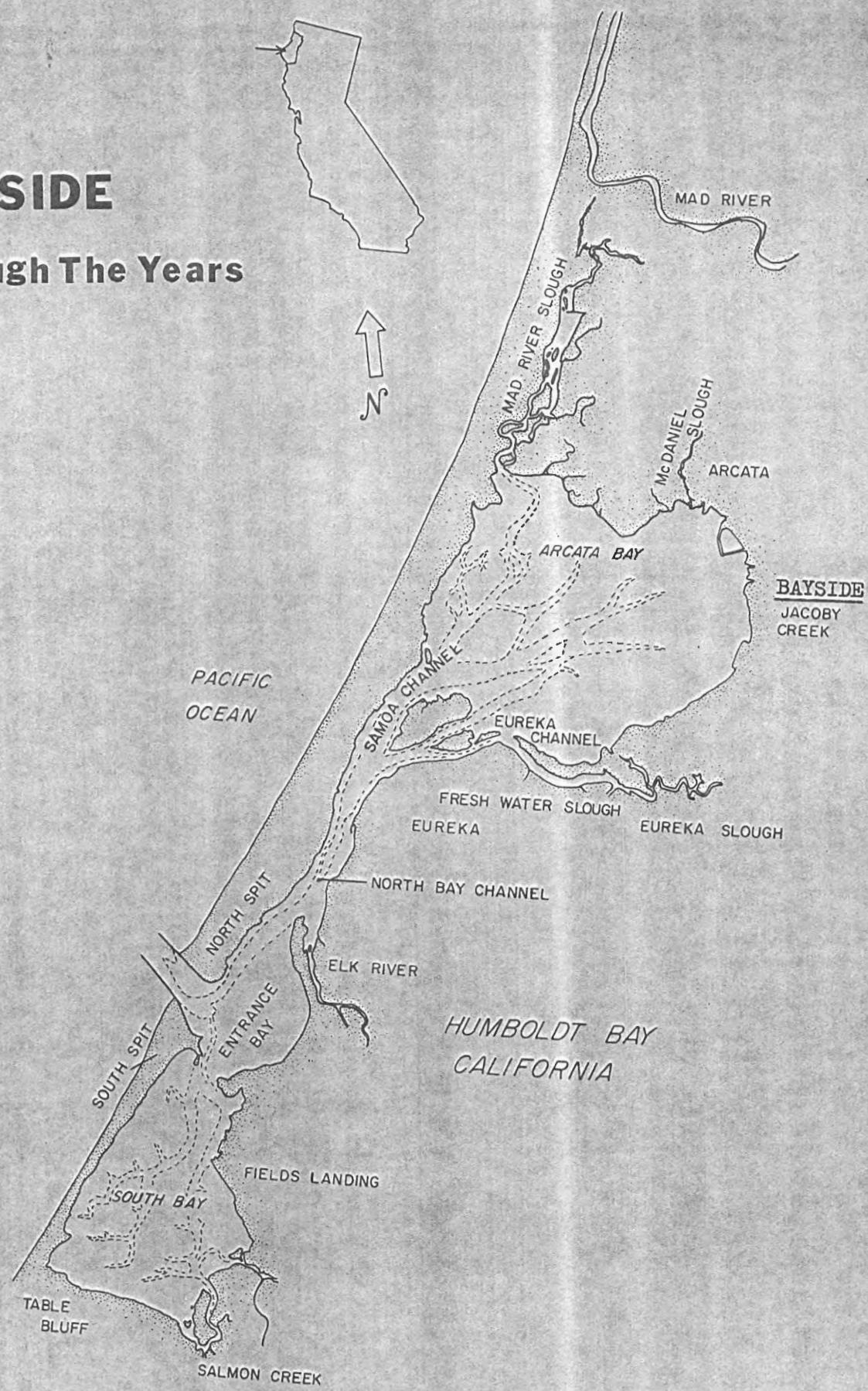


BAYSIDE

Through The Years



INKLES

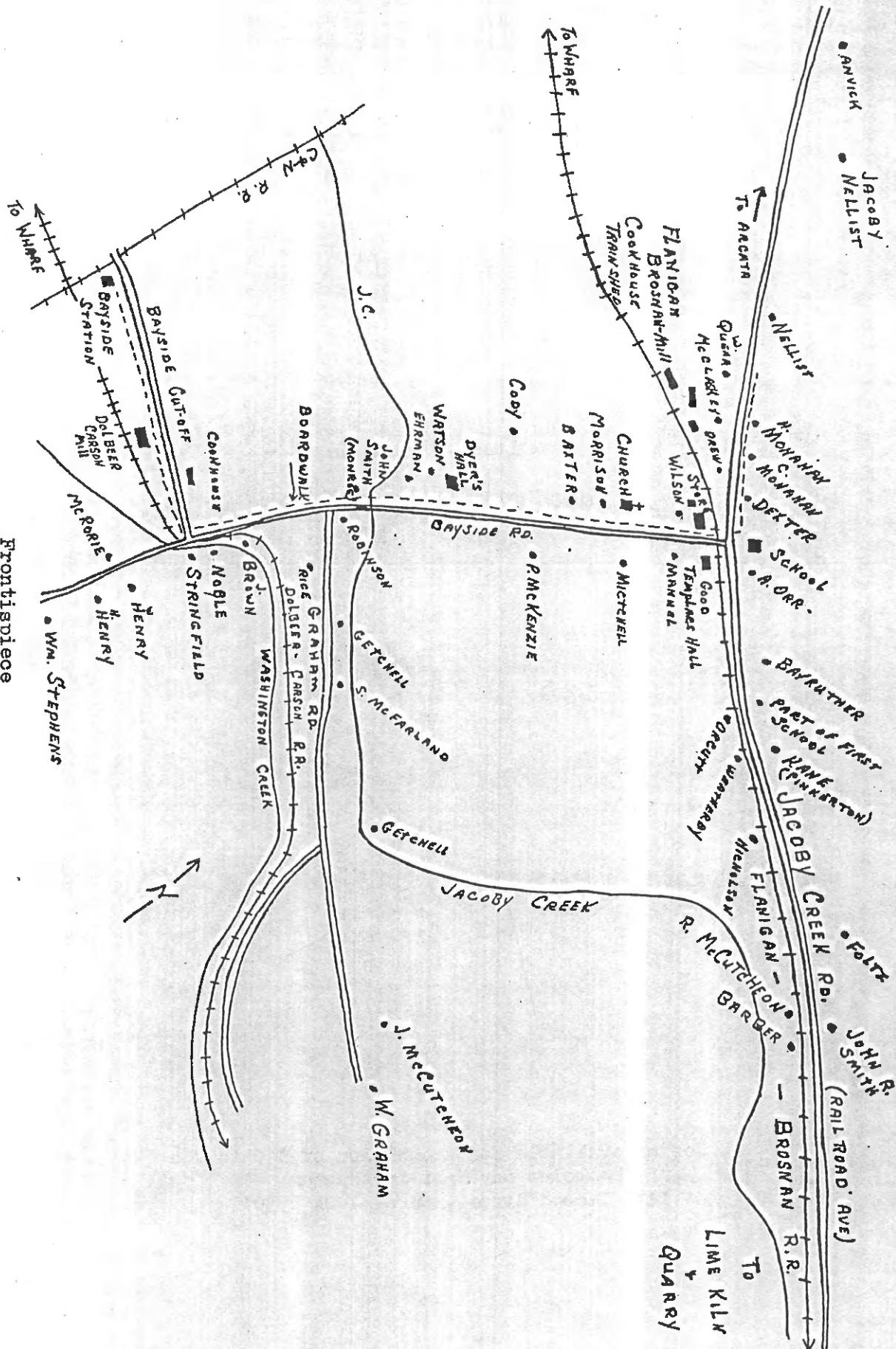
B A Y S I D E

THROUGH THE YEARS

By

Walter C. Schafran

Copies available for a donation of \$10 to the
Humboldt Bay Maritime Museum
1410 Second Street, Eureka, CA 95501



Bayside (c. 1900)

FOREWORD

In Bayside Through the Years, author Walter Schafran succeeds in painting an absorbing word picture of the area when the first whites arrived to settle Humboldt Bay lands.

Then, he carefully chronicles the development of Bayside, a community that, up to now, has not received its fair share of attention from historians. He tells of the people who had significant roles in its early years and touches on more recent events and trends affecting the area and its future.

This conscientious effort to record and preserve an important segment of Northcoast history is applauded by the Humboldt County Historical Society.

Arlene Hartin, President

PREFACE

Although it might be expected that a chronicle about Bayside, Humboldt County, California, would be written by a member of a local pioneer family, I must confess that the author is a relative newcomer to the area. Lacking lineage, what is presented here has been compiled from published books, government reports, newspaper articles, archival records and interviews with persons whose families came here a generation or two ago, and for which credit is acknowledged.

In particular, I wish to thank Rollin Wilson, his sisters, Mary Katherine Wilson and Isabelle Wilson, Emma Anwick, Fred and Muriel Graham, and Helen Guthridge for the information jarred loose from their memories.

An attempt is made to place the information obtained in readable form, hoping that nothing of importance has been overlooked and inaccuracies, if any, are unimportant. I hope you will find it interesting.

W. C. Schafran

March, 1984

The tide of white settlement flowing westward across the United States toward California became a torrent under the impetus created by the discovery of gold near Sutter's Mill in 1848. But it was the discovery of gold on the Trinity River which ultimately led to the white settlement of Humboldt Bay.

The mines on the Trinity were supplied by a long and difficult land route over the rugged Trinity Mountains from the upper Sacramento Valley. A shorter, easier supply route by sea from San Francisco to what was rumored to be the mouth of the Trinity River sparked several exploring expeditions early in 1850.

Among the vessels engaged in these voyages of exploration, the one most worthy of being remembered was the two-masted schooner LAURA VIRGINIA. Although the existence of Humboldt Bay was vaguely known for many years (There is a sketchy record of it being visited by a ship in 1806.), it is generally acknowledged that on April 14, 1850, the men on this vessel re-discovered Humboldt Bay and landed the first permanent white settlers.

Since the chief object of the several exploring expeditions along the coast had been to discover a seaport which would afford a shorter route to the Trinity mines and serve as a depot for supplies, it was but natural that sites should be found for the establishment of towns. The first of these to be laid out on the shores of the bay were Humboldt City, Bucksport, Eureka and Union (changed to Arcata in 1860), of which Humboldt City and Bucksport were soon to fade into oblivion.

Union, located at the head of the bay, with a direct route to the Trinity River mines, soon became the center for trade with the mining district. One disadvantage from which Union suffered was the difficult access to deep water for shipping due to the extensive tidewater mud flats which separated it from navigable waters. Later, when the gold deposits along the Trinity River

petered out, leading to the demise of Union's trade with the mines, Eureka's more favorable location with respect to shipping brought that city into dominance on the bay.

The early towns in the Humboldt Bay region were located upon or near what appeared to be the best harbors from which trade could be carried on with the mines. After the first flush of excitement regarding the mines and town site speculation had subsided, the agricultural lands came into importance and greatly influenced the spread of settlement.

As the timber frontier receded westward across the continent, the big timber operators began to move with that frontier, and in due time arrived at the Pacific coast. After careful investigation for additional timberlands, these men came to the last lumber frontier in the United States. This was the redwood region along the northern California coast. The majority of the lumber owners and workers who came to the redwood region had their ancestral origins in the New England area and the Canadian provinces of New Brunswick, Nova Scotia and Prince Edward Island.

As settlement spread along the shores of the bay between Eureka and Union, it took but a relatively short period of ten years from the first settlement in April 1850 for the Wiyot Indians to be displaced from the lands they had held for at least 2,000 years. The introduction of domestic animals and plants and the clearing of the land interferred with the life the Wiyots had evolved. It has been estimated that about 500 Wiyots lived in the Humboldt Bay region when the first white settlers arrived in 1850, but by 1910 the census of that year listed only 152, of which half were of mixed blood.

The Wiyot settlements were close to the water of the bay; the majority at tidewater. There were numerous villages stretching along the eastern edge of the bay between Eureka and Union. The area between Bayside Cutoff and Anvick Road was particularly densely populated. The Old Arcata Road follows the

historic land route between Indian settlements on the bay. It was a trail which skirted the marshy lowlands on the eastern shore and served as the commercial route between villages where trade and production activities occurred.

Between Union and Eureka, strange as it may seem, there was no wagon road during the first ten years after the founding of these settlements. The old Indian trail leading around the bay was utilized by those wishing to travel by horseback; but the trip was a difficult one and required the larger part of a day. In time the trail became a wagon road with primitive homesteads scattered along its length. The one main road extended from Hydesville to Eureka and around the bay to Arcata. This road had never been built in a substantial manner, yet it was for many years practically the only wagon road in Humboldt County. The road was often in need of repair and the demand for branch roads was constantly increasing. Between Eureka and Arcata the swampy nature of the land over which the road passed caused much trouble, and it was very desirable that a well-built road should be constructed. Constant repair and gradual improvement finally overcame the most serious of these difficulties. In 1867 a daily stage began operation between Eureka and Arcata. This road, the Old Arcata Road, continued to be the main corridor for travel until Highway 101 was built parallel to the Northwestern Pacific Railroad.

The bottom land a few miles southeast of Union, which came to be known as Bayside, was covered by a dense growth of underbrush; tall spruce trees of giant dimensions, alder, ash, willow, maple and pepperwood. The soil was moist and yielding, even in the summer months, and in winter almost impossible to cross. This natural condition prevailed over the entire area with only a few scattered, clear openings in the alluvial plain and along the lower reach of Jacoby Creek. Most openings were covered with hazel and wild rose, the former used by the Indians as a food supply. The land was the natural home of the elk,

deer and bear, and they roamed in almost undisturbed abandon. Jacoby Creek was filled with speckled beauties and the salmon--in season-- crowded in thousands along its course. Magnificent redwood trees, averaging 50 to 60 thousand feet per acre, covered the slopes of the valley created by Jacoby Creek.

The broad area of Bayside bottom land, much of it later reclaimed from tidewater by diking, was crossed first by the old Indian trail and afterward by the wagon road running between Eureka and Arcata. The well traveled Indian trail and bountiful land created an opportunity for settlement. Owing to the fact that heavy timber came close to the water's edge from a point close to Union nearly to Elk River (south of Eureka), there was little opportunity for large scale agriculture in this region.

Nevertheless, the land was well suited for the small family and commercial farm, and the demand for public lands was great. As the townships nearer the bay were surveyed into sections, pioneer settlers began laying claim to these lands and occupying them. By 1875, with the exception of mountainous or fractional townships, practically all the area within the Humboldt Bay region had been surveyed. In many places the pioneer settlers preceded the surveyor, but in other cases they filed claims and followed onto the lands thus opened up. At all times, however, the full title to the land could not be secured until after the surveyor had made his report to the General Land Office.

Bayside and Jacoby Creek fell within Township 5 North, Range 1 East, part of larger Union Township. Of the 36 one-mile square sections in a township (640 acres in a section), almost all of Bayside and Jacoby Creek can be found within seven sections, Nos. 3, 4, 9, 10, 11, 14 and 24. In Fig. 1, a portion of A. J. Doolittle's 1865 map of Humboldt County, can be seen townships and sections, marshland bordering the bay, the wagon road between Eureka and Arcata, and the names of a few of the early landowners in the Bayside area.



Fig. 1

A portion of A. J. Doolittle's 1865 map of Humboldt County.

According to the County Assessment List of 1853, pioneer Augustus Jacoby was recorded as one of the first settlers to take up residence in the Bayside area when he acquired 240 acres of property. The 240 acres were again recorded in the Assessment List of 1862 as follows: NW 1/4 of SW 1/4 & SW 1/4 of NW 1/4 Sec. 3 & S 1/2 of NE 1/4 Sec. 4 T5N-R1E (160 acres) and the S 1/2 of NE 1/4 Sec. 4 (80) acres T5N-R1E (\$900 total value). This last description (80 acres) may have been entered incorrectly as it duplicates the description of the preceding parcel. However, the Tax Lists for 1864 and 1865 record the following description of his property: N 1/2 of SW/4 & S 1/2 of NW/4 Sec. 3, S 1/2 of NE/4 Sec. 4 T5N-R1E--Land value \$720--Improvements \$600. The United States Department of the Interior Geological Survey Map, Arcata South Quadrangle, dated 1959, shows that these 240 acres would have included all of present Bayside Heights and the west side of Old Arcata Road opposite Hyland Street, including the present Jacoby Creek School site (Fig. 2). This acreage was in addition to the several lots he had previously purchased in the town of Union.

Augustus Jacoby had come to Union (Arcata) in 1851 where he built the Jacoby Storehouse on the Plaza, now a California State Historical Landmark. The original fireproof bottom of the storehouse was constructed of rock taken from his quarry on the creek that was to bear his name. The Humboldt Times dated December 6, 1856, noted that "a ledge of good building stone, a little inferior to granite, has been opened about 3/4-mile east of Union, in the edge of the redwoods. A Jacoby & Co. have entered into a contract with the owner of the ledge, Stillman Daby, for a quantity sufficient for the basement storey of his new brick warehouse."

As counted in the July 1860 census of Humboldt County, Augustus Jacoby is listed as being age 49, born in Prussia, and engaged in the occupation of merchant. Also shown is the name of his wife, Elizabeth, age 57, born in Nova Scotia, and, presumably, that of a daughter Bertha, age 12, born in Ohio.

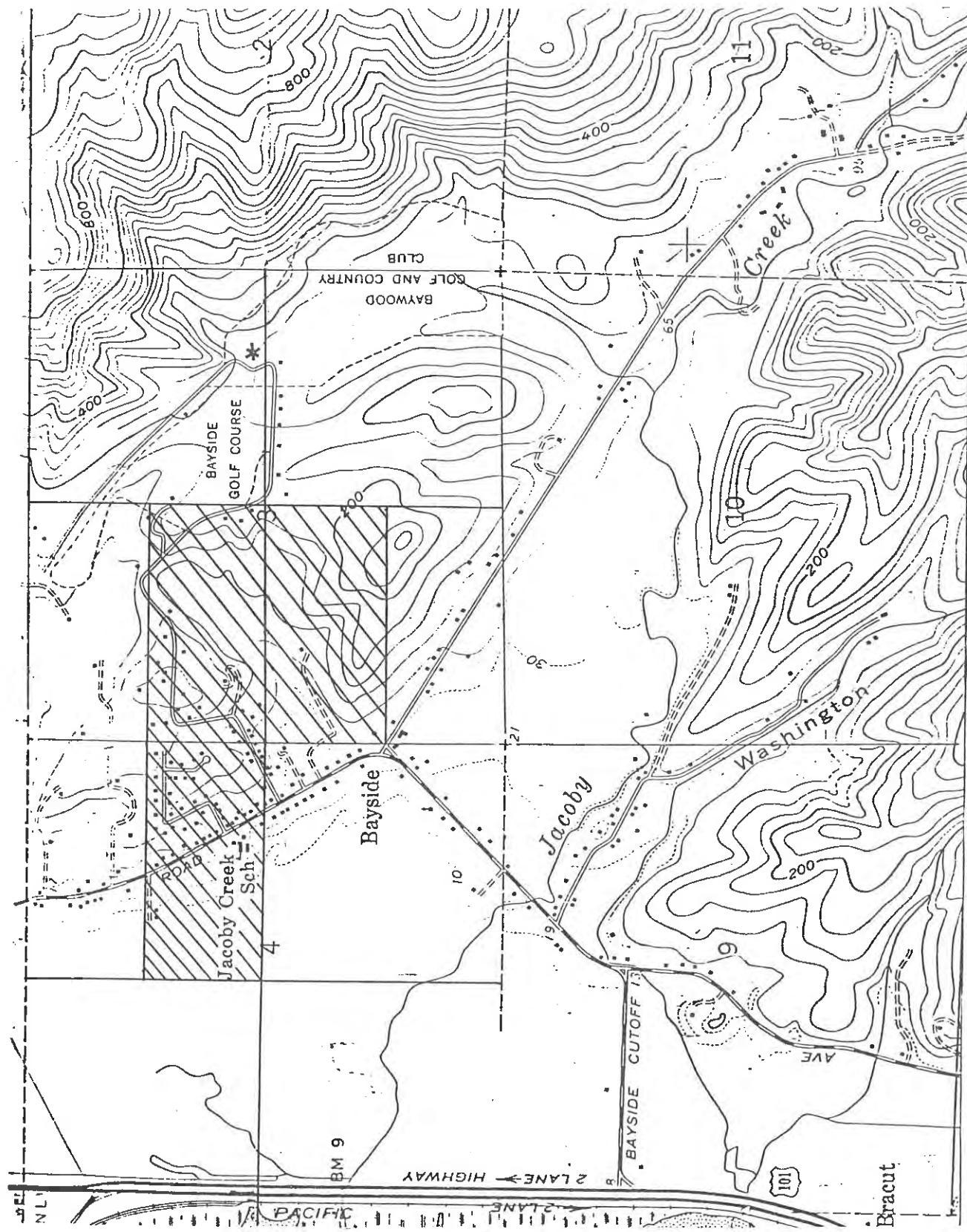


Fig. 2

U. S. Dept. of the Interior Geological Survey Map
 Arcata South Quadrangle, 1959
 Hatched area is A. Jacoby's 240 acres (1853).

Additionally, the 1860 census shows his ownership of 240 acres, of which 25 were improved and 215 unimproved, for a total value of \$2,500, plus a value of \$750 for livestock. The \$2,500 value may have included property located in the town of Union.

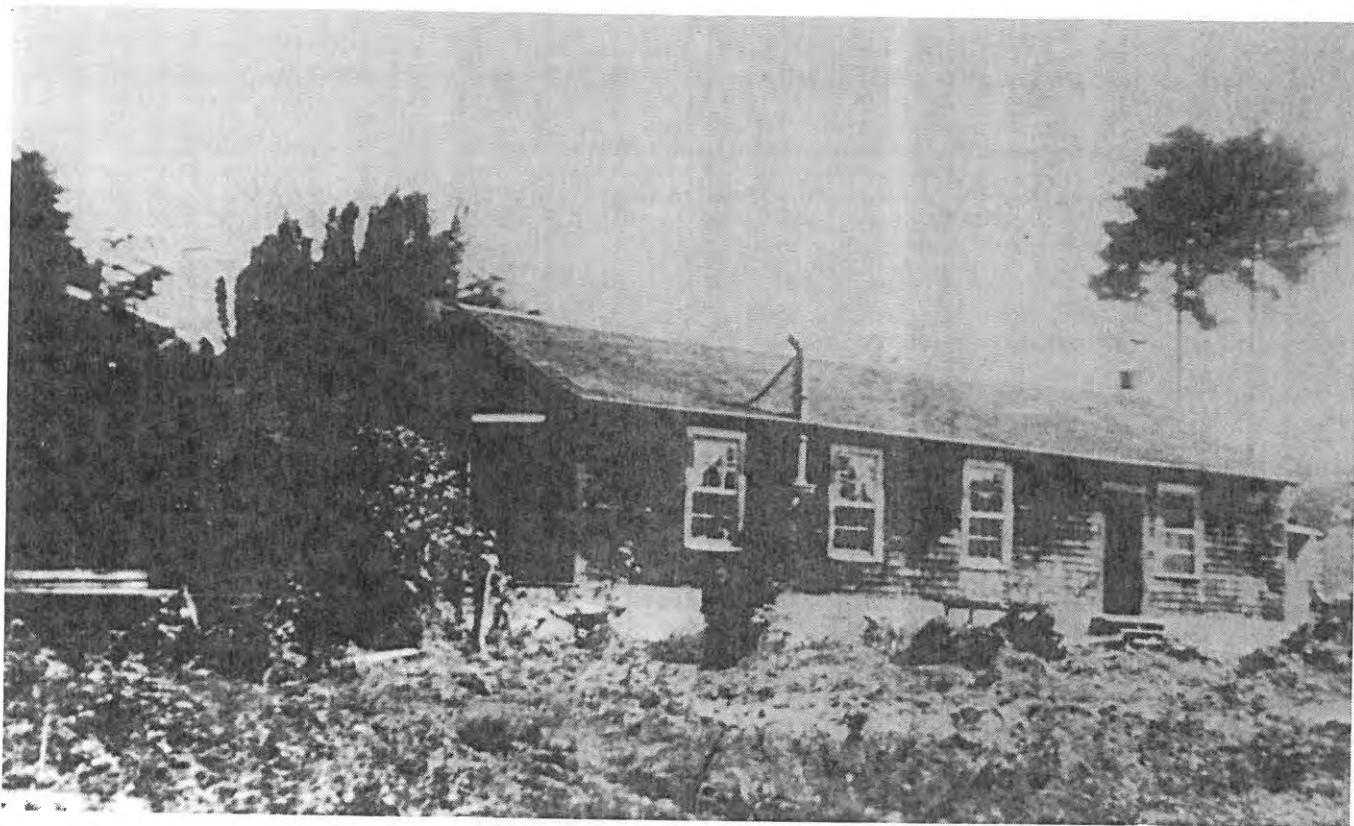


Fig. 3

A. Jacoby's Home -- Bayside, 1853-1950

Fig. 3, a long-shoebox-like building, is believed to have been the original home of the Augustus Jacoby family. It was located on his 240 acre claim, on the brow of a low rise on what is now Bayside Heights. Long-time Bayside resident Mrs. Clarence Anwick recalls hearing stories of soldiers being stationed there and of the building being referred to as "the fort." In 1950 the house was moved down hill, close to Old Arcata Road (Fig. 4), to make room for the present Bayside Heights subdivision. The home is said to have stood in the area now occupied by the residence belonging to Mr. and Mrs. Tom Parsons.



Fig. 4

The A. Jacoby house after it was moved to its present location just south of Anvick Road.

After Augustus Jacoby's wife, Elizabeth, died in 1861, he moved to San Francisco. In 1868 he sold his property to Austin Wiley, editor of the Eureka newspaper. From Austin Wiley the property passed to A. L. Pardee in 1871 and thence to Joseph and Mary Nellist in 1883. The Nellist family raised eight children in the house and at least two of the children later built their own homes along Old Arcata Road. In 1884 that portion of the original Jacoby property lying to the west of the road was sold to George Connors.

The decades of the 1850's and 1860's saw a gradual filtering of settlers into the Bayside area. The dense underbrush and marshy land was reclaimed by ditching and diking and by the clearing of the thick brush and trees. The problem of brackish water was recognized by Leigh H. Irvine in his 1915 History of Humboldt County, California, in a biographical sketch of John A. T. Wyatt, a settler who farmed several leased areas in Bayside, and which includes the comment that "the high tide water from the bay, however,

caused him much trouble and he was at last forced to give up this place." The earliest effective barrier to the encroachment of bay tidewater was the section of railroad constructed along the edge of the bay between Eureka and Arcata, the California and Northern Railroad, which began operating on December 14, 1901. The raised embankment upon which the tracks were laid acted as a dike, although there were many times when exceedingly high tides or storm-whipped waters crested the rail bed.

Many of the now familiar geographical landmarks and locations acquired their names from those of the early settlers. Mentioned previously was Jacoby Creek; and nearby, to the south, Washington Ridge, Washington Gulch and Washington Creek, all well documented in the annals of Humboldt County for the logging conducted there in later years by Dolbeer and Carson. The names derive from frontier settler Henry Washington and his 1856 claim of 480 acres. Then, too, there is Graham Road, named after pioneer settler Walter Graham.

Another early settler was John Mars Dyer. He had acquired 160 acres about one mile out what is now Jacoby Creek Road, about the upper half of the extensive pasture land which exists there today. He is mentioned here because his house was attacked by Indians, the only one so recorded in the Bayside area. Although there continued to be disturbances between the white settlers and the Indians well into the 1860's in the outlying regions of the county, the situation in the areas close to Humboldt Bay was relatively quiet. Nevertheless, the Humboldt Times reported on February 20, 1864, that "On February 17, 1864, word was received at Fort Humboldt of an Indian attack upon the place of J. M. Dyer near Jacoby Creek, a short distance from Arcata. The hired hand and Mrs. Dyer escaped by flight but the Indians pillaged and burned the house."

Unless one is fully familiar with the names of the families taking up residence in the Bayside area, it is extremely difficult to obtain accurate

statistical data from old official records such as U.S. Census Reports and Registers of Voters. It wasn't until the year 1890 that the Register of Voters indicated Bayside or Jacoby Creek as the residence of the person living there. And the 1900 Census of Union Township merely separated the people living in the town of Arcata from those living in the remainder of the township. For all the years prior to 1890, the place of residence of persons residing in Bayside or Jacoby Creek was given as either Union or Arcata. Therefore, unless a name was recognized, a researcher could not determine if it was that of a person living in Bayside.

A thorough examination of the Registers of Voters for the years 1866 through 1898, which registers by their very nature did not include all persons, nevertheless offers a fair indication of the origins and occupations of the Bayside population. Of the 419 men (Women were not yet granted the right to vote.) registered during that 33-year period, both native born and naturalized citizens, the largest percentage, 42.6%, came from southeast Canada and northeast United States. And of the various listed occupations, 39.4% were in the lumbering and related industry, which includes logging, logging railroads and mills, while 26.7% were in agriculture or dairying. After 1900 there is a sharp reversal of numbers in these two categories. Of the occupations of 802 persons counted in the 1900 Census of Union Township, excluding the town of Arcata, 44% were agriculture related; 32% lumbering related; and 5.5% railroad related. Although Bayside is not specifically noted and is included in the totals, it can be assumed that this trend prevailed here as well.

Although the census of 1860 does not specifically mention Bayside as a place of residence and lists all persons counted as residing in Arcata, in Union Township, a cursory examination of the township as a whole indicates

a preponderance of early settlers from New England and "Bluenoses" from New Brunswick. Further examination of the censuses of 1870 and 1880 shows a continued influx of men from the timber lands of the eastern seaboard, men whose parents had immigrated to New Brunswick, Nova Scotia, and Prince Edward Island from the British Isles. Many men seemingly came from Maine but in reality were Canadians, it being relatively easy to walk across the border, obtain employment and take up residence.

Soon the old Indian trail around the bay became a wagon road with primitive homesteads scattered along its length. With the establishment of logging operations in the 1870's and 1880's at Freshwater and Jacoby Creeks, loggers flooded into the areas. At Bayside, houses, mills, stores and schools sprang up to accommodate the increasing population. Fresh vegetables, dairy products, fruit and meat were in demand at the lumber camp cookhouse shanties. The small enterprise farmer, dairyman and rancher found it profitable to expand onto the cleared-off lands. The salt marshes, long unuseable, were diked off and drained and the reclaimed land re-seeded with grasses for dairy cows.

The first ten or twenty years found mostly farmers settling in the Bayside area. Then, as logging activity increased, first along Washington Creek and then Jacoby Creek, the readily available cheap land prompted many of the men so employed to establish little homesteads. As was often the case, many of the men working in the woods were either single or had left their wives behind in far off places. They worked long, hard hours in the woods during the dry season; but during the rainy season, when logging might come to a complete halt, they concentrated on clearing their lands and building their homes, perhaps to entice a wife or to reclaim one left behind. With the women came children, schools, churches and that feeling of a community.

Although logging operations had been conducted for the first twenty years or so in the Bayside area, much of the timber had been cut near tide-water and in many instances just to clear the land for farming. When this accessible resource was used up, lumbermen looked to the virgin stands of redwoods farther inland along the creeks flowing into Humboldt Bay. In the early 1870's, William Carson, later Dolbeer and Carson Lumber Co., acquired several tracts of land in the watersheds of Jacoby and Washington Creeks, mostly in the Henry Washington Claim, and timber operations were initiated in the Washington Gulch area in 1875. The logs were to be processed in their Eureka mill.

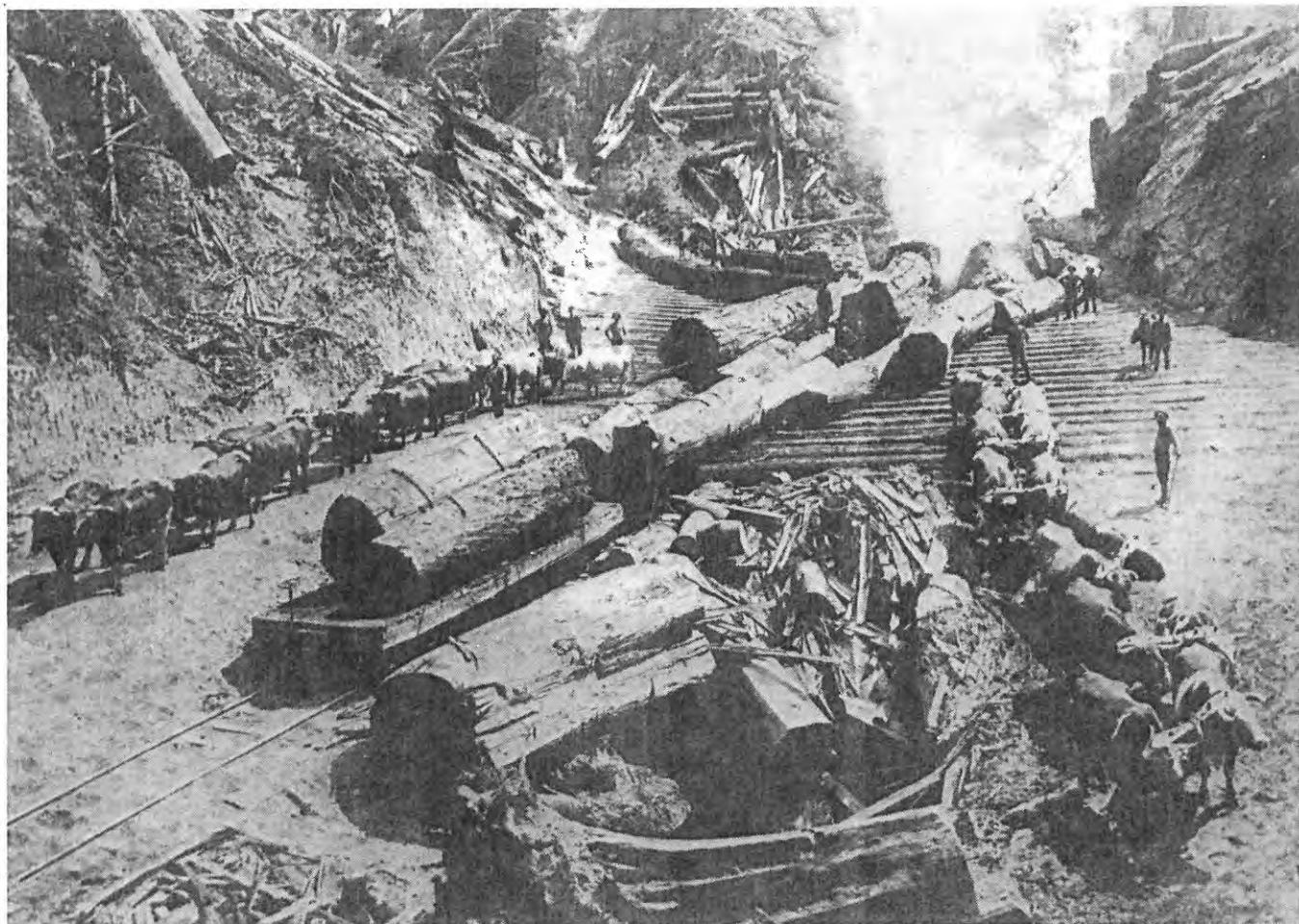


Fig. 5

A typical logging operation using oxen
before the advent of the Dolbeer Steam Logging Donkey Engine

In order to get the logs to the bay, Dolbeer and Carson, in 1874, had a small standard gauge, T-iron track railroad built which went from tidewater two miles up along the north side of Washington Creek. A large area of fine redwood and spruce lumber was tributary to this railroad which was extended as timber was cut. Logs were hauled to the railhead by teams of oxen (Fig. 5) where they were loaded on flat cars for the trip to the bay. In 1881 the Dolbeer Steam Logging Donkey revolutionized the industry by replacing the oxen.

This was a gravity railroad, built on the principle of the inclined plane, with sufficient grade to allow the loaded cars to reach tidewater along what is now Bayside Cutoff by their own momentum. A short wharf on pilings was also built out into the bay, the remains of which can be seen from Highway 101. Pilings poke their wasted stumps above tidewater just off the north end of Bracut International (Fig. 6).

Horses were used to return the cars to the upper end after the logs were dumped into a log pond formed by daming the slough at Brainard's Point. From tidewater the big logs were rafted and towed across the bay to the Dolbeer and Carson mill at the foot of M Street in Eureka, while bolts for shingles remained at their shingle mill at Bayside Cutoff. By 1884 the shingle mill was turning out about 40,000 shingles daily. At one time it was estimated that at least a thousand cords of shingle bolts were piled in the neighborhood of the mill and along the railroad, and there were between two and three million shingles piled on the mill landing. Later, Dolbeer and Carson brought in a small steam locomotive to help bring the logs to tidewater. Twenty-three years after sparking Bayside's development, Dolbeer and Carson closed their Washington Claim operations in 1898. Work ceased entirely and quiet returned to the area.

The activities of the Dolbeer and Carson Company produced a flurry

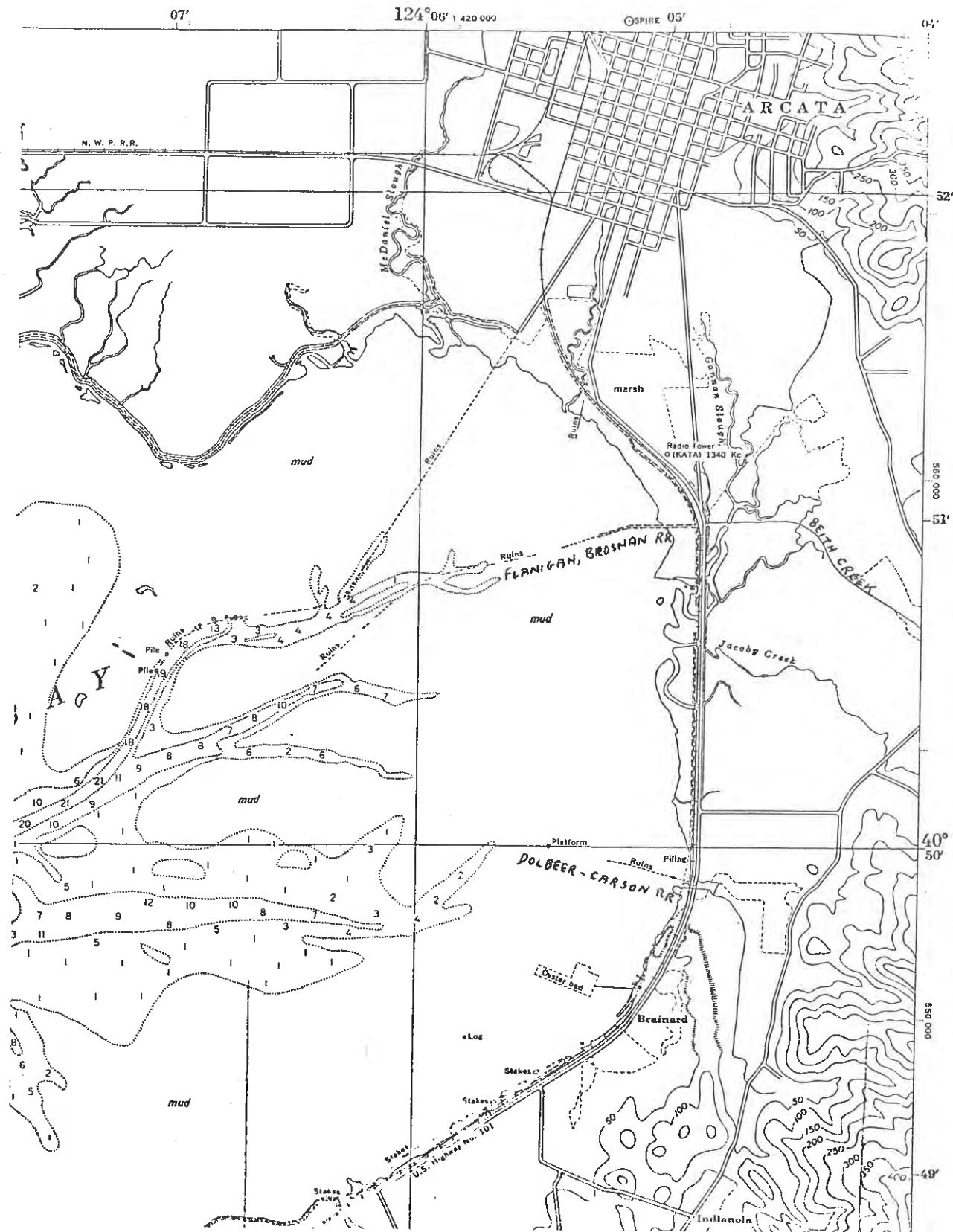


Fig. 6

U. S. Coast and Geodetic Survey Chart, Humboldt Bay -- 1952
Ruins of Dolbeer & Carson and Flanigan, Brosnan & Co. wharves.

of settlement in the Jacoby Creek District and a flourishing little community of farmers and lumbermen grew up at this point on the Arcata Road. By the end of its first year of operation, the company employed 40 men on the Washington Claim. A new school district was organized in 1875, and a new schoolhouse costing \$500 was completed in 1876. Miss A. F. Tanson of Arcata was employed to teach the school and was followed the next year by Mr. E. B. Greenough. By 1900, with more and more families taking up residence in Bayside, the school was considered too small and in 1902 a contract was let for a new and larger schoolhouse. The first schoolhouse was cut into two parts and moved farther up Jacoby Creek Road where they were made into two houses. One later burned down while the other is still being used as a home (Fig. 7).

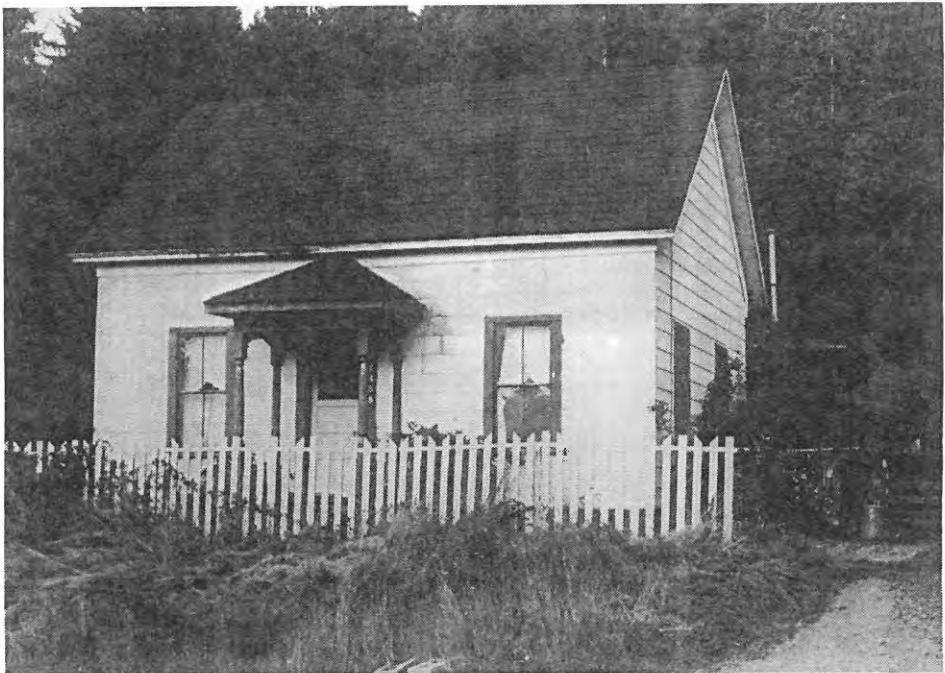


Fig. 7
One-half of the first Bayside School (c. 1876).

The second schoolhouse, completed in 1903, served the needs of the community (Fig. 8) until 1957 when the third and present Jacoby Creek School was built.

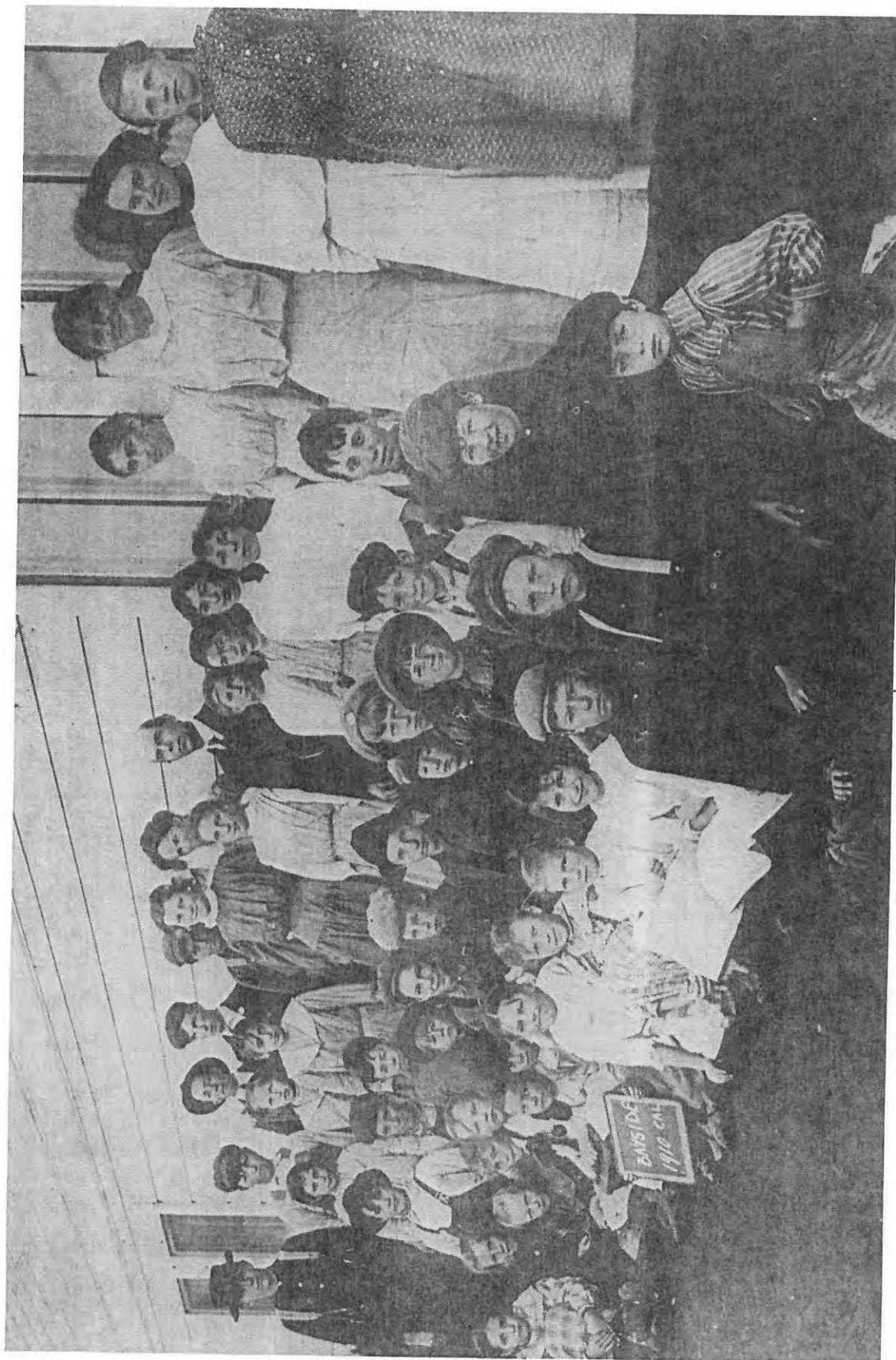


Fig. 8

Pupils and teachers at Bayside School (See next page for identification).

Photo courtesy of Fred Graham

FOURTH ROW:

— — — — —, Harold Noble, Guy Brownrigg, — — — — —, Miss Spinks, Teacher

THIRD ROW:

Oscar Elliott, Mabel Sacchi, Ruth Spetz, Amelia Sacchi, — — — — —, Jenny Kane,
Mr. Chidester, Teacher, Lilly Smith, Blanche Wilson, — — — — —, Mary Grassini,
Mary Wilson, Esther Young, Eva Carson, Kate Spetz

SECOND ROW:

— — — — —, Ray Wilson, — — — — —, Alan Anwick, Herman Kerr, Wilbur Monroe,
Frank Sacchi, Curtis Monroe, Bill McClelland, Joe McClelland, — — — — —, Mark —

FIRST ROW:

Judith Sacchi, — — — — —, Carson, Bertha Monroe, Bernice Kane, Olive Butts, Helen Mohn,
Emily Rogers, Edith Elliot, — — — — —, Edith Spetz, Fern Wilson, Roy Watson,
Fred Graham, Ernest Monroe, Ward Wilson

The second schoolhouse is now occupied as a private home (Fig. 9). Descendants of some of the first students still live in the Bayside area. Newspapers of that time carried numerous items relating to the purchase of land, the building of homes and the starting of small businesses.



Fig. 9

The second Bayside schoolhouse, now occupied as a private home.

Except for Jacoby Creek and the Washington Claim area, no generally acceptable name for the community had been decided upon. For the sake of brevity and distinctiveness, a newspaper article suggested the propriety of adopting the name of "Carson." How this and other names were discussed is not known, but in an issue of the Western Watchman dated October 18, 1876, is the following decision: "And now comes word to us that the Jacoby Creek people have simmered down to liking 'Bayside' better than 'Waterside' as a name for their prosperous hamlet, and we are instructed to address the signals accordingly. Good taste is one of the weaknesses of Jaco-- 'Bayside' people." Fig. 10, a section of a 1903 map of Humboldt County by J. N. Lentell, is one of the earliest to acknowledge the community of "Bayside."

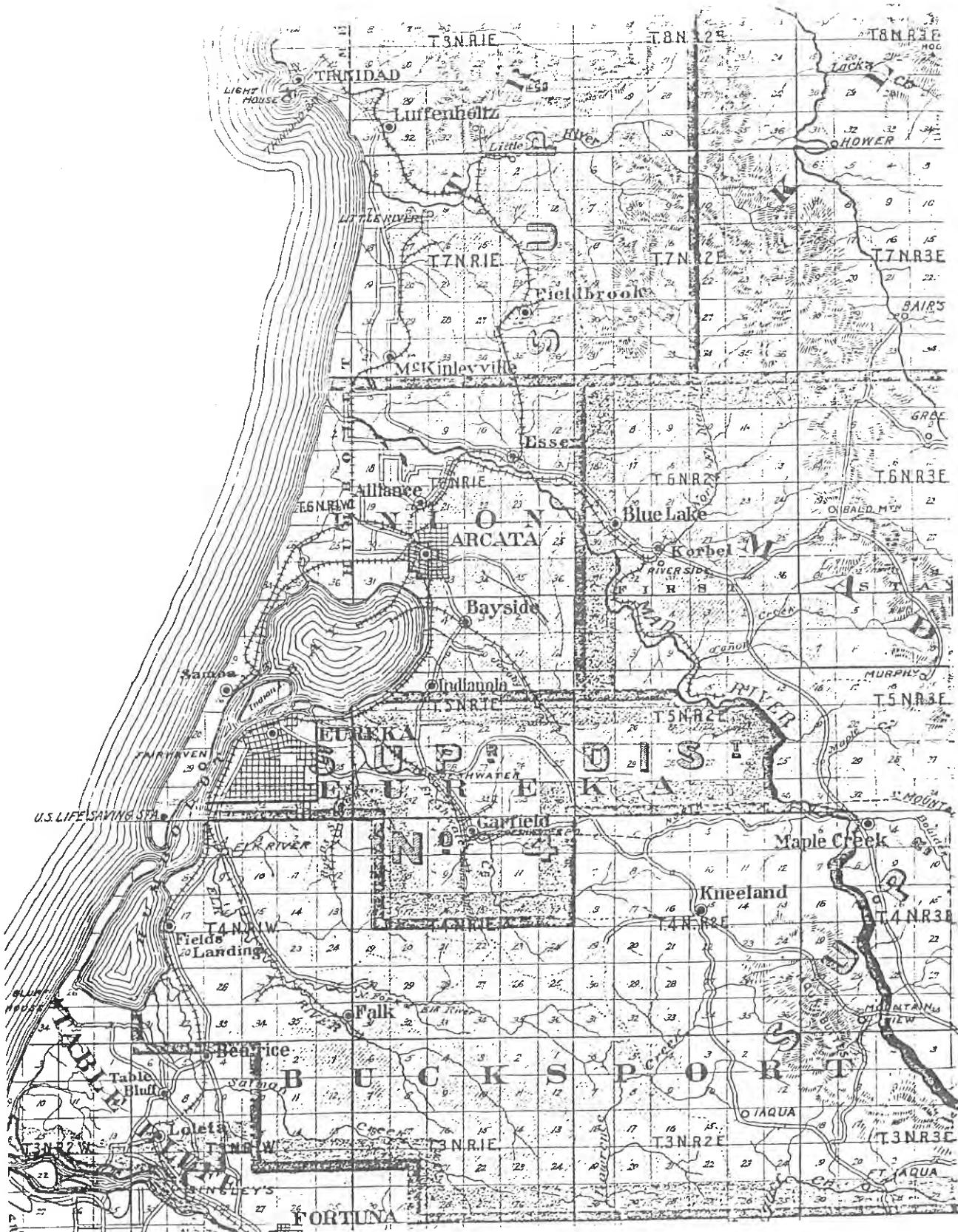


Fig. 10

Section of 1903 map of Humboldt County by J. N. Lentell.

But the blossoming of Bayside must be attributed to another logging operation, one that stems from the lumber partnership of D. J. Flanigan, Timothy Brosnan, John Harpst, and James Gannon formed in 1876 under the firm name of Flanigan, Brosnan & Co. A new mill, named the Union Mill, was built on the west side of Eureka beside the bay at the foot of Whipple Street (now West 14th Street). The firm acquired timber in the Jacoby Creek valley and in 1881 the route of a logging railroad to be built one and a half miles along the creek was surveyed. Like the Dolbeer and Carson railroad a short distance to the south in Washington Gulch, it was to be built of standard gauge T-iron track and run from tidewater to their timber in the valley. As timber was cut farther up the valley, the tracks were eventually extended an additional seven miles up along the creek; however, it was not a gravity type railroad, and steam locomotives were used. The road beside the railroad tracks going up Jacoby Creek on the north bank was first called Railroad Avenue, now Jacoby Creek Road.

The line of the railroad, completed in 1882, crossed the Arcata Road very near where the first Jacoby Creek schoolhouse was located (foot of Jacoby Creek Road) and ran to where the company had built a three-machine shingle mill (across from the present Post Office), a cookhouse, a four-stall engine roundhouse and shop, a warehouse, and several small cabins for workers. The cabins, and there were six, were built by Andrew Anwick, father of Clarence Anwick, Mrs. Emma Anwick's husband. With the company supplying the materials, they cost \$60 each to build. One of the cabins, now converted to a garage, can be seen adjacent to the first house on Hyland Street, across from the Bayside store. One Hundred men were employed with all the modern equipment of logging of that day. In September 1887, after purchasing a small farm from George Connors which adjoined their railroad, Flanigan, Brosnan & Co. built a large general store (Fig. 11).



Fig. 11

From a postcard postmarked 1909. Looking south on Arcata Road at the intersection with Jacoby Creek Road. Flanigan, Brosnan & Co. railroad in foreground and company store to the right.

From the mill area (Fig. 12), the railroad continued across the marsh to Gannon Slough at the edge of the bay where there was a log dump (Fig. 13). Here the logs were made up into rafts and towed to their Eureka mill. After the shingle mill at Bayside came into production, the railroad was extended about one and a half miles on a trestle out into the bay to a wharf where shingles were loaded aboard sailing vessels (Fig. 14). Sometime after operations were started, logs were taken directly to the wharf where they were dumped into the bay for rafting to the mill in Eureka. Driving south on Highway 101 from Arcata and just before coming to the bridge over Gannon Slough, the remains of the trestle can be seen in the marsh.

FLANIGAN & BRO. CO.'S MILL
JACOBY CREEK 1884



Fig. 12

Flanigan, Brosnan & Co.'s camp, Jacoby Creek --- 1884

Flanigan, Brosnan & Co. continued operations in Bayside until about 1904 or 1905 when they sold out to the Warren Timber Company of Pennsylvania, who renamed the operation the "Bayside Lumber Co." E. L. Collins and R. O. Wilson took over as managers. But by 1913 the redwood timber was exhausted and the Bayside camp was closed. Rollin Wilson, who lives in the house diagonally across the Arcata Road from the Bayside Community Hall, built by George Connors in 1876 (Fig. 15), says that his father bought the Flanigan, Brosnan & Co. general store in 1916. The Wilsons ran the store until 1945 when it was razed in order to put the present curve in the Arcata Road.



Fig. 13

Flanigan, Brosnan & Co. log dump at Gannon Slough.
Seven logs from one tree, actual scaling, 23,225 feet.

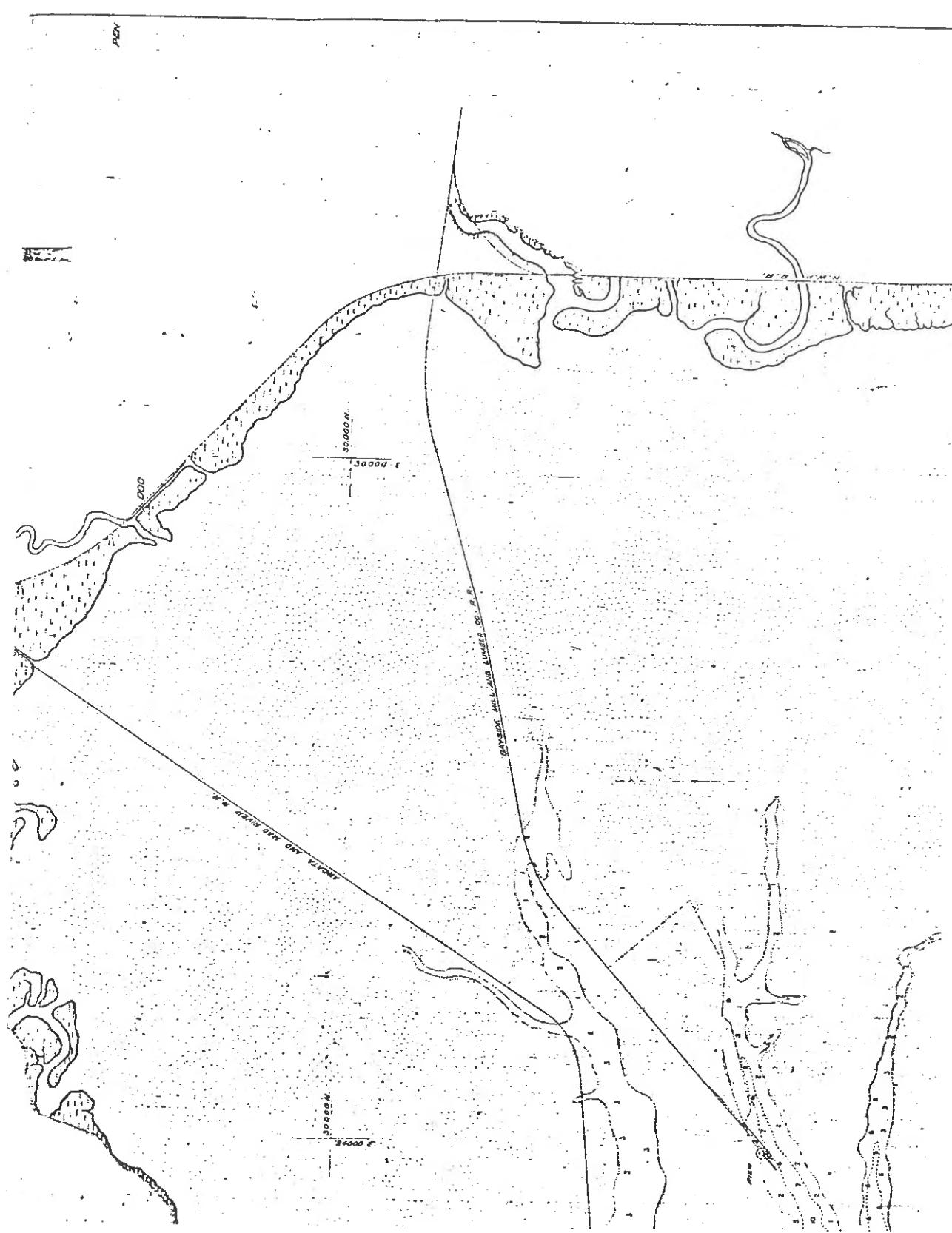


Fig. 14

U. S. Army Corps of Engineers
Humboldt Bay, California, Survey 1911, Sheet 3.

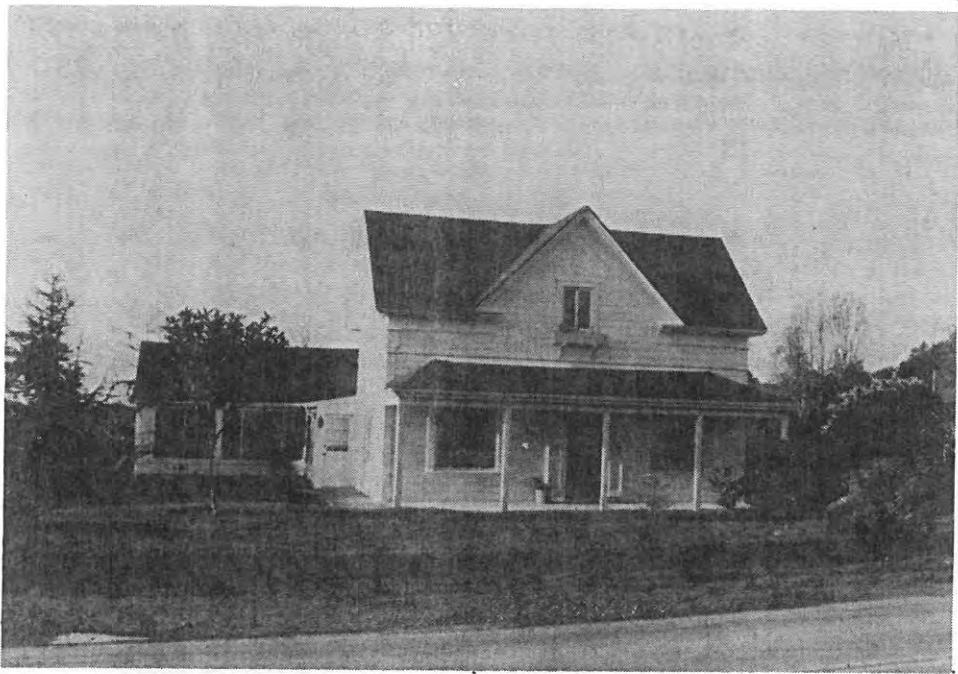


Fig. 15

Connors -- Lawlor -- Wilson House (C. 1876).

There was fir amongst the redwoods, but it wasn't considered to have much value--in fact, Rollin Wilson tells us it wasn't even assessed for taxation. About the only one that used the fir was the Arcata Barrel Factory. The whistle there blew at 8, 12 and 5, and everyone set their clocks by it. But when World War I came along and former mayor of San Francisco James Rolph began building wooden ships on the North Spit of Humboldt Bay, the importance of this timber was recognized; and the Humboldt Pine Co. started logging fir in Jacoby Creek. Logs were brought down by train and taken clear out to the end of the wharf where they were then rafted to the Rolph Shipyard for ship building. The end of the war brought this operation to a halt and the railroad was dismantled by 1922.

There have been other timber operations along Jacoby Creek from time to time of minor and greater importance. Most of these were operations

engaged in making shingle bolts and there were also two small shingle mills along the creek. Johnson and Son had a shingle mill just before the railroad crossed the creek for the first time and Star Thompson operated a mill a little beyond.

Flanigan, Brosnan & Co. also made a contract with Dolbeer and Carson in 1881 to take out on their railroad logs cut on Dolbeer and Carson land on the side of Washington Ridge which sloped toward Jacoby Creek. The contract further required that Flanigan, Brosnan & Co. provide and maintain all the equipment and labor necessary to transport the logs to tidewater and then raft them to Dolbeer and Carson's mill in Eureka.

But logging was not the only commercial interest in Jacoby Creek. On the lands controlled by the company was a variety of building stone. There were two qualities of sandstone, one very hard and the other soft, both in well defined ledges. The stone could be quarried without expensive stripping, the outer surface being free from earthy matter, and was within a few hundred yards of the railroad used for logging by the company. In the same vicinity was a good quality of marble, said to compare favorably with the best imported Italian marble. When polished, it showed it to be well suitable for furniture, shafts for monuments and many other domestic uses. Local opinion predicted that the deposits would be of great commercial importance.

There seemed to be no end to the possibility of profitable ventures. Besides the sandstone and marble quarries, Jacoby Creek could also boast lime and granite quarries. A granite quarry seemed to offer the best prospect because by the 1880's, the U. S. Army Corps of Engineers was giving serious consideration to the building of two parallel jetties at the entrance to Humboldt Bay and large quantities of granite rock would be needed.

By 1888, plans had been completed for the construction of a jetty on the South Spit, Congress had appropriated funds, and title to the necessary lands on the South Spit had been obtained. Bids were opened on November 30, 1888, and work commenced in May 1889. Because of violent storms and an occasional lack of funds, work was not continuous, and the two jetties were not completed until August 1899. During this ten-year period, 1,148,144 tons of rock, most of it from Jacoby Creek quarries, were delivered to the construction site.

In the first three years of the work, the rock was obtained from the quarries by tunneling into the cliffs and then exploding large charges of powder placed in chambers, each shot throwing down immense volumes of material. One such operation attracted considerable public attention. Dorothy Thornburg, in Once Upon a Time in Bayside, tells us that on one occasion a special excursion for sightseers was run from the F Street dock in Eureka to Flanigan's wharf and then on the railroad to the quarries. (There were two quarries, a lower one and an upper one, the upper one having a harder or denser grade of rock.) Benches were placed on the flat cars for the people. They brought their lunches and made a whole day of it. The road along Jacoby Creek was filled with horses and buggies and the hillside around the quarry was lined with people. When the charge was set off, the whole side of the quarry seemed to rise up and spread out, and a huge hole tore through the center. Boulders were hurled many yards.

But the contractors found this method wasteful and expensive, and in later years it was abandoned. Then, after obtaining a fairly good quarry face, holes were drilled in the bottom of the cliffs with steam percussion drills, and small blasts threw down only such quantities of rock as could easily and conveniently be handled.

The rock at the quarries was handled by derricks, of which there

were 9; loaded into box cars without tops, each capable of conveying from 10 to 12 tons of rock, of which there were 175; and made up into train loads of 21 cars each. These were hauled by a locomotive down the Flanigan, Brosnan & Co. railroad to barges moored at the wharf at the end of the long trestle into the bay. The barges were about 30 feet wide by 100 feet in length, containing three pairs of tracks, each barge capable of carrying 21 carloads of rock. The trains were run onto the barges, and the latter towed about 14 miles to the jetties and landed end on against an apron at the end of a wharf also containing three pairs of tracks (Figs. 16 & 17).

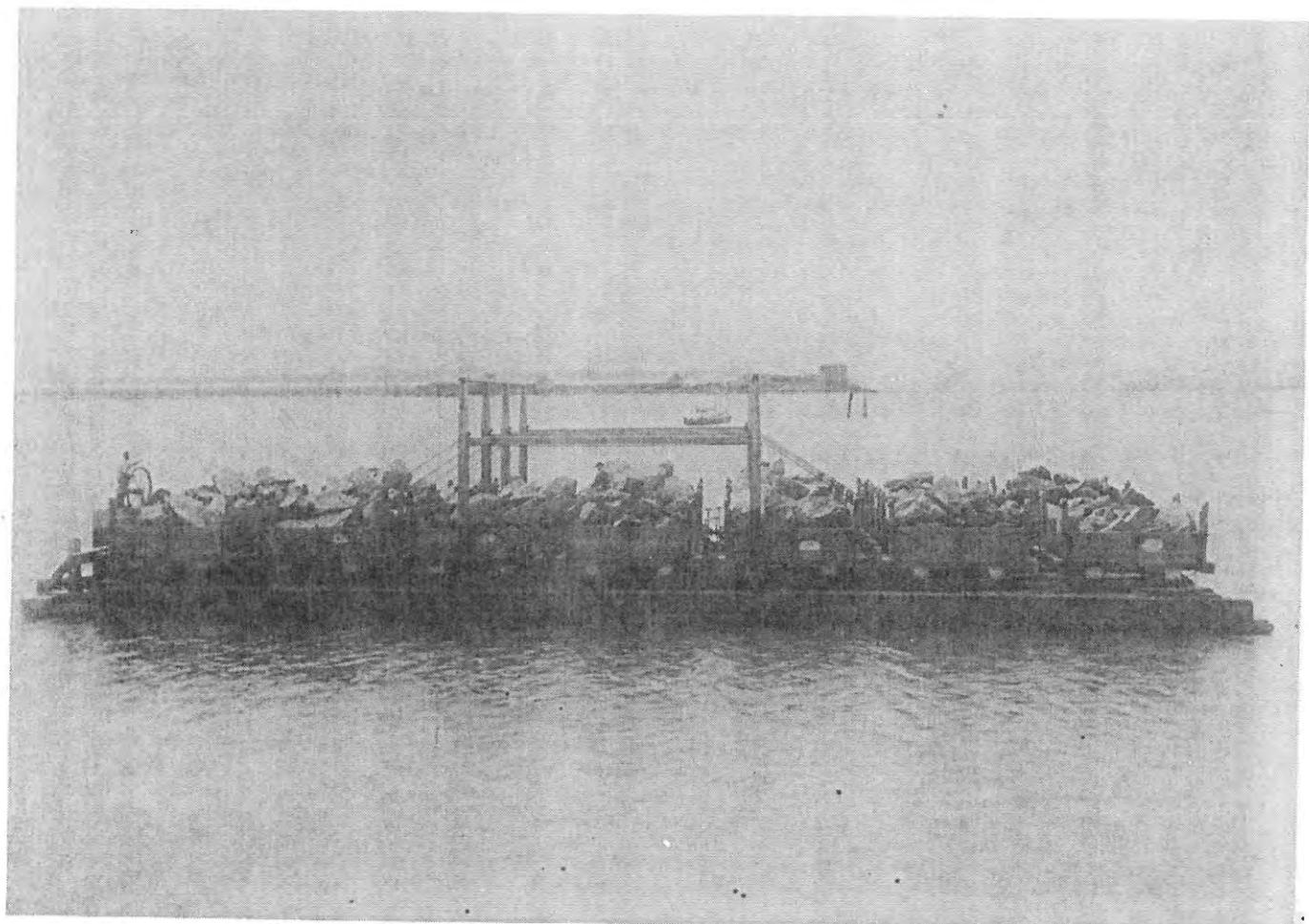


Fig. 16

Rock for the jetties from Jacoby Creek quarry.

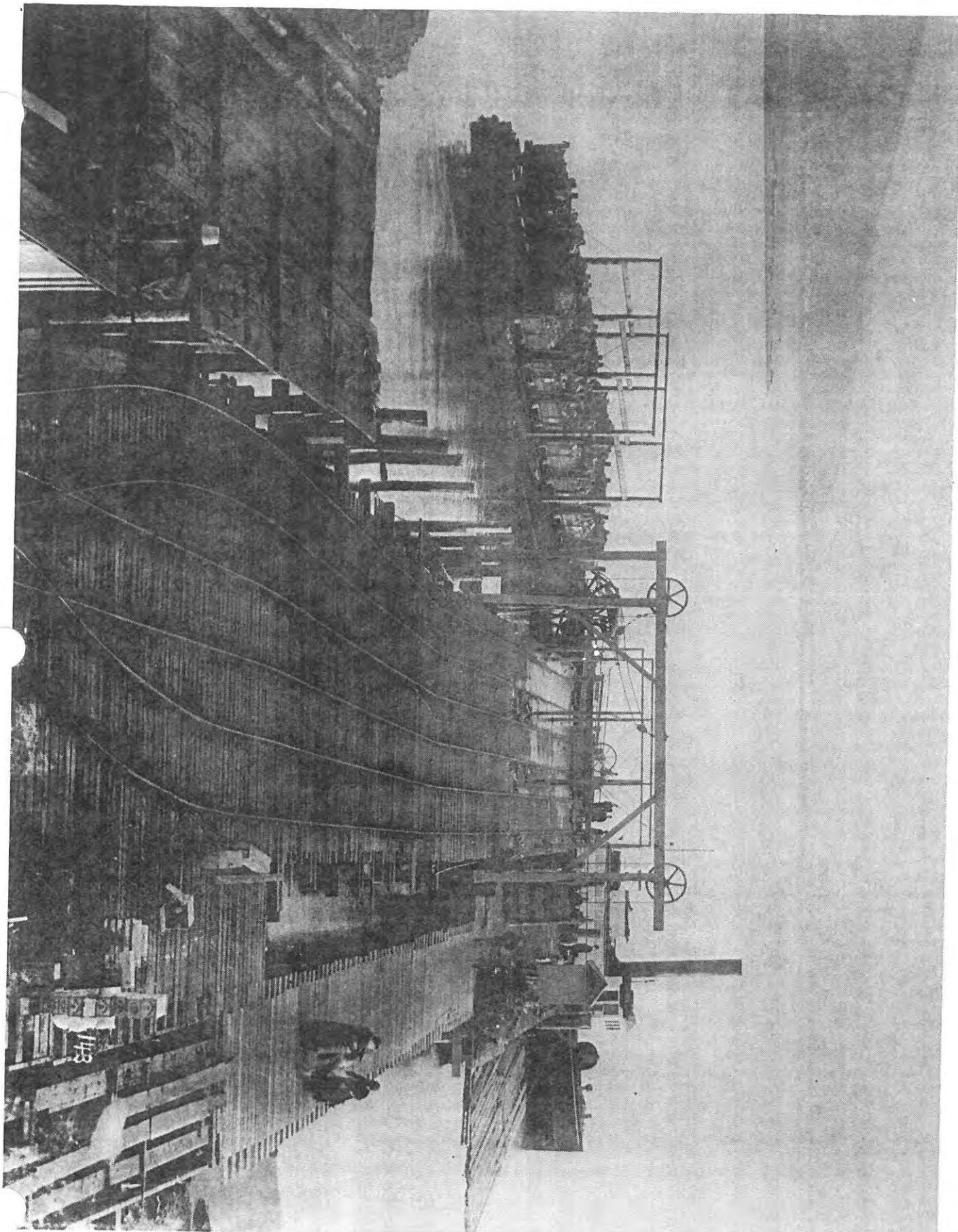


Fig. 17

Rock for the jetties
Looking south across the bay from the South Spit toward Fields Landing.

The first quarry in production was operated by Simpson & Brown and at one time as many as 250 men were employed. Hammond Engineering Co. around 1900 took over the quarry work and opened a larger one some two or three miles above the original one (Fig. 18).

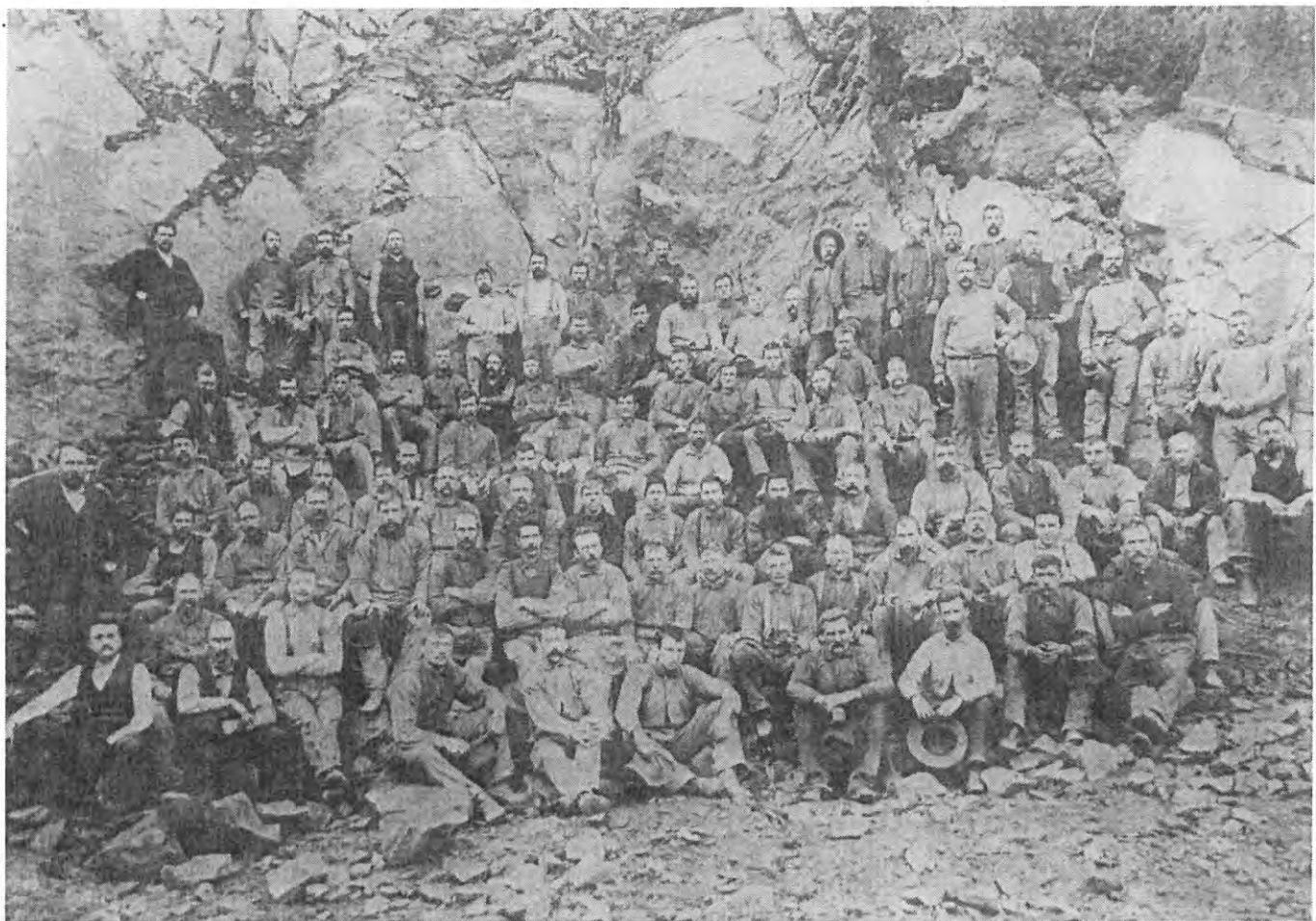


Fig. 18

Jacoby Creek Rock Quarry, Bayside, California.
Getting rock for the Humboldt Bay jetty system.

Photo by A. W. Erickson, Arcata

Logging and quarrying weren't the only commercial activities in Bayside. Rollin Wilson relates that during the late years of the nineteenth century and well into the twentieth, there was a large dairy industry in the Bayside area. Most of the families engaged in dairying were of Portuguese, Swiss-Italian, and Danish descent. Milk was brought in cans to raised

loading platforms along the road where they were picked up and taken to a skimming station about where the veterinary hospital is located on Butter-milk Lane (appropriately named) in Sunny Brae. There the milk was put through a separator and the cream taken to a creamery in Arcata and made into butter. Butter became an important export product and a flourishing trade developed between Eureka and San Francisco.

Butter was also made at home. Most farmers had a small room called the milk room where the milk was put into pans and left to stand overnight. When the cream came to the top it was skimmed off and made into butter. Butter in excess of family needs was traded for other items. Seeley & Titlow, who had a general store in Arcata, came around and picked up the butter; along with any extra eggs. If certain items were needed from their store, orders would be taken and the good delivered the next day. The dairy industry continued strong until after World War II.

Another activity, though not a commercial one, tended to place (and continue) the name Bayside on the maps of Humboldt County. The permanency of the name was fixed with the establishment of the Bayside Post Office in December 1886. Mail was carried first to Eureka by ship and then by horse stage to the Bayside Post Office. Later, after rail service commenced between Eureka and Arcata, mail was unloaded at a station located at the intersection of Bayside Cutoff and Highway 101. Muriel A. Graham, a retired Bayside postmaster, relates that James Peter McCorie contracted to carry the mail from the train station to the post office; and that he used a wheel-barrow to do this over a planked, raised boardwalk which lined Bayside Cutoff and Arcata Road as far as Flanigan, Brosnan & Company's store.

David Frost Dyer was appointed the first Bayside Postmaster. His name first appears in The Great Register of Voters for the year 1867; age 34;

birthplace, Maine; occupation, farmer. But in The Great Register of 1887, his appointment is duly recognized by a change of occupation to Postmaster. The post office advanced in status from fourth class to third class in 1952, was served by several competent postmasters, and was located at four sites until moved to its fifth and present location in 1945 (Fig. 19).

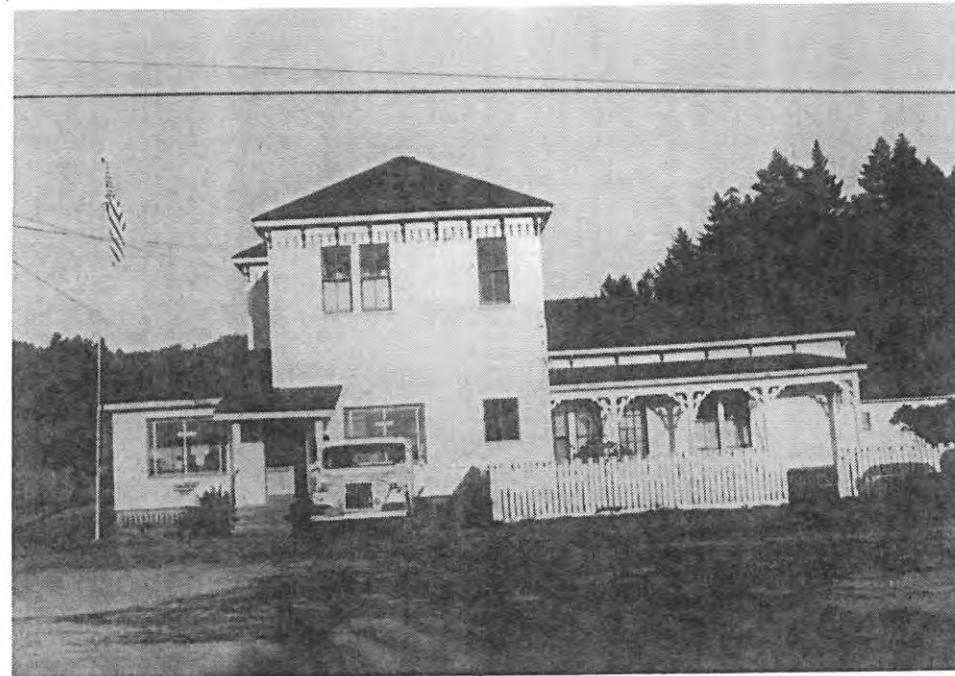


Fig. 19

Charles Monahan -- Dexter House (C. 1887).
Fifth and present Bayside Post Office.

Cramped and crowded though it may be, it continues to handle the ever increasing volume of mail flowing in and out of the Bayside area.

Three other events significantly affected the settlement of Bayside, although one has since ceased in importance; all involved transportation. On December 14, 1901, the first passenger train passed over the new road of the California & Northern Railroad Company from Eureka to Arcata. The road followed the contour of the bay nearly all the way and was built in a manner which reflected much credit on those in charge of its construction.

Its owners boasted that there was no better piece of road anywhere in the county. The rails weighed 60 pounds to the yard and withstood any size locomotive or train to pass over. The time for the nine-mile trip was said to be about 15 minutes. A spur connected with Flanigan, Brosnan & Co.'s railroad at a point named Bayside Junction. Although it never got much beyond the talking stage, the railroad was to be continued to Trinidad and then north as far as Crescent City.

Bayside benefited in two ways, both mentioned previously, but noted here again. First was the effectiveness of the raised rail bed in holding back the water of the bay from flooding the bottom land and allowing reclamation of the land for farms and pastures. Second was the location of a station (Bayside) near where the California & Northern crossed Dolbeer & Carson's railroad, about the intersection of Bayside Cutoff with Highway 101. This provided reliable transportation for Bayside residents; and a substantial, well-built, raised plank boardwalk, with handrails along several sections, was installed from the station to Arcata Road and thence north to a short distance beyond the Flanigan, Brosnan & Co. store. The California & Northern Railway later became the San Francisco & Northwestern and then the Northwestern Pacific.

Until the advent of the railroad, Arcata Road was the only means for Baysiders to get to Eureka or Arcata. The heavy winter rains made the low-lying road only a tolerable summer road at best and at times it deteriorated to the extent that bay ferries were the only means to get from one town to the other. In 1910 the Eureka and Freshwater Investment Company built the road between Bayside and Ryan's Slough. Several new bridges were constructed and the roadway was described as having an excellent grade and a graveled surface. Ten years later, in 1920, the road was finally paved.

Today, a federally funded project to widen and improve this historic corridor is being coordinated by the Humboldt County Department of Public Works.

The "Old" Arcata Road, as it is now called, is one of two roads linking the cities of Eureka and Arcata along the eastern edge of Humboldt Bay. The main road connecting the two cities is U.S. Highway 101, the primary north-south highway traversing the western portion of northern California. In 1918 construction began on the Eureka-Arcata stretch of U.S. 101, commonly referred to as the Redwood Highway, with grading and filling operations requiring several years to complete. By 1921 the road was graveled but it was another four years before it was paved and opened to traffic in March 1925. After the highway was completed, the old wagon road and planked boardwalk which led from Arcata Road to the California and Northern railway station at Bayside was improved to its present condition as the Bayside Cutoff. The railway station and the planked boardwalk have long since disappeared.

Highway 101 between Eureka and Arcata parallels the railroad, and like the railroad its raised bed acts as a levee to further hold back the water of the bay. With the Bayside Cutoff, it became a vital transportation link for the people of Bayside. No longer needed as a through route around Humboldt Bay, the Old Arcata Road now serves as a rural, alternate connector for its communities and the urban centers of Eureka and Arcata.

The decline in logging activity at Jacoby and Washington Creeks brought a quieter life to Bayside, and today there is little evidence of those former days--mills, railroads, train sheds, cookhouses and company housing have disappeared almost without a trace. Swamp and overflow lands, the former marshlands, were reclaimed for pasturage and the maps of today show little indication of that former condition. Flooding of the Bayside bottom land now rarely occurs, except, perhaps, after extended periods of

heavy rain. The effect on the environment from the elimination of the marshland can usually spark a lively pro-or-con debate.

The present land use in the area reflects a rural and urban mix. Small farms and rural vistas are interspersed with modern houses, serving to promote an awareness of the passage of time and a change in the way of life. There are at least twelve houses 100 years or older in the Bayside area. The oldest is said to be the Augustus Jacoby house, mentioned previously; followed by the Morton house (Fig. 20), said to have been built about 1864 by William H. Morton, located on the south side of Bayside Road near Anderson Road; and the Campbell-Smith-Monroe house (Fig. 21), built about 1871 by William Nixon Campbell on the west side of Old Arcata Road between Bayside Cutoff and the bridge over Jacoby Creek. The first major change in the pastoral character of Bayside came in 1950 with the purchase of the land for the subdivision that was to be named Sunny Brae.

A bit of nostalgia for the past can be had from the following advertisement which appeared in the Humboldt Times for March 13, 1884: "David F. Dyer offers for sale a nice little improved tilled farm of 40 acres on Jacoby Creek. Ill health compels him to make a sacrifice of the property which he has reclaimed from a barren waste with his own hands. The land is under cultivation. A cozy residence, convenient outbuildings, and good bearing orchard of assorted fruit are among the inducements which the property offers. The farm is bounded on the south by Jacoby Creek which carries an abundance of water throughout the year."

Although greatly reduced in scale, logging and quarrying occasionally still occur in the Jacoby Creek watershed. And of course the ubiquitous logging and dump trucks have replaced the railroad. Also remaining as a reminder of the past are the former marshlands, large open

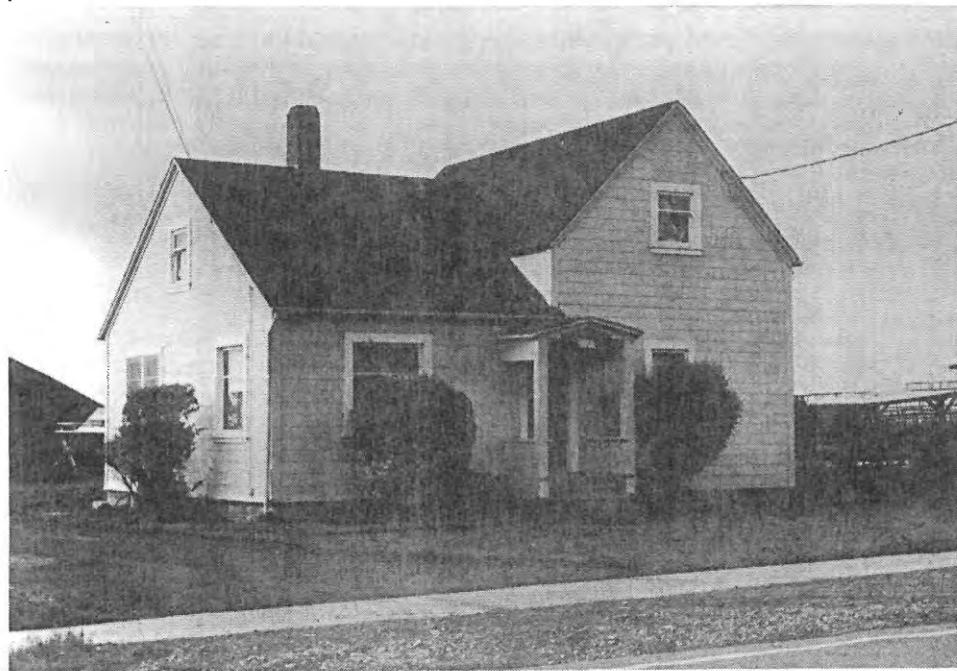


Fig. 20
The Morton House (c. 1864).



Fig. 21
Campbell -- Smith -- Monroe House (c. 1871).

reclaimed areas of pasture land still used to graze cattle. The 1980 census recorded that in the enumeration districts comprising the Bayside area there was a population of 844 persons, 322 housing units and an average of 2.71 persons per household. Based on the current county-wide decennial growth rate of 8.6%, projections to the year 2,000 result in an increase of 152 persons to a population of 996 and of 24 housing units to 368. These projections are based on existing zoning and could differ considerably in response to such variable as: present landowners' inclinations to development; market prices for land; site suitability for building; and the existence of water and sewage disposal systems. In this year of 1984, however, it is safe to say that Bayside is primarily a quiet residential community composed mainly of single family homes. Three recent aerial photos, Figs. 22, 23 and 24 (Humboldt County Dept. of Public Works), will give the reader a bird's eye view of Bayside as it is today.

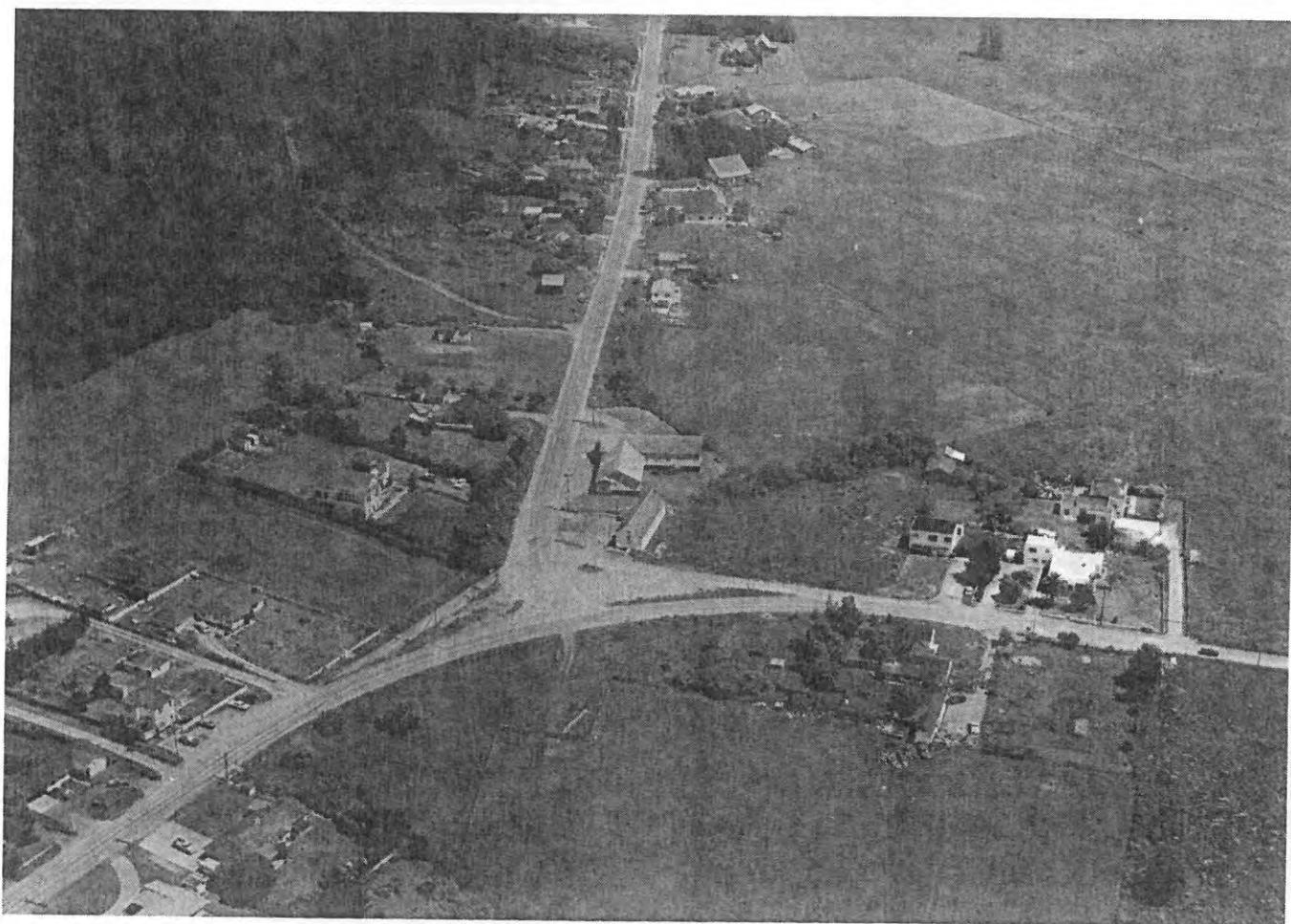


Fig. 22

Intersection of Jacoby Creek Road with Old Arcata Road.



Fig. 23

Old Arcata Road, looking southeast from Hyland Street,
to intersection with Jacoby Creek Road

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Fig. 22

Intersection of Jacoby Creek Road with Old Arcata Road.

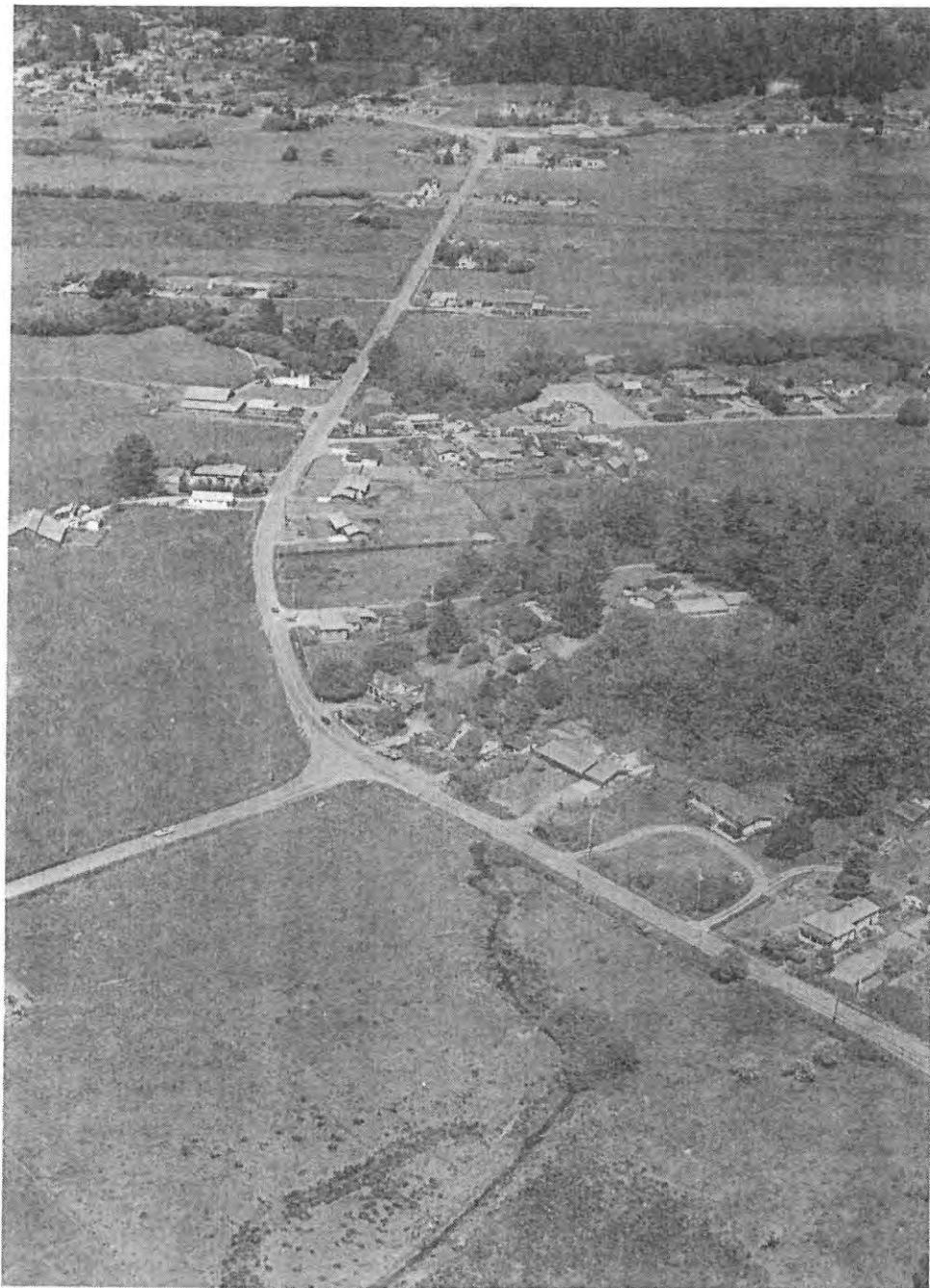
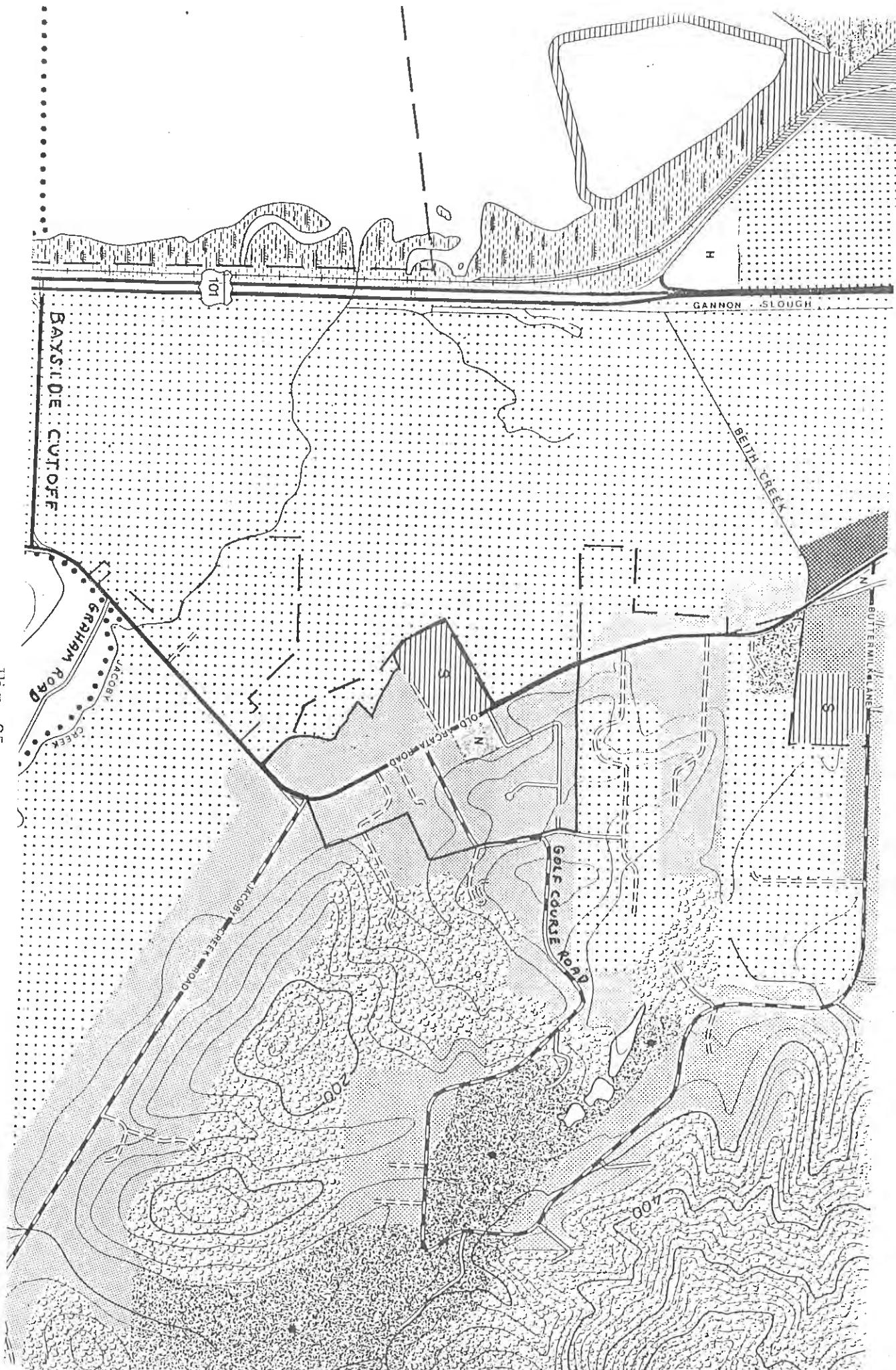


Fig. 24

Old Arcata Road, looking northeast from Bayside Cutoff to Jacoby Creek Road.

But Bayside may be coming full circle to the years before 1890 when official records recorded Arcata as the place of residence for persons living in Bayside. In 1983 almost one-third of Bayside was annexed by the City of Arcata and is shown as the area within the red line on Fig. 25, a portion of the Arcata General Plan. The plan encompasses all of Bayside and Jacoby Creek. Because of inherent problems with water and sewerage occurring with a number of properties in the Bayside/Jacoby Creek area, and the resulting restrictions imposed by the Water Quality Control Board, indications are that the trend toward annexing may continue. Arcata City planners believe that in the not too distant future, much of the Jacoby Creek area and the area as far south as Bayside Cutoff will eventually become part of that city.

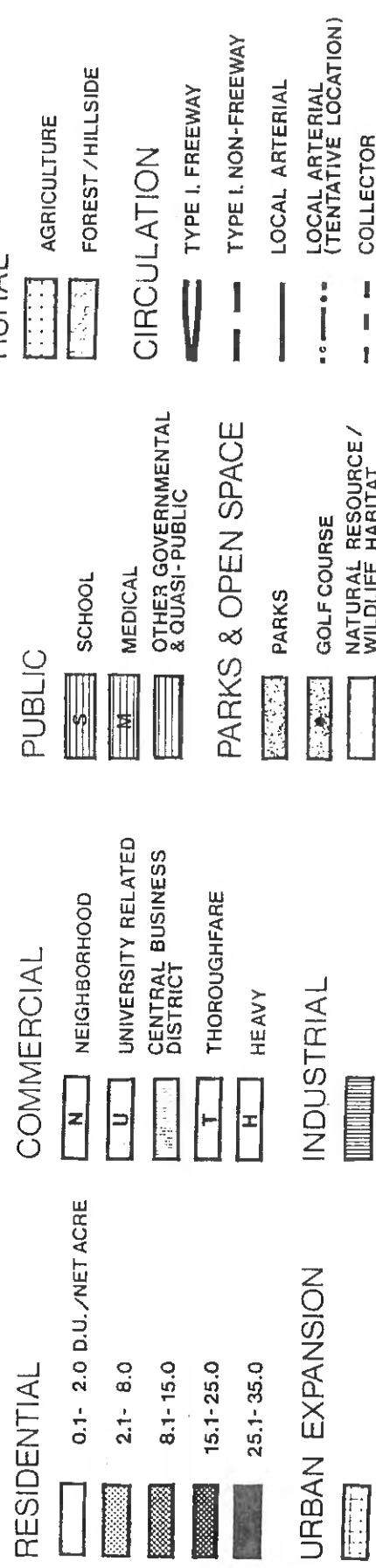
What does remain, however, may be of greater significance than the vanished trappings of industry. Still part of the Bayside landscape are the houses and barns built by early farming and logging families who began settling here well over a century ago. These houses, gentle reminders of another time and history, stand as visual reflections of the folk-culture that built them.



A portion of the Arcata General Plan. The area within the red line was annexed to Arcata in 1983.

Fig. 25

MAP 1 GENERAL PLAN



NOTE: REVISIONS THROUGH 12/31/80

Fig. 25a

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Mr. & Mrs. Fred Graham
Mrs. Emma Anwick
Mrs. Helen Guthridge
Mr. Rollin Wilson

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Frontispiece: Cora Fulton Dyer (Susie Baker Fountain Papers)

Figure 3: Mrs. Wallace Appleton

Figure 5: Peter Palmquist collection

Figure 8: Fred Graham

Figure 11: Jean Forbes postcard collection

Figure 12: Peter Palmquist collection

Figure 13: Ibid

Figure 16: Ibid

Figure 17: Ibid

Figure 18: Ibid

Figure 22: Humboldt County Department of Public Works

Figure 23: Ibid

Figure 24: Ibid