Scottsburg pre-1929

Scottsburg Bridge

View of Scottsburg, looking east up Umpqua River. Before Highway 38 bridge was built.
Scottsburg pre-1929
Scottsburg Bridge
The 1928 Plans for the Scottsburg Bridge
Scottsburg Bridge
Under Construction
— c.1929
Scottsburg Bridge
Under Construction
— C.1929
Scottsburg Bridge
Under Construction
— c.1929
Scottsburg Bridge Under Construction – c.1929
Scottsburg Bridge Under Construction – c.1929
Scottsburg Bridge Under Construction – post 1929
Scottsburg Bridge Under Construction – post 1929
Scottsburg Bridge Under Construction – post 1929
Scottsburg Bridge After Construction – post 1929
Scottsburg Bridge
After Construction –
c.1929
“The new steel bridge across the Umpqua river at Scottsburg will be ready for use in August," states Warren P. Reed of Reedsport. "The steel is being put in place rapidly and the decking is being laid. Scottsburg is at the head of navigation on the Umpqua and in the '60s supplies for the mines in southern Oregon and northern California were taken by boats to Scottsburg and then sent by pack train over trails. Millions of dollars of supplies were sent through Scottsburg, but to look at the settlement now no one would suspect that it was once an important distributing point. It was the third incorporated town in the Oregon country."

The Oregonian – June 1929

Scottsburg Bridge
After Construction –
C.1929
c. 1870 Cyrus Hedden House

c. 1897 William Fisher House
c. 1870 Mitchell House  c. 1910 Scottsburg School
c. 1895 George Hinsdale House  c. 1870 A.E. Ozauf House
Hedden’s Store at Scottsburg
John Hedden
Cyrus’ son is on the porch.

OREGON HISTORY
SCOTTSBURG

FEW OREGON COMMUNITIES HAVE HAD A MORE
COLORFUL HISTORY THAN SCOTTSBURG. IT WAS
NAMED FOR LEVI SCOTT, A PIONEER OF 1844 WHO
HOMESTEADED HERE AND FOUNDED THE TOWN
IN 1850. THERE WAS A LOWER TOWN AT THE
HEAD OF TIDewater ON THE UMPQUA RIVER
WHICH BECAME THE SITE OF BUSINESS HOUSES
AND MILLS. A MILE UPSTREAM WAS THE UPPER
TOWN, THE DISTRIBUTING AND SHIPPING POINT
FOR THE MINING REGIONS AND COMMUNITIES
OF SOUTHERN OREGON. AS MANY AS 500 PACK
ANIMALS COULD BE SEEN LOADING HERE AT
ONE TIME. THE DECLINE OF THE COMMUNITY
BEGAN WITH THE OPENING OF PORTS NEARER
THE MARKET POINTS IN SOUTHERN OREGON AND
NORTHERN CALIFORNIA AND THE RAILROAD
BUILDING FURTHER INLAND. IN DECEMBER, 1851
A GREAT FLOOD WIPED OUT THE LOWER TOWN.
HERE IN APRIL, 1854 WAS PUBLISHED THE FIRST
NEWSPAPER IN SOUTHERN OREGON, THE UMPQUA
WEEKLY GAZETTE.