- Salt Point Landing Historical and Archaeological District (NRIS #RS100007268)
- Steamship *Pomona* (NRIS #07000306)

While similar in nature to Salt Point Landing, Bear Harbor Landing possesses several aspects distinctive to its location. Bear Harbor Landing operated without a nearby sawmill and therefore relied almost exclusively on split timber materials for export. These types of materials were of low value, requiring the production of a large quantity to make a profit. An area suitable for a sawmill was built over 17 miles east of the coastline at Andersonia, with a railway connecting the mill to the port. To navigate the topography between the coastal and inland terrain, the railway included a system of bridges, trestles, a tunnel, and an incline to overcome a 600-foot rise in elevation. The Bear Harbor Lumber Company's railway was long and required more engineering requirements than other doghole port transportation networks operating at the same time near the coast including employing two steam powered Gypsy locomotives.

The challenging environment extended to the coastline where Bear Harbor Landing's position at both locations did not have a sheltered cove for vessels to come close to shore. Without much protection from the incoming seas, a combination of a pier extending offshore with a chute component added on was required to safely load and offload vessels, a less uncommon method compared with a majority of other doghole ports. As a comparison, Salt Point Landing had sawmill close by and had a much longer period of operation possibly due to the variety of products exported. Archaeological evidence at Salt Point Landing indicates a diverse assortment of sites spanning the entire network of facilities needed to support a doghole port from a timber camp to sawmill and workers' shanties to the trough chute and a submerged mooring anchor. Archaeological surveys at Bear Harbor have only recently focused on the landing therefore it is likely additional sites such as those of the store and timber yard may be located and provide additional details on the doghole port operations.

Neither Salt Point Landing or Bear Harbor Landing is more significant or has more integrity than the other; rather, they provide two examples of the way doghole ports were designed and used to support their associated commercial and community activities through their context along with historical and archaeological contributing resources. Each doghole port's environment and geography was unique and required individually tailored engineering solutions to operate as a doghole port. No two doghole ports are the same with variations in chute types, number of chutes,

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

products exported, types of vessels servicing the landings, associated industries, community infrastructure, and period of operations.

Introduction

While Bear Harbor Landing has a long association with the Sinkyone people, Euro-Americans did not recognize the economic value of the region's natural resources until pioneers arrived in the 1860s. The exploitation of these resources, including the timberlands, along with utilization of the land for ranching and farming, put Northern California on the map for commercial opportunities.

The early settlers came to Bear Harbor for hunting and camping trips. With these outings, it became clear there was an abundance of wildlife and suitable land for habitation and development. The three Ray brothers—Missouri farmers William Hall (1834-1880), James S. (1843-1870), and John (1837-1899)—came to the Bear Harbor region in the late 1860s to raise cattle and sheep because of suitable grazing land that did not need clearing or fencing. The Ray brothers are credited with “improving” Bear Harbor and Shelter Cove (*Mendocino Beacon*, 25 July 1885). During the time the Rays worked around Bear Harbor, the only means of transport was via a narrow and winding foot trail established by the Sinkyone. In 1862, the Humboldt Trail was built through the Bear Harbor area, connecting it to Eureka (Cook and Hawk 1999). It is not known if the Rays sold or exported the products they grew or raised at Bear Harbor, and there is no indication that they used vessels for any of their activities. It was the next settlers, the Morgans, who looked to the ocean to connect with commercial markets and developed the landing at Bear Harbor.

This nomination's focus, and the basis for its boundaries, is the Euro-American period starting in the 1860s that is tied to ranching, timbering, and agricultural pursuits focused on the waterborne shipment of material for export. In 1874, Bear Harbor Landing became one of several doghole ports within the growing United States economy that began exporting products from the area by vessel. This marks the beginning of the Bear Harbor Landing Historical and Archaeological District's period of significance. Its 1907 end date reflects the last year that the Bear Harbor doghole port was used for shipping timber products before abandonment. This historic period is most relevant to the significance of Bear Harbor Landing Historical and Archaeological District.

Bear Harbor, as a place name, first appears in California newspapers in January 1860 in a Sacramento newspaper article related to a game hunting trip there and an incident between the four-man party and “Kuska Creek Indians,” resulting in two Sacramento residents being killed (*Sacramento Daily Union*, 2 January 1860; *Sacramento Bee*, 12 January 1860). The next article appears in August 1865 and includes Bear Harbor in a list of places where there may be oil field present for extraction (*Sacramento Daily Union*, 12 August 1865). The next two articles in 1866 and 1869 focus on establishing a weekly mail route by stage from Smith's Ranch by Caffey's Cave, Sonoma County, to several coastal locations including Bear Harbor (*Petaluma Weekly Argus*, 6 November 1869; *Sacramento Daily Union*, 31 January 1866; *San Jose Mercury-News*, 23 October 1869).

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Captain John Morgan (1870-1874)

In 1870, the Ray brothers sold their interest in Bear Harbor to Connecticut-born Captain John Albert Morgan (1823-1895) and his son, Lauriston Avery (1846-1899). John and Lauriston further settled at Bear Harbor, established Bear Harbor Ranch, and built a landing at the sandy beach near Cluster Cone Rocks to ship in and out materials (Cook and Hawk 1999). John also built a house along the coast, 0.5 miles north of Morgan Rock. This is the historical location of the first settlement at Bear Harbor, indicated on an 1873 US Coast and Geodetic Survey map covering the area. The Coast and Geodetic Survey placed a triangulation station at Bear Harbor “on a sharp ridge about 200 yards south of the squatters’ cabin and three-fourths mile north of Captain Morgan’s house at Bear Harbor, on the summit of the southern knoll, 400 feet above tide and 150 yards from the beach” (US Department of Commerce and Labor 1904; see also *Mendocino Beacon*, 25 July 1885). The 1873 map shows a rectangular fenced-in property north of the triangulation station and just west of the coastline trail, and a structure next to it on the east side of the trail. There is also a second location of settlement near the trail to Noyo River, slightly south of Bear Harbor with two fenced areas, one with a single building, and a second with two buildings. This may be the location of Captain Morgan’s property (US Department of Commerce 1873).

The Morgan family had ties to Mendocino, San Francisco, Sacramento, and Noyo shipping activities as well as a sawmill and flour mill business. “Early records show that local residents were making use of a surf landing in the 1870s” (Cook and Hawk 1999). A small boat may have been used to ferry materials out from shore at the sandy beach near Cluster Cone Rocks to a larger vessel anchored offshore. This method is known as lightering and was dependent on calm seas and weather to run the lighter back and forth from shore. The lighter was also limited in the amount and weight of the cargo it could carry, so multiple trips were needed to fill a vessel’s hold. The materials the Morgans shipped out from Bear Harbor or the frequency of the activity is not known. Products may have been excess agricultural items or those related to the ranch.

The Kiser Brothers (1874-1884)

The Morgans sold their land at Bear Harbor to Ohio-born farmers Abraham “Abe” (1832-1890) and his half-brother Nicholas W. Kiser (1857-1929). Their half-brother, farmer Matthew D. (1837-1902), also lived in Mendocino and is linked to Bear Harbor. The family’s last name is frequently written as Kaiser or Keyser in sources. The nomination uses Kiser as spelled in the federal census and land grants. The Kiser brothers occupied Captain Morgan’s house upon his departure (Carpenter and Millberry 1914; Durston 2017; US Department of Commerce and Labor 1904). The 1874 *Handbook and Directory of Napa, Lake, Sonoma, and Mendocino Counties* includes a map and mentioned a firm was about to build a lumber chute at Bear Harbor to make it a shipping point. The *Mendocino Democrat* (21 November 1874) posted a notice that M. Kiser applied to the Mendocino County Board of Supervisors to construct a chute at Lower Bear Harbor along with a license to receive tolls at the chute for a period of twenty years. In February 1875, M. Kiser received permission for the chute and tolls which would be fixed by the

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Board of Supervisors (*Mendocino Democrat*, 6 February 1875). Other sources write that C. C. Milton started arrangements to build a chute or wharf around the same time for railroad ties and tan bark but then drowned at Rockport. There is one account of the sloop *Mayflower* loading mountain honey at Bear Harbor for a trip to Shelter Cove for the Ray Brothers, the previous occupants of Bear Harbor (*Humboldt Times*, 9 December 1874). This marks the first primary source-documented action of a vessel transporting products out of Bear Harbor and starts the district's period of significance. Even though there are sources indicating the Morgans used lighters to move products from Bear Harbor to a vessel, they are general statements from secondary sources and no details have been found to provide more specific information.

The first official government survey of Bear Harbor is listed in the Bureau of Land Management records as the original survey map dated 15 April 1876. Bear Harbor is in T24N, R19, Mount Diablo Meridian. The plat map indicated the location of a house labeled as M. Kaisers house next to an unnamed stream northwest of Morgan Rock (US Department of Interior 1876).

In 1859, Mendocino County local supervisors divided up the county into nine townships to assist with elections and governance. At the time of the first history written about Mendocino County in 1880, Bear Harbor was included in Ten-Mile River township. The main places in the township were, from south to north, Newport, Kibesillah, Westport, and Usal. The doghole ports in the 1870s included Newport Landing, Kibesillah Landing, Westport Landing, Rockport Landing, and Northport Landing (Palmer 1880). When early settlers reached Bear Harbor, "they discovered that the Indian trails led to grassland ideal for grazing stock" and ranches were most likely the first uses of the land. At that time, the Bear Harbor region supported farmers, lumbermen, and dairymen with many ranches and large potato fields. The main commercial products linked to the township encompassing Bear Harbor were lumber, dairy, potatoes, oats, and other grains. It was not until later in the mid-1880s that the forests were the focus of commercial activities, and a landing was finally constructed at Bear Harbor (Paulson 1874; Bordon 1964). Early uses for the land centered on having open coastal access for grazing animals and agriculture and not the viability for timber production. This changed quickly as individuals and businesses realized the profitability of selling timber products to the San Francisco markets after the Gold Rush boom.

There is no indication that any of the Kiser family members ever constructed a landing or chute at Bear Harbor despite the early notices of the efforts. In 1878, Abe sold \$1,600 worth of land at Bear Harbor to Matthew for unknown reasons (*Mendocino Beacon*, 21 December 1878). A year later, a description of Bear Harbor stated that cattle are raised on a ranch there and the grazing is generally good, but the grass is short and dry. The trail in the area was also not very well-maintained, making transportation difficult. "Bear Harbor is a fine location for a man with capital; it is said it is a good place to build a wharf. The ridges back of the open hills running up from the beach are covered with timber of all kinds" (*Mendocino Beacon* 12 October 1878). In 1880, Bear Harbor had one store to support a stock ranch and there was still talk of a chute being constructed. Buckskin tanner Chester Woodruff resided at Bear Harbor and advertised he had a variety of skins for machine belt lacings and glove making. In 1882, he received a permit to build a chute near Bear Harbor; there is no record he ever constructed one (*Mendocino Beacon*,

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

22 January 1881; *Mendocino Dispatch* 17 February 1882). An August 1880 and June 1882 newspaper article reported that Matthew Kiser owned a stock ranch at Bear Harbor and raised beef cattle (*Mendocino Beacon*, 17 June 1882; *Petaluma Weekly Argus*, 13 August 1880). In 1882, Abe was working as a farmer planting potatoes (*Petaluma Courier*, 1 March 1882). At that time, Bear Harbor was the most northern point along the coast in Mendocino County where there was any business being done. While redwood trees still grew all the way down to the coast, the terrain was mountainous making it hard to construct and maintain roads. The creation of a doghole port at Bear Harbor was essential for the export of any products from the region. The economic situation was not favorable yet for investing the capital into a formal landing or timber harvesting infrastructure. In 1880, there were two sawmills open in Ten-Mile River Township, at Newport and Rockport, but no timber activity yet at Bear Harbor (Palmer 1880).

In the spring of 1881, M. Kiser planned to build a chute “to accommodate the people in the fast-growing section of the county” (*Petaluma Weekly Argus*, 7 January 1881). Land surveyor R. B. Markle of Westport and F. Sackett visited Bear Harbor prospecting for a business opportunity to build a chute, while Kiser was also thinking the same thing (*Mendocino Coast Beacon*, 2 April 1881; *Sonoma Democrat*, April 30, 1881). Markel was tied to Westport Landing and knew firsthand it was a lucrative operation to operate a chute. During the 1881 season, fifty-one schooners loaded at the Westport chute (*Mendocino Coast Beacon*, 19 November 1881).

There was a demand for a chute at Bear Harbor to serve as the shipping point for the south fork of the Eel River as people at the time packed their wool and produce a distance north to Shelter Cove for shipment since that was their only option. There was also a large untouched quantity of redwood, oak, and tan bark timber waiting to be cut (*Mendocino Beacon*, 1 January 1881). “Bear Harbor combines the double advantage of good farming lands and a favorable outlet by sea for marketable products” (*Mendocino Beacon*, 5 February 1881). The neighboring doghole ports were already shipping out wool, butter, cheese, lumber, railroad ties, posts, and tan bark so it was finally time to invest in Bear Harbor (*Mendocino Beacon*, 5 February 1881).

Bear Harbor had a land-based transportation disadvantage since the coastal wagon road in 1881 extended only past Westport north by 4.0 miles for the stage and mail routes; therefore, the residents had no regular means of transportation. From that point there were several unconnected portions of the road but no link to Bear Harbor. Due to the difficult terrain near the coast the road went inland through the mountains to Whitethorn at the head of the Mattole Valley and then back down to the coast in Humboldt County leaving a wide part of remote coastal lands separated from the rest of the neighboring communities. There was no movement made in 1881 to build a chute. At the end of the year newspapers continued to update readers on the prospects. It was “intended by some parties to provide shipping facilities at Bear Harbor next spring and for the purposes of drawing the trade from the interior to that place, to build this winter at their own expense some twelve miles of wagon road connecting Bear Harbor to Whitethorn. This will, undoubtedly, act as an incentive to the construction of the remaining links between Bear Harbor and Westport...” (*Mendocino Beacon*, 19 November 1881).

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

By February 1882, the *Daily Alta California* reported a chute was being built at Bear Harbor by unnamed parties as there was still a large amount of unclaimed timber and tan bark in the area. It is unclear if this is associated with a previous mention that Chester Woodruff received a permit in 1882 for a chute (*Daily Alta California* 21 February 1882; *Humboldt Times*, 4 January 1883). The three Kiser men are the only people listed as living at Bear Harbor in the 1882 and 1884 *Great Register of Mendocino County*. The process moved slowly, and the only mention of movement was a year later in 1883 when the Pacific Bridge Company, of San Francisco, sent an engineer to inspect Bear Harbor for its suitability as a shipping place and to provide an estimate for the cost of constructing a wharf. The company was well known for suspension bridges and was involved with building other chute related structures at Mendocino doghole ports (*Mendocino Dispatch*, 16 March 1883). Another year passed until a follow up report on the progress of Bear Harbor Landing. Newspapers stated that \$8,000 to \$10,000 was being put into Bear Harbor improvements to add another shipping point along the coast and open up the county since the area, “is backed by a fine growth of redwood, thickly interspersed with fir and tan bark oak, which will furnish abundant material for profitable shipment, and no doubt mills will follow close upon the building of a chute” (*Daily Alta California*, 17 March 1884).

While the Kisers or Woodruff never finished building a chute at Bear Harbor, their early efforts resulted in establishing a ranch and building up the surrounding land with farmhouses and associated infrastructure. They planted an orchard and fenced the fields and livestock pastures. Landscape modifications were made to better utilize the land at Bear Harbor for agricultural pursuits. The Kisers owned a large track of land and divided their ranch into two segments, upper Bear Harbor and lower Bear Harbor. Abe managed the upper ranch and Nicholas managed the lower ranch (Cook and Hawk 1999). Upper Bear Harbor was in the newspapers for a brief time in the 1890s in relation to a chute at Needle Rock Landing. The location names were used interchangeably for a short time until Needle Rock Landing became the predominate focus of activity. Upper Bear Harbor was the larger place name referenced, with Needle Rock Landing identified as the chute location (*Ukiah Daily Journal*, 3 January 1896).

The 1884 US Coast and Geodetic Survey map showed the survey progress in section number XI included the location of both Bear Harbor and Upper Bear Harbor. Upper Bear Harbor is about 3.0 miles north (US Department of Commerce 1884). The US Coast and Geodetic Survey established a triangulation point at Upper Bear Harbor in 1873. The point’s location was at a summit of the high ridge near the edge of timber about three-quarters of a mile from the dairy house and 500 yards north of the trail leading from Bear Harbor to White Thorn Valley (US Department of Commerce 1911).

Dr. William McCormack (1884-1885)

In 1884, Illinois-born physician Dr. William Andrew McCormack (1849-1918), of Mendocino City, purchased or leased a piece of land from the Kisers at Bear Harbor and ramped up the landing and chute development. McCormack put Aaron Chalfant, of Point Arena, as foreman on the job (*Mendocino Beacon*, 7 June 1884). While the landing was under construction at Morgan Rock, McCormack financed the construction of a lighter for use at Bear Harbor. In May 1884, the

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

steamship *Mary D. Hume*, under command of Captain Caughell, towed the catamaran lighter, along with freight, from San Francisco to Bear Harbor. The lighter may have been built to support the landing's construction as well as lightering cargo from shore to waiting vessels (*Mendocino Beacon*, 24 May 1884). By June 1885, the landing was almost done and ready for business within a month with great accolades by the press. "This will open another section of the Mendocino County timber belt, and we hope that the Doctor who has pushed forward the enterprise with his charismatic energy, will be fully compensated for the public spirit which he displays" (*Mendocino Beacon*, 17 June 1885). By July 4, the first Bear Harbor Landing was open for business and McCornack had already prepared two cargoes for shipment with a schooner on its way north from San Francisco for pick up. Due to the lack of a sawmill nearby the products exported from Bear Harbor were split materials, mainly tan bark and railroad ties. These items could be produced by hand without the need of machinery. The *Mendocino Beacon* continued to praise McCornack on his work at Bear Harbor. "The Bear Harbor chute is evidence of what can be done by energy and brains, and with the completion of the coast road and the extension of main service, under the guidance of Dr. McCornack quite an era of prosperity will set in for the isolated settlers up there at the jumping off place" (*Mendocino Beacon*, 4 July 1885).

Thomas Peterson's Survey (1885)

One of the most important sources on the layout of many of the Sonoma and Mendocino County doghole ports is a series of maps housed in the collections of the Huntington Library in San Marino, California. In 1885, the New Zealand Insurance Company of San Francisco contracted with local shipbuilder Thomas H. Peterson to produce incredibly detailed hand-colored drawings and descriptions of several doghole ports. These maps noted the location of the chutes, the location and description of the hardware on shore, and the vessel position/orientation while moored under the chute end. Peterson's descriptions also covered the location of the underwater mooring anchors, their tonnage, and chain length and size. The maps were duplicated by E. A. Dakin of Electric Pen Printer at 320 Sansome Street in San Francisco, California. A notation on the maps reveals that the copies were presented to the US Coast Survey with compliments of the New Zealand Insurance Company on January 23, 1886.

Peterson surveyed Bear Harbor in September 1885 just after the opening of the doghole port. Peterson's map depicts a substantial pier extending off the rocky bluff to the south, crossing over the eastern end of a large oval rock, then over the eastern side of Morgan Rock with a trough chute apron arm at its outer end pointing south referred to as the chute (**Figure 1**). "The landing is broad and open to the swell of the Pacific. And the line of breakers reaches to the limit of the rocks on the west side and just inside the vessel at the chute" (Davidson 1889).

One point of terminology clarification regarding the use of wharf versus pier. Although the terms pier and wharf are sometimes used interchangeably, they have different characteristics. A wharf is a fixed, solid, raised platform of stone or concrete cribbing, running parallel to shore, which provides an area for a ship to dock. A pier is a wooden structure on pilings that extends out into the water perpendicular or at an angle to shore that can also be used as a landing place for

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

vessels. A wharf may contain piers. Based on historical photos and descriptions, Bear Harbor only had a pier, even if it was called a wharf in historical and contemporary accounts.

Peterson's description of Bear Harbor Landing indicated there was a long and substantial pier only used during the summer months. It was located 0.5 miles northwest of the present-day state park trail campsites at Bear Harbor Camp. The principal product shipped out was tan bark with a plentiful supply in great demand. There was no shelter for a vessel since it laid outside the outer rocks at the end of the pier under the apron, therefore it was unsafe for vessels in the winter months due to swells and submerged dangers. There were three mooring anchors and two fasteners in the surrounding rocks to hold a vessel under the chute. All the buoys were marked with a cross and numbered. Fasteners were also numbered. A system of submerged anchors and surface buoys along with pins and ringbolts held a vessel in place and their location and position was variable based on an individual doghole port's geographic conditions. Peterson felt the moorings present in 1885 were not enough in number and in the wrong location. More anchors would be laid the next spring in different places.

Bear Harbor Landing had a hybrid chute setup with the use of both a pier and chute as compared to other locations that only had a chute or only a pier. Environmental limitations dictated the type of doghole port loading mechanisms utilized. Initially, a trough chute sat at the end of the pier and later was replaced with a wire chute at a different location after storms damaged the structure. A trough chute used a A-frame with an apron arm at the end that extended out over the water to slide materials down to a moored vessel. Chute builders aimed to create a 30-degree down angle for the slide to move the material at a rate of speed that was controllable. The apron's end typically sat at a height of 5 to 10 feet above a vessel's rail and could be adjusted based on the material's weight, tides, or sea conditions. The Bear Harbor chute had 15 feet of water under it at low tide and could accommodate vessels of 200 tons with room for three or four vessels to anchor near the landing in the summertime (Peterson 1885). Peterson's survey map provided a detailed description of all the mooring anchors/buoys and mooring points in the rocks, a necessary system for vessel stability. In September 1885, the landing included the following features:

- Mooring Buoy No. 1: Buoy attached to a 2,117 pound anchor and 30 fathoms of 1.50-inch chain. Used to secure the vessel's headline under the chute.
- Mooring Buoy No. 2: Buoy attached to a 1,770 pound anchor with 30 fathoms of 1.50-inch chain. Used for the port bowline under the chute.
- Mooring No. 3: A 30 fathom segment of 1.25-inch chain fastened to a rock and 10 fathoms of 1.25-inch chain to a 760-pound anchor to keep the buoy from drifting away. Used for the port quarter line while under the chute.
- Mooring No. 4: A 60 fathom segment of 1.25-inch chain fastened to a rock. Used for the stern line while under the chute.
- Mooring No. 5: A ring bolt in a rock with a short segment of chain for the starboard bowline while under the chute.
- Mooring No. 6: A ringbolt in a rock with a short segment of chain for the starboard quarter line while under the chute.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Peterson's survey is the only detailed look at how a vessel positioned itself under the chute at Bear Harbor Landing and the location and type of mooring fasteners present. The vessel sat under the chute with its bow to the southwest facing out to the open ocean and the chute end sitting amidships at the vessel's center on its starboard side. A system of two ring bolts secured in the rocks and three submerged mooring anchors were used to hold a vessel in place during loading. The vessel's bow used three mooring points, No. 1, 2, and 5, and the stern used four mooring points, No. 3 and 4 (Peterson 1885). The setup at Bear Harbor Landing, with a combination of ring bolts in rocks and submerged anchors, was typical of all the doghole ports in Sonoma and Mendocino Counties.

Bear Harbor Landing at Morgan Rock (1885-1889)

During the first season, Bear Harbor Landing exported eight loads of wood and tan bark to San Francisco. The schooner *Georgia R. Higgins* made six trips while the schooner *Orlon* made a single trip. For five of the trips Higgins and Collins, of San Francisco, were the recipients of the products. A typical trip took around thirty hours between ports. After a successful first few months the exposed conditions at Bear Harbor caused the first documented injury to the landing. During late November 1885, heavy weather caused damage to the chute and pier. A portion of the "outer bent" was "carried off by the storm" (*Mendocino Beacon*, 28 November 1885). By May 1886, the chute had been repaired and was ready for the season's shipping activity (*Daily Alta California*, 26 May 1886). The profitable activity of the doghole ports south of Bear Harbor, such as Westport and Rockport, were encouraging to McCornack and the newspapers agreed writing, "[Bear Harbor] will be before many years one of the main shipping points on the coast of Mendocino" (*Pacific Rural Press*, 19 June 1886). McCornack hired W. A. Keller as foreman of the Bear Harbor Landing to oversee the operations, as he did not reside nearby (*Mendocino Coast Beacon*, 26 November 1887).

It is unclear why McCornack dedicated so much capital investment into Bear Harbor Landing as he was a full-time doctor in Mendocino at the time. He was a well-respected physician, surgeon, and obstetrician who should be credited with putting Bear Harbor Landing on the map as a doghole port and part of the lasting heritage of the Northern California timber trade. He was born in Illinois and moved to Little River in 1874 after receiving his medical degree the previous year from Cooper Medical College in San Francisco. In 1875, he arrived in Mendocino and stayed until 1900 where he opened the first medical facility in Mendocino, the Mendocino Hospital Company (www.ancestry.com). It appears that McCornack might have been an acquaintance of Abe Kiser as Kiser utilized the medical services at Mendocino Hospital on at least one occasion. This relationship and other friendships with men in the timber industry, along with his travels in the county and to other doghole ports, might have resulted in McCornack's involvement at Bear Harbor Landing. His connection to Bear Harbor Landing went beyond the pier and chute; he also employed a gang of men to peel tan bark in the area for shipment (*Mendocino Coast Beacon*, 12 June 1886). There is another mention that McCornack employed Chinese laborers to cut tan bark for San Francisco markets (*Daily Alta California*, 19

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

May 1886). McCornack's biography in *The History of the State of California* does not include any mention of his business besides those in the medical field (Guinn 1904).

Between July 1885 and November 1889, McCornack controlled Bear Harbor Landing and was engaged in the export of tan bark, posts, and railroad ties. Since the use of the pier and chute was seasonal, men worked during the off season building up the supply for shipment for the spring and summer. Vessels began arriving at Bear Harbor Landing in May and continued through October. During the five seasons under McCornack's management, schooners loaded at Bear Harbor at least fifty-nine times, based on newspapers accounting of maritime activity around San Francisco. The breakdown per year was eight times in 1885, six in 1886, seven in 1887, twenty-two in 1888, and sixteen in 1889. Twenty-five individual schooners visited Bear Harbor Landing, with two of them—*Georgia R. Higgins* and *Gussie Klose*—making most of the trips. Both vessels were two-masted schooners. The 95-foot-long *Georgia R. Higgins*, launched in 1875 by Thomas Peterson and Bendixsen's yard in Fairhaven, California, was a frequent visitor to doghole ports. It continued to load at Bear Harbor Landing until its loss during a storm in January 1887 off Whitesboro Beach. The 85-foot-long *Gussie Klose*, launched in 1876 by Bendixsen's yard in Fairhaven, also was a common visitor to doghole ports until its loss at Albion in 1893 (Jackson 1969).

Vessel cargoes were almost all tan bark with a few a mixed cargoes of tan bark and fence posts, tan bark and cord wood, or tan bark and wool. There was a single trip of only lumber (150,000 board feet) and a single trip with only railroad ties (2,200 ties). San Francisco was the destination for the trips from Bear Harbor Landing besides one time where Benicia was listed as arrival port and three that included "up river direct." The schooners carried from 60 to 220 cords of tan bark per voyage. The recipients of Bear Harbor Landing's products during McCornack's ownership were mainly Higgins and Collins. Those accounted for twenty-nine of the fifty trips followed by thirteen going to Johnson and Jensen or Iverson, Jensen and Company, four to Hyman and Meyer or Meyer and Company, three to A. J. Moisant, one to L. E. White, one to Christ and Sons, and eight unknowns.

The 1887 San Francisco city directory lists ninety-nine business names under the lumber category. The ones associated with Bear Harbor Landing all had offices in the city besides one, A. J. Moisant, who is not listed in the directory. Higgins and Collins were commission merchants and sellers of redwood lumber, etc. located at Pier 10 at Stewart. Iversen and Jensen were dealers in lumber, posts, and tan bark located at 18 Market. Meyer and Brother were at the southwest corner of Geary and Broderick and 2403 Bush and sold hay, grain, wood, coal, hardware, and lumber. L. E. White specialized in railroad ties and fence posts and was located at 15 Stuart (Corran 1887). The most frequent buyer of cargoes from Bear Harbor between 1885 and 1889 was Higgins and Collins. San Francisco wood and lumber dealer Elisha Higgins began his business in the early 1860s and by 1870 partnered with George H. Collins to form Higgins and Collins, one of the powerful San Francisco lumber companies of the time. Higgins and Collins also owned several vessels to further dominate the timber trade including *Gussie Klose*. They did not directly use the tan bark and wood, rather they were dealers who turned around and sold it to factories and businesses around San Francisco, including tanneries who needed the tanoak bark to extract the

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

tannic acid needed to process hides into leather. The bark was peeled from the trees in four-foot lengths. As it dried it curled into cylinders. The tannery also used large amounts of cord wood as firewood before oil and gas came on scene for fuel. Higgins and Collins purchased products from many other doghole ports including Salt Point Landing and Fort Ross Landing. Tan bark was probably the most common product shipped out of Bear Harbor Landing (Douglass 2002; Corran 1887).

To support Bear Harbor's timber industry, "Land was leased and rights-of-way sold to tan bark and lumber operators so they could bring their products down from the mountains and across the agricultural land" (Cook and Hawk 1999). During the winter work focused on making railroad ties and shakes while tan bark cutting was done in the summer. Large storage yards were established at a landing to house the stockpile of split products supplied from individuals or more organized camps dotting the hillsides. In October 1889, a newspaper article wrote there was 1,300 cords of tan bark housed at Bear Harbor Landing for shipment out in the spring (*Ferndale Enterprise*, 28 October 1887). By not having a large sawmill near Bear Harbor, the individual or group of individuals could lease a tract of land and cut their own railroad ties, tan bark, or cord wood. This business model did not rely on a large output of capital to run a sawmill or transportation system, rather it employed small groups of workers to supply the chute with less complicated methods to cut and transport items to the landing. Railroad ties were an example of a product that an individual or small number of men could cut with simple tools. Redwood was considered a superior wood for making railroad ties or crossties. Laid perpendicular to the railroad rails, ties transferred the load to the rail bed foundation. Railroad tie lengths varied from 8.0 to 9.0 feet with an average width of 6.0 inches. The growth and maintenance of the entire railway system in the United States and abroad in the mid-nineteenth and early twentieth century caused great demand for a constant supply of railroad ties.

Time of Transition 1889-1892

In November 1889, McCornack sold his interests in Bear Harbor Landing (*Mendocino Beacon*, 23 November 1889). By the following year, the partnership of J. Weller and Calvin Stewart oversaw the railroad tie and tan bark business (Bordon 1964). There had been improvements in transportation options at Bear Harbor with a stage route in operation by May 1887 with a Mendocino and Westport line going through Bear Harbor (*Mendocino Beacon* 7 May 1887). This started to open Bear Harbor to new investments in capital and labor.

Bear Harbor Landing's success and demand for timber products resulted in a new 300-foot-long pier with a wire chute at its end being built in June 1890, similar to the one at Noyo Landing (*Mendocino Beacon*, 28 June 1890). Stewart built the new pier and chute at a different location, not at the same place as the first pier at Morgan Rock. The second landing site was 0.5 miles farther south along the coastline at Cluster Cone Rocks (*Ukiah Daily Journal* 4 July 1890; **Figure 2**). This is near the location of the present-day state park Bear Harbor campground and large sandy beach to its south named Bear Harbor Cove. "Cluster Cone Rock is the whitest, most conical, but not the largest of a small cluster of high rocks extending two hundred and twenty-five yards from a high point.... These rocks serve to break the northwest swell which rolls into the small cove under the

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

point. Formerly material was landed and taken from lighters here” (Davidson 1889). “The [new] wharf was built by drilling holes in the rocks instead of driving pilings into the mud. It was much easier to reach the Indian Creek watershed from here and this put the Morgan Rocks wharf out of service” (Cook and Hawk 1999).

The new chute put the old chute out of business, and it was soon abandoned. In 1883, the US Coast and Geodetic Survey referred to the second location as Bear Harbor beach landing and established a triangulation station at Cluster Cone Rock. The station was at the summit of the largest rock of the group, 150 meters seaward from the rocky point south of the landing (US Department of Commerce 1911). The reason for the change in landing location is unknown. The cove behind Cluster Cone Rocks was more protected than at Morgan Rock. The slope from the cliffside down to the water was also farther from Cluster Cone Rocks with a natural gulch coming down to a sandy beach. These factors made a landing site at Cluster Cone Rocks more suitable for vessels sitting under the chute and the infrastructure needed to move materials from timberlands to the shore.

The new pier used a wire chute at the end, a more streamlined and easier mechanism to load vessels. Trough chutes, like the one at the first Bear Harbor Landing, were gradually replaced by wire chutes that had a smaller footprint, were more versatile, and a less complex apparatus making them cheaper and easier to assemble and maintain. A vessel anchored farther offshore, and a wire was connected from land to the ship with a steam powered donkey engine providing the power to move bundles of products down the wire and pull the hook back up. The wire chute acted as a zip line and permitted deeper draft vessels to access the landing since they could moor farther offshore.

Weller and Stewart along with the newly established Bear Harbor Lumber Company, officially incorporated in 1893, were working the timberlands near Bear Harbor throughout 1890 through 1892 supplying fence posts, shakes, railroad ties, and tan bark. The ties were of superior quality and newspapers reported they were only cut from select trees (*Ukiah Daily Journal*, 30 May 1890; *San Francisco Chronicle*, 18 January 1891; *Fort Bragg Advocate*, 4 February 1891; *Fort Bragg Advocate*, 3 August 1892). By January 1892, a 100-foot extension to the Bear Harbor Landing pier was under construction to presumably make it easier for larger or deeper draft vessels to load at (*Fort Bragg Advocate*, 20 January 1892). Bear Harbor Landing was still the most northerly shipping point in Mendocino County at the time.

The 1890 shipping season at the new Bear Harbor Landing at Cluster Cone Rocks was markedly different than in previous years due to the new landing location and chute setup. The vessels loading between July and October 1890 were all steamships whereas during previous years, at the first landing, all the vessels were schooners. Four individual steamships—*Cleone*, *Rival*, *Tillamook*, and *Westport*—loaded eight times with cargoes of tan bark and railroad ties for San Francisco, besides one trip direct to Benicia. Five cargoes went to Pollard and Dodge with two to L. E. White, and one to Pollard and McKinnon. Pollard and Dodge, co-owners of Bear Harbor Lumber Company, were shipping and commission merchants and manufacturers and wholesale

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

lumber dealers, L. E. White specialized in the sale of ties and posts, and Pollard and McKinnon was unlisted in the San Francisco city directory (Adams 1890).

The transition to steamships instead of schooners marked a technological change in the vessel types used in the lumber trade. Steamships could carry more, have shorter transit times, and not be as dependent on weather. Steamships generally had a deep draft than smaller coastal schooners; therefore, the doghole ports needed to provide an appropriate chute and mooring system to permit steamships to sit close enough to shore and far enough away to be clear of submerged hazards. Bear Harbor Landing's pier and wire chute was built to accept steamships and from 1890 on steamships were most likely the only vessel type servicing the landing.

During the second season in 1891 at the new Bear Harbor Landing, there were thirteen trips from Bear Harbor with timber products, ten made by the steamship *Westport* and three made by the steamship *Cleone*. The most common destination was San Francisco for nine of the trips with four trips to San Pedro in Southern California. The San Francisco cargoes went to Pollard and Dodge and L. E. White and were comprised of railroad ties, tan bark, and lumber. The San Pedro cargoes were mainly railroad ties with one trip also including shakes for the San Pedro Lumber Company. During one trip in June, *Westport* carried 10,000 railroad ties and for the first time the season lasted a bit longer with vessels loading between June and November, two months longer than the previous year. The switch to a new pier location and a wire chute allowed steamships to service the doghole port over a longer period and provided a benefit to the timber product producers, the landing operators, vessel owners and crew, and the customers.

Bear Harbor Lumber Company 1892-1901

In 1892, Iowa-born lumberman Calvin Stewart (1847-1938), New York-born farmer Aaron Brooks Cooper (1823-1899) of Fort Bragg, Irish farmer James Hunter (1827-unknown) of Vallejo (brother-in-law to Stewart), Canadian-born Thomas J. Pollard (1838-1920), and New Hampshire-born Edward J. Dodge (1837-1911) of San Francisco bought Bear Harbor Landing and 15,000 acres of surrounding timberlands. "The tract contained approximately one-half billion feet of redwood and fir timber that stretched from Bear Harbor to the South Fork of the Eel River." The group incorporated as the Bear Harbor Lumber Company in July 1893 at San Francisco with a capital stock of \$200,000 (*San Francisco Call*, 27 July 1893; Cook and Hawk 1999). The corporation's purpose was, "to carry on a general milling, lumbering, railroad and shipping business at Bear Harbor" (*Alameda Daily Argus*, 27 July 1893). Stewart and Hunter had already been business associates in the Union Lumber Company and Pollard and Dodge were associates in the Eel River Valley Lumber Company making the men well educated in the timber business prior to their involvement at Bear Harbor (Bordon 1964).

During early summer of 1893, there were nearly a thousand men working on producing ties and tan bark in the numerous camps scattered within the upland forests. At Bear Harbor Gulch was a clearing with several buildings and a storage area that sat next to the railroad tracks (**Figure 3**). This location was just inland of the landing to support the loading operations (*Ferndale Enterprise*, 9 June 1893).

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

The Bear Harbor Lumber Company quickly ramped up production and plans to extend their capabilities by constructing a 2.0-mile-long standard gauge and cable railway from the pier extending inland to their timberlands which was completed in June 1893. The railway included a 2,000-foot-long incline with a rise of 600 feet in elevation to navigate the steep gulch (**Figure 4**). The incline started 2.0 miles from Bear Harbor Landing and included three rails with a separation between them midway for railroad cars to pass each other. Gravity assisted with full cars going down and pulling the empty cars back up. When there were no full cars to use, horses pulled the cars back up. At the base of the incline there was a cookhouse. At the top of the incline, at the head of Anderson Creek at the ridge road (present-day Usal Road), the railway went to Indian Creek with its terminus ten miles from the doghole port at Moody.

Lew A. Moody constructed a hotel and saloon at the railroad line's end to support the workers at the engine house, warehouse, and shops nearby. The small settlement also had a post office from 1900 to 1912, a store, cookhouse, and place to weigh the tan bark before shipment. Moody sat on the northwest bank of Indian Creek on a wagon road that connected into Humboldt County through Garberville. In 1901, the Moody school opened and remained active until it closed in 1912 (Bordon 1964; Cook and Hawk 1999).

Bear Harbor Lumber Company employed 250 people for railroad work, with the tie and bark camps overseen by many individuals who leased out land and employed their own men (*Cloverdale Reveille*, 13 May 1893; *Ferndale Enterprise*, 30 June 1893; *Mendocino Beacon*, 8 July 1893). The company purchased a Shay 0-4-0 Gypsy steam locomotive, locomotive No. 1, from Marschutz and Cantrell of San Francisco. It was used between the incline and Moody while horses moved the cars from the bottom of the incline out along the coast to Bear Harbor Landing (Bordon 1964; Cook and Hawk 1999).

In 1895, the Bear Harbor Lumber Company extended the railroad line 1.5 miles farther inland down Indian Creek to open more timberlands for harvesting. Indian Creek is a branch of the south fork of the Eel River and "... by extending the railroad down that stream a very large and fine body of timber is brought into east access to the lower Bear Harbor wharf and chute" (*Mendocino Beacon*, 28 December 1895). At this time there was still no sawmill in the area. All the products shipped out from Bear Harbor Landing were still split products. "The [Bear Harbor Lumber Company's] intention is to provide a sufficient number of cars so that the ties can be shipped on board of vessels from the cars as they come out of the woods, thereby saving the unloading from the loading onto cars before shipment at the yard" (*Mendocino Beacon*, 28 December 1895). In the same year as the railroad expansion, the pier was extended out an additional 100 feet farther offshore to allow larger steamships to load (*Fort Bragg Advocate*, 17 August 1898).

The Bear Harbor and Eel River Railroad Company incorporated in September 1896 with a capital stock of \$200,000 under directors E. J. Dodge, James Hunter, Thomas Pollard, Calvin Stewart, and A. B. Cooper. The new company took over the railroad operations and intended to further enlarge the existing railroad to the east, "from Bear Harbor in a northerly direction for about fifteen miles

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

and will terminate at a place to be decided on hereafter” (*San Francisco Chronicle*, 8 September 1896). The standard gauge railroad was to be used for hauling lumber and in the future include passengers and freight. “It is understood that a branch of the proposed railroad will be built to the redwood and tan-bark lands in Whitehorn valley, in which the Olsen shingle mill is located, the product of which has heretofore been shipped at Needle Rock” (*Mendocino Beacon*, 12 December 1896).

To assist operations, the Bear Harbor Lumber Company purchased a second locomotive, locomotive No. 2, from Baldwin. The locomotive was a type 2-4-2t (*Ukiah Republican*, 9 December 1898). During the same time the Bear Harbor and Eel River Railroad Company was also working on its extension, plans were underway in 1897 to build a small sawmill in Low Gap, at the back of Bear Harbor. The exact location is not known as well as whether the sawmill was ever built. Despite there still not being a large sawmill operating nearby, there was a lot of activity in the Bear Harbor and Needle Rock region with the split products and the Bear Harbor Lumber Company projected at getting 2,000 cords of tan bark cut during the 1897 season (*Mendocino Beacon*, 1 May 1897; *Fort Bragg Advocate*, 14 July 1897). “It is reported Bear Harbor has the best bark placed on the market” (*Fort Bragg Advocate*, 17 August 1898). By August 1898, the railroad extended an extra 3.0 miles to Eel River and the incline also pushed out 3,000 feet to improve the loading process (*Fort Bragg Advocate*, 17 August 1898).

For a second time the pier was lengthened 100 feet to accommodate steamships being able to load all year long (*Ukiah Republican*, 9 December 1898). The *San Francisco Chronicle* published a detailed article on the doghole port chutes in several Mendocino County landings on January 16, 1898. It described Bear Harbor Landing as a very picturesque one and popular with lumber fleet captains. A description of Bear Harbor Landing from the article summarizes the layout.

From a smooth little beach of black sand tucked cozily between two high points, a wharf is built out for a distance of 250 feet through rocks and breakers, to the shelter of two or three large rocks lying just to the north of the anchorage. From the end of the wharf, which is about forty feet above the water, the wire extends a distance of 420 feet to the vessel, and is only a few feet above water. Loading can be done there rapidly... [*San Francisco Chronicle*, 16 January 1898].

The Bear Harbor Landing pier and chute went through many configurations between 1885 and 1898, namely the change of location from Morgan Rock to Cluster Cone Rocks in 1890 that coincided with a change from a trough chute apron to a wire chute. The pier at Cluster Cone Rock was extended at least two times permitting larger steamships to load where there is deeper water and fewer hazards. No photographs depict the first landing at Morgan Rock, only the 1885 Peterson map. The surviving photographs are all from the landings' second location at Cluster Cone Rocks with the pier and wire chute combination (**Figure 2**). Newspapers report that pier being from 550 to 600 feet in length after all the extensions added on.

To move the timber products from shore out to the pier's end there were rail tracks running the entire length of the pier. Newspapers referred to this line as an ocean trolley and a curious sight

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

with it reaching a quarter of a mile over the sea transporting passengers or merchandise. With this gravity run trolley system, lumber in any quantity “can be carried from any island point on a long and high railroad bridge to a sort of cage, where the wooden cargoes are stacked, and then to the deck of each ship” (*Placer Herald*, 4 February 1889).

Bear Harbor Landing and the nearby Needle Rock Landing to the north established themselves as popular and successful doghole ports. They took the traffic away from the once busy Shelter Cove Landing, roughly 8.0 miles to the north, due to its aging shipping facilities that were not maintained and lack of shelter for visiting vessels. Pollard and Dodge, two principles of Bear Harbor Lumber Company and Bear Harbor and Eel River Railroad Company, owned a sawmill at Newburg along the Eel River near Fortuna, less than fifty miles to the north. Fortuna was chosen to be the eastern terminus of the expanding Bear Harbor and Eel River Railroad. Additionally, the Garberville wagon road was still under construction and when completed would funnel even more products and transportation opportunities to Bear Harbor Landing. While work was going on to expand the interior territory that could connect with Bear Harbor Landing, it was busy with the existing connections as the “shoreline railroad... is carrying an usual amount of wood products from the Indian Creek section to the landing for shipment” (*Semi-Weekly Ferndale Enterprise*, 20 January 1899; *Semi-Weekly Ferndale Enterprise*, 3 October 1899). In the fall of 1899, there was a mention of a lumber mill would be built at Indian Creek and its lumber sent to market through Bear Harbor Landing (*Semi-Weekly Ferndale Enterprise*, 27 October 1899).

Between 1892 and 1899, Bear Harbor Landing, under Bear Harbor Lumber Company, was an active doghole port with seven steamships loading at least 112 cargoes there—*Cleone*, *Laguna*, *Newburg*, *Protection*, *Rival*, *Tillamook*, and *Westport*. The season typically lasted between April and November with seventeen trips in 1892, five in 1893, four in 1894, sixteen in 1895, eleven in 1896, eleven in 1897, nineteen in 1898, and twenty-nine in 1899. San Francisco was the predominate destination with eighty-three of the trips followed by fourteen to Los Angeles, seven to Newport, four to Redondo Beach, and four to San Pedro. San Francisco cargoes went to L. E. White and Pollard and Dodge. San Pedro cargoes went to the San Pedro Lumber Company. Los Angeles cargoes went to the Los Angeles and Pacific Railroad Company, San Pedro Lumber Company, Southern California Lumber Company, and Santa Monica and Pasadena Electric Railroad. Redondo Beach cargoes went to Southern California Railroad Company and Willamette Lumber Company. The Newport cargoes went to an unknown business. San Francisco markets received railroad ties, tan bark, shakes, and hides. Southern California ports received railroad ties with loads ranging from 5,000 to 9,000 individual ties per vessel. Between May 1893 and December 1896, steamers *Westport* and *Laguna* carried ten cargoes of railroad ties to the port of Los Angeles. In total, they together carried 65,850 railroad ties with individual cargoes ranging from 3,300 to 8,850 ties (US Congress 1897).

On November 21, 1899, Bear Harbor Landing was hit by a 14-foot-high tidal wave that took two lives, Charley Ward and Christopher Jones, and destroyed the pier and chute facilities. While men, including Bear Harbor Lumber Company president Calvin Stewart, were preparing a cargo on the pier for an incoming steamship, a stiff southeast wind came up indicating a

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

brewing storm (*Mendocino Beacon*, 22 November 1899). Shortly after noon they looked out and saw “a spectacle of a mountainous wave that appeared to be moving with the speed of an express train” (*San Francisco Examiner*, 22 November 1899). Several other nearby coastal towns also reported the wave but did not receive any damage. The pier’s destruction “represented a considerable outlay of money, running well into the thousands, and is a severe loss to the owners. The hoisting works on the wharf and a considerable quantity of tanbark and ties were carried away” (*Mendocino Beacon*, 22 November 1899).

The year 1900 started out with Bear Harbor Landing being out of commission, but newspapers reported that work was planned to rebuild the pier and chute (*Mendocino Beacon*, 20 January 1900). While the landing was gone, the community still received freight from coastal steamships such as *Westport*. In addition to the doghole port being used for exports of timber products, vessels stopping there also provided a means of receiving and sending all the necessary merchandise and day to day items needed for everyday living. The vessels were a way to communicate with other communities and served as transportation for passengers. Service from San Francisco to Bear Harbor was advertised in newspapers leaving from Pier 2. The trips from and to Bear Harbor went beyond the ones associated with cargo trips to larger ports such as San Francisco, vessels came and went from Bear Harbor and visited other doghole ports including Needle Rock, Rockport, Usal, Shelter Cove, and Westport to load or offload people and materials. There was also regular stage service overland to Bear Harbor from Ukiah with a connection to a second stage line in Mendocino, but this would have been a much slower and bumpier ride (*Fort Bragg Advocate*, 29 May 1901).

In May 1901, the seventeen-year partnership between Pollard and Dodge dissolved. Pollard remained with the Bear Harbor Lumber Company while Dodge went to the Eel River Valley Lumber Company (*Mendocino Beacon*, 8 June 1901). Despite ownership changes, Bear Harbor Landing’s pier and wire chute were rebuilt and saw activity by *Westport* during the 1901 season with nineteen trips to San Francisco. “The new wharf in Bear Harbor is a perfect success, putting on 1,500 ties per hour. That is the fastest work ever done over a wire chute in Mendocino County” (*Ukiah Dispatch*, 15 November 1901).

Around the same time as the changes in Bear Harbor Lumber Company’s owners, P. Kenny and the Bear Harbor Lumber Company paid for a survey of Bear Harbor by land surveyor R. E. Douhor. On August 8, 1901, Douhor conducted a survey and produced a map indicating the location and details of Bear Harbor Lumber Company’s railway starting at Bear Harbor Landing at the coast (**Figure 5**). The railway ran north from the pier and to the western side of a cluster of three building, including one marked as a store and one marked as a cookhouse, before turning northwest and following Bear Harbor Creek to the end of the survey extents where a shop is drawn on the map. Surveys markers are iron pins set into the ground and the description of the 5-acre area also uses trees as markers with measurements listed in chains for lengths (Douhor 1901).

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Southern Humboldt Lumber Company 1902-1906

To build upon the economic profit from split products produced around Bear Harbor, Pollard and additional investors, purchased \$350,000 worth of lumber to build a sawmill at Indian Creek with a capacity of 125,000 board feet. This also required an extension to the railroad to connect it with the proposed sawmill site. Bear Harbor Lumber Company principles joined with Pennsylvania lumberman Henry Neff Anderson (1839-1905), Michigan lumberman Albert Westbrook Middleton (1865-1939), and Michigan lumberman John A. McPherson (1880-1933) to form the Southern Humboldt Lumber Company in November 1902 with a capital stock of \$500,000. The next year the original Bear Harbor Lumber Company men were bought out taking Pollard, Dodge, and Stewart out of the business. The Southern Humboldt Lumber Company, with Anderson as president, absorbed the interests of Bear Harbor Lumber Company and now controlled the sawmill under construction, timber lands, railroad, shipping yard, pier, and chute (*Semi-Weekly Ferndale Enterprise*, 16 December 1902; Cook and Hawk 1999). To support the building of the sawmill, Southern Humboldt Lumber Company ordered a 10-foot band saw with 36-inch blocks, a double cutting band mill with 60-inch blocks, steam feeds, log deck machinery, an 84-inch edger, a slasher, trimmer, band re-saw, and transmission machinery (*Humboldt Times*, 12 June 1903). At the same time as the sawmill preparations were underway, there was also work on a 12-mile section of railroad bed from Moody toward the Eel River following Indian Creek. The new rail terminus would connect with the railroad running from San Francisco to Willits (*Humboldt Times*, 10 September 1903).

Just after the Bear Harbor ownership change, 400 feet of the new rebuilt pier burned on April 8, 1903, after catching fire. A spark from the chute's donkey engine caused the blaze. The pier was quickly rebuilt and open for use by the summer that year (*Fort Bragg Advocate*, 22 April 1903; *Ukiah Dispatch Democrat*, 1 May 1903). *Westport* visited Bear Harbor four times in 1903 and steamship *Chico* stopped once. The period at Bear Harbor between 1903 and 1905 is one of growth related to the new sawmill under construction, smaller in size for maritime traffic visiting the landing. In 1904, two steamships, *Greenwood* and *Acme*, stopped at Bear Harbor Landing once for a cargo to San Francisco, and in 1905, *Greenwood* made seven trips to San Francisco and steamship *Louis* made one trip to San Francisco. It was a quiet time for the doghole port with the focus diverted away to opening the sawmill and required infrastructure to connect it with the landing. Southern Humboldt Lumber Company's location for the sawmill was at Andersonia, named after its president. At the time the Atchison, Topeka, and Santa Fe Railroad was competing with the Southern Pacific Railroad for building a line from San Francisco to Eureka. The route being considered went down the South Fork of the Eel River. This placed Andersonia at an ideal location to take advantage of the coming rail connection for shipping timber products south to San Francisco instead of using the doghole port (*North Coast Journal*, 15 November 2018). The connection of Andersonia to Moody was difficult due to the terrain and in 1904, a forest fire destroyed a mile of railroad, 2,900 feet of bridges, and delayed the mill opening (*Evening Bee*, 15 September 1904; *Mendocino Beacon*, 15 October 1904).

Despite the setback, work continued at Bear Harbor Landing with steamships picking up cargoes of split items, delivering freight, and timbers and machinery for the mill. By February 1905, the

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

railroad connection from Moody to Andersonia and to the landing was open. The miles of narrow valleys and gulches were tackled with moving rock and dirt, filling, and grading the ground, and building bridges or trestles. All the work was done by hand and animals with five million feet of lumber cut from nearby trees and a portable mill with specialized materials shipped in through the doghole port.

The route involved dozens of trestles, many more than 300 feet long, and a 200 foot long tunnel through solid rock. By the fall of 1905, the future looked bright; nearly 18 miles of track ran from Bear Harbor wharf to Andersonia; Anderson's Southern Humboldt Lumber Company was starting to harvest its 17,000 acres of timberland; the mill... was neatly complete; a storage pond to hold 20 million feet of logs has been constructed behind a newly built dam on Indian Creek; a new wharf under construction at Bear Harbor; and it looked like Andersonia would soon become a station and junction on the planned Sausalito to Eureka railroad [*North Coast Journal*, 22 November 2018].

The town of Andersonia, previously called Camp 10, grew up on forty acres of open land as the sawmill was under construction to support the workers. The facilities included a waterworks, brick factory, post office (from 1904 to 1906), slaughterhouse, saloons, smokehouse, bunkhouses, cook house, general store, and commissary. The sawmill, a dam, and mill pond sat on Indian Creek where it connected into the south fork of the Eel River across from Piercy. Lumber camps surrounded Andersonia with ten of them linked by streets within the mountains. Anderson also built his house on a hill overlooking the sawmill. Just before the Andersonia sawmill opening planned for the fall of 1905, corrections in framing were needed to provide clearance for the log carrier. During the modifications, a timber brace fell and hit Anderson on the head on October 28 and he later died on November 4 (Bordon 1964). Southern Humboldt Lumber Company continued work on the sawmill but without the guidance and energy provided by Anderson. Winter storms around Christmas time destroyed the Bear Harbor Landing pier, lessening the hopes of getting operations up and going with the new mill. The following spring of 1906, the pier was being rebuilt (*Ferndale Enterprise* 2 March 1906). An additional delay was caused by machinery lags in San Francisco along with right-of-way disputes over the railroad line. These problems were also exacerbated by litigation between Anderson's widow and children from a previous marriage.

The fatal blow to the Andersonia sawmill was the 18 April 1906 earthquake. The earthquake damaged the sawmill, log pond dam, and railroad track. This ended the attempts to open the Andersonia sawmill. The half a million dollars spent on the mill resulted in it never running and 5,000,000 feet of sawed logs remained unused and abandoned in the mill pond, ready to be made into lumber. Bear Harbor Landing did continue to be open for business and saw lumber from William M. McKee's sawmill shipped from its pier in 1907. The year 1907 marks the end of the district's period of significance as there is no further evidence vessels utilized Bear Harbor Landing for the export of products. A newspaper article does note in 1915 that the Bear Harbor pier was being rebuilt with no indication Bear Harbor Landing ever reopened (*Ferndale Enterprise*, 13 September 1907; *Ukiah Dispatch*, 29 January 1915).

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

After Bear Harbor Landing's closure as a doghole port and redirection of the timber industry to utilizing railroads and trucks for transport, the coastal lands were again used primarily for ranching. The 4,000-acre Bear Harbor Ranch is included on the 1969 Bear Harbor US Geological Survey topographical map (USGS 1969) and retained that name up until its purchase in 1976 for Sinkyone Wilderness State Park (*Press Democrat*, 5 July 1983). Sinkyone Wilderness State Park began in 1975 with additional land acquisitions in 1976 and 1986. It encompasses approximately 7,800 acres (California State Parks 2006).

Bear Harbor Landing Shipwrecks and Maritime Events

The Redwood Coast's rugged, exposed coastline claimed many vessels engaged in the doghole ports trade. It was equally dangerous sailing the coast, or within the confines of a landing. A small miscalculation by the captain could result in his ship hitting submerged rocks. Storms quickly developed offshore forcing captains transiting the coast to seek refuge at the doghole ports. The shelter provided was minimal, and ships frequently broke free from the moorings or their own anchors only to be pushed ashore. Some landed on sandy beaches, providing the opportunity to be refloated. More often than not, vessels would break apart on the rocks resulting in a total loss. Due to each doghole port's unique character, specific captains and vessels specialized in sailing to particular locations. Their familiarity allowed them to moor safely and navigate a port's hazards, thereby lessening the chances of an incident. This aspect increased the incentive for chute owners to own and operate vessels (Historic American Engineering Record n.d.:7; Ryan 2010:146).

During Bear Harbor Landing's operation as a doghole port for the timber industry, there were at least two vessels lost in the area. The small rock filled coves at Bear Harbor Landing where vessels navigated and contended with unpredictable weather resulted in vessels breaking from their moorings and being driven ashore while under the chutes. Other vessels struck submerged rocks and compromised their hulls leading to a sinking and declaration of a total loss. The remains of these historic vessels may be present at Bear Harbor Landing and provide information on maritime commerce connected with the doghole ports along the northern California coast. Archaeological surveys may locate remains underwater that are likely associated with these shipwrecks.

Bark Ranier 1882

The American three-masted bark *Ranier* was a total loss at Bear Harbor around February 17, 1882, while enroute from Port Townsend to Honolulu loaded with lumber. During the trip, the vessel encountered a heavy gale on January 5 that waterlogged the hull and dismasted it 200 miles west of Cape Blanco. Captain Wulffe was thrown against the mast and died, with the remaining crew taken off on January 24 by the brig *Orient*. *Ranier* drifted around unmanned for several days before coming ashore and going to pieces at Bear Harbor with its cargo scattered across a distance of seventy miles. A capstan and donkey boiler were found embedded in the sand at Bear Harbor along with a raft with two coils of rope in it (*Daily Alta California*, 31 January 1882; *Morning*

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Astorian, 10 February 1882; *San Francisco Examiner*, 17 February 1882; *Mendocino Beacon*, 25 February 1882).

Schooner *Orion* 1885

While moored at Bear Harbor Landing in the beginning of October 1885, the schooner *Orion* was forced to leave and barely escaped. “So fierce was the wind that she was obliged to leave her station for fear of her cables parting. She hoisted sail and in the teeth of the storm managed to get sufficient slant to crawl off shore.” Captain Christensen was praised for his nerve and seamanship in the newspaper after the narrow escape of *Orion* from the landing. The schooner did lose its small boat that was washed away during the storm (*Mendocino Beacon*, 10 October 1885). This was not *Orion*’s first visit to Bear Harbor Landing—it had loaded a cargo of tan bark there shortly before this incident for Higgins and Collins of San Francisco (*Daily Alta California*, 4 October 1885).

Steam Schooner *Westport* 1898

The steam schooner *Westport*’s small boat capsized on September 5, 1898, while running a line from the vessel to the pier. First mate Charles Smith, from Sweden, drowned during the event (*San Francisco Call*, 10 September 1898).

Steam Schooner *Alcazar* 1907

The 132-foot-long steam schooner *Alcazar* went on the rocks at Bear Harbor Landing or Needle Rock Landing on 10 June 1907, after breaking its mooring lines. It was owned by the L. E. White Lumber Company when sunk. There was a southeast gale blowing when the steamer was lost while loading a cargo of railroad ties. All of the vessel’s eighteen crewmen were saved and the schooner was declared a complete wreck (*San Francisco Examiner*, 12 June 1907; Cook and Hawk 1999). *Alcazar* was a converted schooner originally launched in 1887 that participated in the lumber trade along the California coast (Marshall 1978).

Bear 1908

There is a single mention of an unknown vessel named *Bear* sinking at Bear Harbor in 1908. No further information can be found on the event (Clark 2021).

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Adams, Edward M.

1890 *Langley's San Francisco Directory*. George B. Wilbur, Receiver of Painter and Company. San Francisco, California.

Alameda Daily Argus

1893 [Incorporation of the Bear Harbor Lumber Company.] July 27. Alameda, California.

Ancestry.com

1860 *1860 United States Federal Census*. Ancestry.com. Provo, Utah.

Bordon, Stanley T.

1964 Bear Harbor and Eel River Railroad. *The Western Railroader for the Western Railfan*. Volume 27, No. 5. May 1964. Issue No. 292. San Mateo, California.

California Department of Parks and Recreation (California State Parks)

1977 *Bear Harbor-Usal Project Inventory of Resources*. Resource Preservation and Interpretation Division. On file in Sacramento, California.

1987 *Native American and Euroamerican History of the Sinkyone Wilderness Area, California*. December 1987. On file in Sacramento, California.

1988 *Sinkyone Wilderness State Park Resource Element*. August 1988. Resource Protection Division. On file in Sacramento, California.

2006 *Sinkyone Wilderness State Park Preliminary General Plan and Draft Environmental Impact Report*. On file in Sacramento, California.

California State Lands Commission

2022 Main home page, about us page, and shipwrecks page. Electronic document, <https://www.slc.ca.gov/> accessed June 7, 2022.

California State Library

1888 *California, U.S., Voter Registers, 1866-1898* [database on-line]. Ancestry.com. Operations, Inc., Provo, Utah. <https://www.ancestry.com/search/collections/2221/>, accessed June 2022.

Carpenter, Aurelius O., and Percy H. Millberry

1914 *History of Mendocino and Lake Counties, California, with Biographical Sketches of the Leading Men and Women of the Counties Who Have Been Identified with Their Growth and Development from the Early Days to the Present*. Historic Record Company, Los Angeles, California.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Clark, Julie

2021 *Lighthouses of Humboldt County*. Arcadia Publishing. Charleston, South Carolina.

Cloverdale Reveille

1893 [Bear Harbor Lumber Company.] May 13. Cloverdale, California.

Cook, Margarite, and Diane Hawk

1999 *A Glance Back: Northern Mendocino County History*. Hawk Mountaintop Publishing, Piercy, California.

Corran, W. H. L.

1887 *Langley's San Francisco Directory*. Francis, Valentine, and Co. Printers, San Francisco California.

Daily Alta California

1882 [Capstan and donkey boiler found at Bear Harbor Landing following Ranier wreck event.] January 31. San Francisco, California.

1882 [Construction of Bear Harbor Landing chute.] February 21. San Francisco, California.

1884 [Improvements to of Bear Harbor Landing.] March 17. San Francisco, California.

1885 [Orion first visit to Bear Harbor Landing.] October 4. San Francisco, California.

1886 [Reference to Chinese laborers harvesting tan bark for market.] May 19. San Francisco, California.

1886 [Repair of Bear Harbor Landing chute following storm.] May 26. San Francisco, California.

Davidson, George

1889 *Pacific Coast Pilot of California, Oregon, and Washington*. Government Printing Office, Washington, DC.

Douglass, Robert G.

2002 *The Sawmill in Miller Gulch: History and Archaeology on the Redwood Coast*. Master's thesis, Cultural Resource Management, Sonoma State University, Rohnert Park, California.

Douohor, R. E.

1901 *Map of Bear Harbor*. Survey for P. Kenny and Bear Harbor Lumber Company. On file, California Department of Parks and Recreation, North Coast Redwoods District.

Durston, Tammy

2017 *Northern California's Lost Coast*. Images of America. Arcadia Publishing. Charleston, South Carolina.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Evening Bee

1904 [Fire destroyed stretch of railroad to Andersonia.] September 15. Sacramento, California.

Ferndale Enterprise

1887 [Cords of tan bark housed at Bear Harbor Landing for shipment.] October 28. Ferndale, California.

1893 [Bear Harbor Gulch infrastructure.] June 9. Ferndale, California.

1893 [Bear Harbor Lumber Company workforce.] June 30. Ferndale, California.

1898 [Extension of pier to accommodate deeper draft vessels.] August 17. Ferndale, California.

1899 [Transporting timber products from Indian Creek to landing.] January 20. Ferndale, California.

1899 [Bear Harbor railroad.] October 3. Ferndale, California.

1899 [Reference to future lumber mill at Indian Creek.] October 27. Ferndale, California.

1902 [Southern Humboldt Lumber Company absorbed Bear Harbor Lumber Company.] December 16. Ferndale, California.

1906 [Reference to pier at Bear Harbor Landing rebuilt]. March 2. Ferndale, California.

1907 [Landing abandoned.] September 13. Ferndale, California.

Fort Bragg Advocate

1891 [Quality of railroad ties at Bear Harbor Landing.] January 18. Fort Bragg, California.

1891 [Reference to quality of timber.] February 4. Fort Bragg, California.

1892 [Extension of Bear Harbor Landing pier.] January 20. Fort Bragg, California.

1897 [Reported quantity of cords of tan bark produced.] May 1. Fort Bragg, California.

1898 [Reference to quality of tan bark product] August 17. Fort Bragg, California.

1901 [Stage service overland to Bear Harbor from Ukiah.] May 29. Fort Bragg, California.

1903 [Bear Harbor Landing pier rebuilt following a fire sparked by donkey engine.] April 22. Fort Bragg, California.

Foster, Dan

1983 Archeological Reconnaissance of a THP in Mendocino County. Memo prepared for California Department of Forestry, Santa Rosa.

Guinn, J. M.

1904 *History of the State of California and the Biographical Record of Coast Counties, California*. The Chapman Publishing Company. Chicago, Illinois.

Heald, Leslie, Jerry Rohde, and Jamie Roscoe

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

2002 *A Cultural Resource Investigation of the Coastal Watersheds Rehabilitation Project, Sinkyone Wilderness State Park*. Prepared for California Department of Parks and Recreation, North Coast Redwoods District.

Historic American Engineering Record

n.d. Schooner C.A. *Thayer*, Photographs. HAER No. CA-61. Historic American Engineering Record. National Parks Service, Washington, DC.

Hood, Joe, and John Kelly

1988 *Survey for Archeological Resources, Trust for Public Land, Remainder Parcel*. Prepared for California Department of Parks and Recreation, Cultural Resources Division, Sacramento.

Humboldt Times

1874 [Vessel Mayflower transporting honey from Bear Harbor Landing to Shelter Cove.] December 9. Eureka, California.

1882 [Reference of permit to construct chute at Bear Harbor.] February 21. Eureka, California.

1903 [Southern Humboldt Lumber Company purchasing equipment for sawmill.] June 12. Eureka, California.

1903 [New rail terminus from San Francisco to Willits.] September 10. Eureka, California.

InterTribal Sinkyone Wilderness Council

2022 InterTribal Sinkyone Wilderness Council webpage. Electronic document, <https://sinkyone.org>. Accessed November 28, 2022.

Jackson, Walter A.

1969 *The Doghole Schooners*. Bear and Stebbins, Mendocino, California.

Jaffke, Denise

2022 *Letter Report for Inventory and Evaluation of Bear Harbor Doghole Port, Mendocino County*. Prepared for California Department of Parks and Recreation, North Coast Redwoods District.

Jaffke, Denise, and Amber Barton

2021 CA-MEN-3852H Archaeological Site Record. California Department of Parks and Recreation 523 form. On file, California Department of Parks and Recreation, North Coast Redwoods District.

Jaffke, Denise, Martijn Kuypers, Kendra Thacker, and Amber Barton

2021 CA-MEN-002149H (UPDATE) Archaeological Site Record. California Department of Parks and Recreation 523 form. On file, California Department of Parks and Recreation, North Coast Redwoods District.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Lindahl, Kathleen, and Cristi Hunter

2001 CA-MEN-002155/H Archaeological Site Record. California Department of Parks and Recreation 523 form. On file, California Department of Parks and Recreation, North Coast Redwoods District.

Marshall, Don B.

1978 *California Shipwrecks: Footsteps in the Sea*. Superior Publishing Company, Seattle, Washington.

Mendocino Beacon

- 1885 [Reported murder while driving cattle through Bear Harbor area.] October 12. Fort Bragg, California.
- 1878 [Early speculations of timber at Bear Harbor.] Fort Bragg, California.
- 1878 [Property sale.] December 21. Fort Bragg, California.
- 1881 [Reported large stands of redwood, oak, and tan bark timber.] January 1. Fort Bragg, California.
- 1881 [Reported mention of permit requested to build chute at Bear Harbor.] January 22. Fort Bragg, California.
- 1881 [Favorable agricultural lands and port location.] February 5. Fort Bragg, California.
- 1881 [Providing connection to Westport.] November 19. Fort Bragg, California.
- 1882 [Capstan and donkey boiler found at Bear Harbor Landing following Ranier wrecking event.] February 25. Fort Bragg, California.
- 1882 [Stock ranch at Bear Harbor.] June 17. Fort Bragg, California.
- 1884 [Lightening cargo from shore to waiting vessels.] May 24. Fort Bragg, California.
- 1884 [Announcement of new foreman.] June 7. Fort Bragg, California.
- 1885 [Mention of landing opening.] June 17. Fort Bragg, California.
- 1885 [Bear Harbor Landing opening up access to area.] July 4. Fort Bragg, California.
- 1885 [Reported murder of rancher while driving cattle through Bear Harbor.] July 15. Fort Bragg, Ca
- 1885 [Bear Harbor and Shelter Cove improvements and placement of triangulation station at Bear Harbor.] July 25. Fort Bragg, California.
- 1885 [*Orion* shipwreck event.] October 10. Fort Bragg, California.
- 1885 [McCornack sold his interests in Bear Harbor Landing.] November 28. Fort Bragg, California.
- 1887 [Damage to pier and chute from storm.] May 7. Fort Bragg, California.
- 1889 [Stage route through Bear Harbor to Westport.] November 23. Fort Bragg, California.
- 1890 [New 300-foot-long pier with a wire chute being built at its end.] June 28. Fort Bragg, California.
- 1893 [Bear Harbor Lumber Company employed 250 people.] July 8. Fort Bragg, California.
- 1895 [Railroad line to landing.] December 28. Fort Bragg, California.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

- 1896 [Plans for the Bear Harbor and Eel River Railroad Company to build standard gauge railroad.] December 12. Fort Bragg, California.
1897 [Production of tan bark split products.] May 1. Fort Bragg, California.
1899 [Storm damaged pier and caused the death of two men.] November 22. Fort Bragg, California.
1900 [Report of Bear Harbor Landing being rebuilt.] January 20. Fort Bragg, California.
1901 [Change in ownership.] June 8. Fort Bragg, California.
1904 [Wildfire destroyed parts of the railroad and delayed opening of the sawmill.] October 15. Fort Bragg, California.
1938 [Ownership of Bear Harbor Landing between 1889 and 1892.] November 26. Fort Bragg, California.

Mendocino Coast Beacon

- 1881 [Prospecting for business opportunities.] April 2. Fort Bragg, California.
1881 [Number of schooners loaded at the Westport chute.] November 19. Fort Bragg, California.
1886 [Employment of men to peel tan bark for shipment.] June 12. Fort Bragg, California.
1887 [Hiring new foreman.] November 26. Fort Bragg, California.

Mendocino Democrat

- 1874 [Application sent to Mendocino County Board of Supervisors to construct a chute at Bear Harbor.] November 21. Ukiah, California.
1875 [Kiser received permission for the chute and tolls.] February 6. Ukiah, California.

Mendocino Dispatch

- 1882 [Permit to build a chute near Bear Harbor.] February 17. Ukiah, California.
1883 [Pacific Bridge Company Engineer to inspect Bear Harbor for its suitability as a shipping location.] March 16. Ukiah, California.

Morning Astorian

- 1882 [Capstan and donkey boiler found at Bear Harbor Landing following *Ranier* wrecking event.] February 10. Astoria, Oregon.

North Coast Journal

- 2018 [Instead of using port, Andersonia located in close proximity to new rail connection to transport materials to San Francisco.] November 15. Eureka, California.
2018 [Rail station at Andersonia.] November 22. Eureka, California.

Pacific Rural Press

- 1886 [Projection that Bear Harbor Landing as a main shipping location in the region.] June 19. San Francisco, California.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Palmer, Lyman L.

1880 *History of Mendocino County, California: Comprising its Geography, Geology, Topography, Climatography, Springs and Timber.* Alley, Bowan and Co., San Francisco, California.

Paulson, L. L.

1874 *Handbook and Directory of Napa, Lake, Sonoma, and Mendocino Counties.* L. L. Paulson, San Francisco, California.

Peak & Associates, Inc.

1980 Cultural Resource Assessment of the Waterfall Gulch and North Fork of Usal Creek Timber Harvest Unit, Mendocino County, California. Prepared for Georgia Pacific Corporation.

1981 Cultural Resource Inventory of the Usal Timber Unit, Northwestern Mendocino County, California. Prepared for Georgia Pacific Corporation.

Petaluma Courier

1882 [Potato farmer near Bear Harbor.] March 1. Petaluma, California.

Petaluma Weekly Argus

1869 [Establishment of a weekly mail route by stage from Sonoma County to coastal locations including Bear Harbor.] November 6. Petaluma, California.

1880 [Matthew Kiser ownership of a beef cattle stock ranch at Bear Harbor.] August 13. Petaluma, California.

1881 [M. Kiser planned to build a chute to accommodate the fast-growing section of the county.] January 7. Petaluma, California.

Peterson, Thomas H.

1885 Bear Harbor. Maps of California Harbors. Huntington Library, Art Collections, and Botanical Gardens, Rare Book Department, San Marino, California.

Placer Herald

1889 [Lumber transport trolley system.] February 4. Auburn, California.

Porter, Cris

1984 *Archeological Investigation of a Trail Corridor along the Sinkyone Coast, Mendocino County, California.* Prepared for California Department of Parks and Recreation, Northern Region Office, Santa Rosa.

Press Democrat

1983 [Reference to Bear Harbor Ranch.] July 5. Petaluma, California.

Sacramento Bee

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

1860 [Incident with four-man hunting party from Sacramento and Sinkyone.] January 12. Sacramento, California.

Sacramento Daily Union

1860 [Incident with four-man hunting party from Sacramento and Sinkyone.] January 1. Sacramento, California.

1865 [Mention of oil present in Bear Harbor region.] August 12. Sacramento, California.

1866 [Establishment of a weekly mail route by stage from Sonoma County to coastal locations including Bear Harbor.] January 31. Sacramento, California.

Ryan, Terrance

2010 The Development of the Pacific Coast Lumber Ships. *Nautical Research Journal* 55(3):141–160.

San Francisco Call

1893 [Incorporation of Bear Harbor Lumber Company.] July 27. San Francisco, California.

1898 [Steam schooner Westport's small boat capsized and death of first mate.] September 10. San Francisco, California.

San Francisco Chronicle

1891 [Quality of timber in region.] January 18. San Francisco, California.

1896 [The Bear Harbor and Eel River Railroad Company incorporated.] September 8. San Francisco, California.

1898 [Pier lengthened to accommodate steamships.] December 9. San Francisco, California.

San Francisco Examiner

1882 [Capstan and donkey boiler found at Bear Harbor Landing following Ranier wrecking event.] February 10. San Francisco, California.

1899 [Large wave destroyed Bear Harbor Landing pier.] November 22. San Francisco, California.

1907 [Steam schooner Alcazar went on the rocks at Bear Harbor Landing or Needle Rock Landing.] June 12. San Francisco, California.

San Jose Mercury-News

1869 [Establishment of a weekly mail route by stage from Sonoma County to coastal locations including Bear Harbor.] October 23. San Jose, California.

Save the Redwoods League

2022 Save the Redwoods League press release: Save the Redwoods League Donates 523 Acres of Forestland to the InterTribal Sinkyone Wilderness Council for Lasting

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Protection. Electronic document, <https://www.savetheredwoods.org/press-releases/523-acres-of-forestland-donated-to-intertribal-sinkyone-wilderness-council/>. Accessed November 28, 2022.

Semi-Weekly Ferndale Enterprise

1899 [Transporting large quantities of timber products from Indian Creek to Bear Harbor Landing.] January 20. Ferndale, California.

1899 [Transporting large quantities of timber products from Indian Creek to Bear Harbor Landing.] October 3. Ferndale, California.

1899 [Mention of a lumber mill would be built at Indian Creek and its lumber sent to market through Bear Harbor Landing.] October 27. Ferndale, California.

1902 [Bear Harbor Lumber Company and now controlled the sawmill under construction, timber lands, railroad, shipping yard, pier, and chute.] December 16. Ferndale, California.

Sonoma Democrat

1881 [Prospecting for a business opportunity to build a chute at Bear Harbor.] April 30. Santa Rosa, California.

State of California

2022 Public Resources Code. Electronic document, <https://leginfo.ca.gov/faces/codesTOCSelected.xhtml?tocCode=PRC&tocTitle=+Public+Resources+Code+-+PRC> accessed June 7, 2022.

Ukiah Daily Journal

1890 [Quality of wood to produce railroad ties.] May 30. Ukiah, California.

1890 [Second landing at Cluster Cone Rocks.] July 4. Ukiah, California.

1896 [Upper Bear Harbor was the larger place name referenced with Needle Rock Landing identified as the chute location.] January 3. Ukiah, California.

Ukiah Dispatch

1901 [Reference to new wharf at Bear Harbor.] November 15. Ukiah, California.

1903 [Following a fire and destruction of pier, mention of rebuild.] May 1. Ukiah, California.

1915 [Mention of pier being rebuilt.] January 29. Ukiah, California.

Ukiah Republican

1898 [Bear Harbor Lumber Company purchased a second locomotive.] December 9. Ukiah, California.

US Congress

1897 Deep-Water Harbor at Port Los Angeles or at San Pedro, Cal. 55th Congress, 1st session. Senate Document No. 18. Electronic document,

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

https://www.google.com/books/edition/United_States_Congressional_Serial_Set/9BJHAQAAIAAJ?hl=en&gbpv=1, accessed October 14, 2021.

US Department of Commerce

1873 *T-1324 Bear Harbor to Timber Ridge T-Sheet*. US Coast and Geodetic Survey. Electronic document, <https://shoreline.noaa.gov/data/datasheets/t-sheets.html>, accessed September 22, 2021.

1884 *Progress of the Survey in Section Number XI from the California Line to Tillamook Bay*. US Coast and Geodetic Survey. Electronic document, <https://shoreline.noaa.gov/data/datasheets/t-sheets.html>, accessed September 22, 2021.

1911 *Report of the Superintendent of the Coast and Geodetic Survey Showing the Progress of Work from July 1, 1909 to June 30, 1910*. Government Printing Office, Washington, DC.

US Department of Commerce and Labor

1904 *Triangulation in California Part I: Appendix 9—Report for 1904*. A. L. Baldwin, compiler. Coast and Geodetic Survey. Government Printing Office. Washington DC.

US Department of Interior

1876 *Original Survey Plat Map Township 24 North Range 19 West. April 15, 1876*. Electronic document, https://glorerecords.blm.gov/details/survey/default.aspx?dm_id=315435&sid=ph5btvui.csv, accessed February 22, 2022.

US Geological Survey (USGS)

1969 *Bear Harbor, California*. Scale 1:24,000. US Geological Survey, Reston, Virginia.

Waechter, Sharon

1988 *Archaeological Investigations in Sinkyone Wilderness State Park*. Prepared for California Department of Parks and Recreation, Sacramento.

Previous documentation on file (NPS):

- ___ preliminary determination of individual listing (36 CFR 67) has been requested
- ___ previously listed in the National Register
- ___ previously determined eligible by the National Register
- ___ designated a National Historic Landmark
- ___ recorded by Historic American Buildings Survey # _____
- ___ recorded by Historic American Engineering Record # _____
- ___ recorded by Historic American Landscape Survey # _____

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: California Department of Parks and Recreation

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 721

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|-----------------------|------------------------|
| 1. Latitude:39.926739 | Longitude: -123.923791 |
| 2. Latitude:39.925537 | Longitude: -123.954 |
| 3. Latitude:39.925136 | Longitude: -123.955141 |
| 4. Latitude:39.915031 | Longitude: -123.948856 |
| 5. Latitude:39.909696 | Longitude: -123.938707 |
| 6. Latitude:39.926286 | Longitude: -123.922785 |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary encompasses a 721-acre area along the Mendocino County coast that includes two iterations of the historic doghole port of Bear Harbor Landing. The boundary includes both terrestrial and submerged land and runs about 2.0 miles northeast/southwest by 2.0 miles northwest/southeast. The district begins at the eastern boundary of Sinkyone Wilderness State Park, just below Usal Road, at the top of the historic incline where split materials would have been loaded onto cars and transported down the steep ravine to the narrow-gauge railway below. The boundary then extends west for about 2.2 miles to the coastal bluff where Bear Harbor ranching infrastructure was once located, contemporary with the first Bear Harbor Landing at Morgan Rock. The boundary then extends out into the Pacific Ocean and travels south/southeast for 1.8 miles, containing known elements of both landings—Morgan and Cluster Cone Rocks—including constituents of the mooring system

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

that may still exist in the area. The boundary then travels northeast along Bear Harbor Creek, up a steep canyon, for a distance of 1.8 miles where it connects with Usal Road.

Boundary Justification (Explain why the boundaries were selected.)

The Bear Harbor Landing Historical and Archaeological District boundary encompasses contributing resources that were functionally related to the doghole port during its 1874 to 1907 period of significance. The district boundary meets the geographic data requirements of the Northern California Doghole Ports Maritime Cultural Landscape Multiple Property Documentation Form Section G. The district is defined by Bear Harbor Landing's timber industry and associated infrastructure. Information about resource locations were assembled from archival materials including historical photographs, maps, newspapers, and other archival sources, as well as archaeological features and associated constituents on the landscape. Beyond the district's boundaries, known properties and archaeological sites do not have an association with Bear Harbor Landing. The district, through the contributing resources contained within the boundary, represents the activities that turned an isolated locale into a profitable transshipment point and community.

Several historical sources provided information used to determine the district's boundary. The most important sources included the U.S. Coast and Geodetic Survey 1873 topographic (T-sheet) map depicting ranch development and transportation routes just a year before the first Bear Harbor Landing was constructed, a map produced by Thomas H. Peterson in 1885 that illustrates the pier, chute, and mooring system at Morgan Rock, and a 1901 map by surveyor R. E. Douohor that illustrates the second landing at Cluster Cone Rocks with the pier at the headland, the railroad along Bear Harbor Creek, and buildings along the alignment. The main repositories for archaeological site information were the California Office of Historic Preservation's California Historic Resources Information System (CHRIS) and California State Parks Archives. CHRIS contains GIS data, site files, and reports that assisted with determining what was a contributing versus noncontributing resource. Larry Felton's 1977 survey notes and the 1987 site record for CA-MEN-002149H (Hood and Kelly 1987) facilitated the relocation of the railway alignment and helped to determine the district boundary within Sinkyone Wilderness State Park.

11. Form Prepared By

name/title: Deborah Marx, Maritime Archaeologist, Denise Jaffke, Archaeologist,
and Kathleen Kennedy, Historian
organization: California Department of Parks and Recreation
street & number: 715 P Street
city or town: Sacramento state: CA zip code: 95814
e-mail: Kathleen.Kennedy@parks.ca.gov
telephone: (916) 952-2579
date: July 2022; Revised November 2022, January 2023

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Bear Harbor Landing Historical and Archaeological District
City or Vicinity: Whitethorn (vicinity)
County: Mendocino
State: California
Photographer: Denise Jaffke and Kendra Thatcher; Amber Barton
Date Photographed: December 2021; March 2022

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 13 CA-MEN-003852H, pier alignment from bluff toward Morgan Rock, view southwest (Jaffke 2021)
- 2 of 13 CA-MEN-003852H, overview of Morgan Rock and historic landing, view north (Jaffke 2021)
- 3 of 13 CA-MEN-003852H, Morgan Rock with cut structure pad and alignment of partially buried decking and mooring hardware, view southwest (Jaffke 2021)
- 4 of 13 CA-MEN-002149H overview, view northeast (Jaffke 2021)
- 5 of 13 CA-MEN-002149H, exposed pulley in railroad alignment, plan view (Thatcher 2021)

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

- 6 of 13 CA-MEN-002149H, narrow-gauge rails extending out into creek corridor, view south (Jaffke 2021)
- 7 of 13 CA-MEN-002149H, railroad alignment, view southwest (Thatcher 2021)
- 8 of 13 CA-MEN-002149H, rail car part with manufacturer name embossed, view west (Thatcher 2021)
- 9 of 13 P-23-006378, Briceland Thorn Road, view northwest (Barton 2022)
- 10 of 13 CA-MEN-002155/H, Bear Harbor Ranch site, view northeast (Jaffke 2021)
- 11 of 13 Railroad Environmental Camp (abandoned), view northeast (Jaffke 2021)
- 12 of 13 Bear Harbor Environmental Camp, view west (Barton 2022)
- 13 of 13 Orchard Environmental Camp, view north (Barton 2022)

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

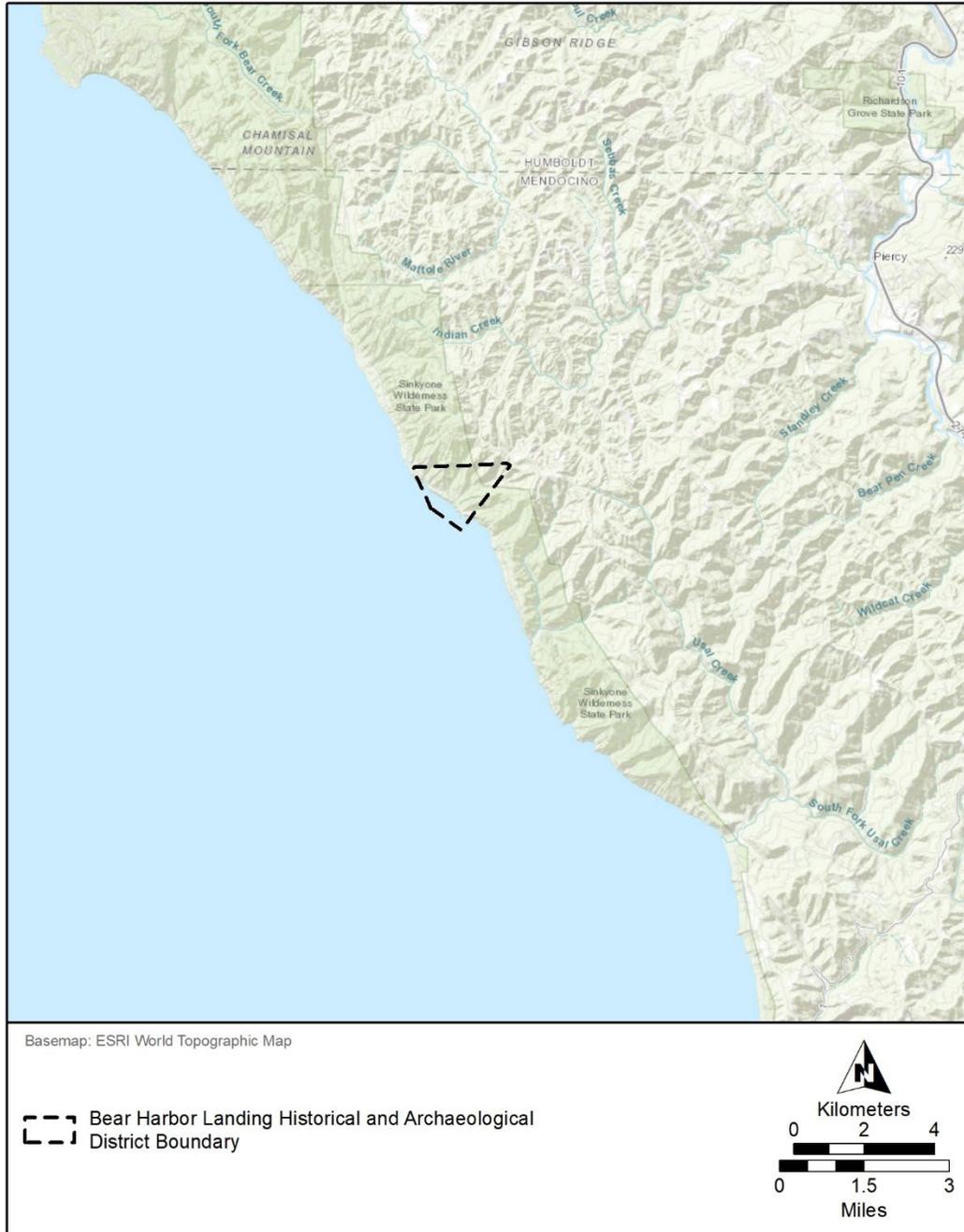
- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

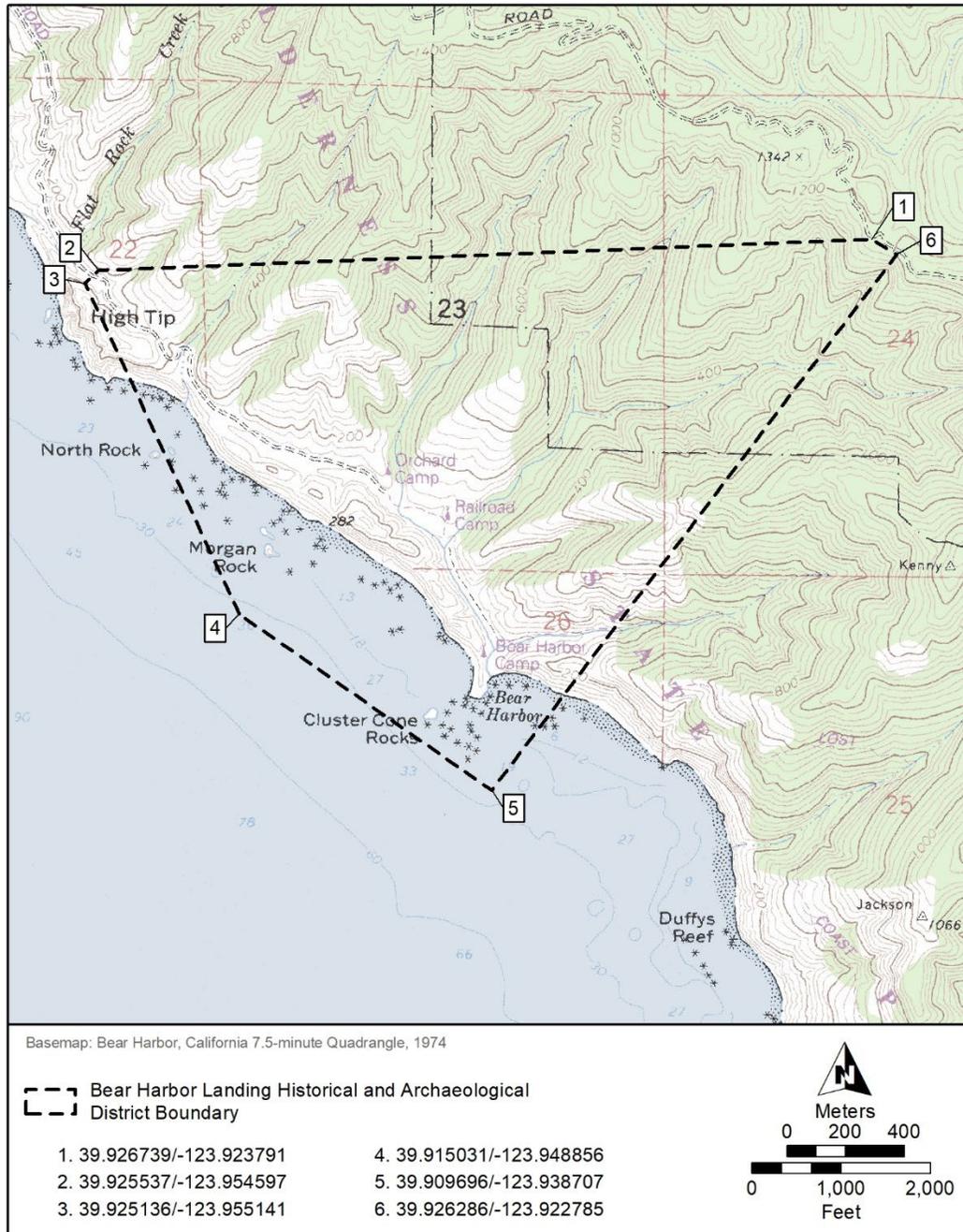
Location Map



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Boundary Map



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Sketch Map

[REDACTED]

Photo Key--Overview

[REDACTED]

Photo Key—1 of 2

[REDACTED]

Photo Key—2 of 2

[REDACTED]

Figure 1 Thomas Peterson Bear Harbor Landing survey map, 1885 (excerpt), showing the pier and chute location and vessel mooring configuration (Peterson 1885)

[REDACTED]

Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Figure 2 Bear Harbor Landing in the 1890s, pier and wire chute at Cluster Cone Rocks (California Department of Parks and Recreation North Coast Redwoods District)



Figure 3 Bear Harbor Gulch in September 1893 showing the railroad track and piles of railroad ties in the storage yard ready for shipment out of Bear Harbor Landing (California Department of Parks and Recreation North Coast Redwoods District)



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Figure 4 Bear Harbor Landing railroad incline circa 1895 (California Department of Parks and Recreation North Coast Redwoods District)



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Figure 5 Map of Bear Harbor showing the railroad route from Bear Harbor Landing to interior timberlands up through Bear Harbor Creek, 1901 (Douhohr 1901)



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Photo 1 CA-MEN-003852H, pier alignment from bluff toward Morgan Rock, view southwest



Photo 2 CA-MEN-003852H, overview of Morgan Rock and historic landing, view north



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Photo 3 CA-MEN-003852H, Morgan Rock with cut structure pad and alignment of partially buried decking and mooring hardware, view southwest



Photo 4 CA-MEN-002149H overview, view northeast



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Photo 5 CA-MEN-002149H, exposed pulley in railroad alignment, plan view



Photo 6 CA-MEN-002149H, narrow-gauge rails extending out into creek corridor, view south



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Photo 7 CA-MEN-002149H, railroad alignment, view southwest



Photo 8 CA-MEN-002149H, rail car part with manufacturer name embossed, view west



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Photo 9 P-23-006378, Briceland Thorn Road, view northwest



Photo 10 CA-MEN-002155/H, Bear Harbor Ranch site, view northeast



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Photo 11 Railroad Environmental Camp (abandoned), view northeast



Photo 12 Bear Harbor Environmental Camp, view west



Bear Harbor Landing Historical and Archaeological District
Name of Property

Mendocino County, California
County and State

Photo 13 Orchard Environmental Camp, view north

