

Lane County HISTORIAN



Hon. John Whiteaker
First governor of the State of Oregon, 1859

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— CONTENTS —

JOHN WHITEAKER, FIRST GOVERNOR OF OREGON, Lucia W. Moore	1
MARY MASTERSON DUNN, BORN IN EUGENE CITY, MARCH 11, 1859 A. Claire Dunn (daughter)	3
EARLY STEAMBOATING, PIONEER THOROUGHFARE TO EUGENE AND SPRINGFIELD VIA WILLAMETTE RIVER, Elizabeth Yates	6
OREGON'S FOUR FIRST GOVERNORS	10
JOSEPH LANE, FIRST GOVERNOR OF OREGON TERRITORY John E. Smith	12
MY GRANDFATHER'S STORE, Ruth Hyland McFarland	13
THE WHATNOT, Lucia Wilkins Moore	16
FIRST THREE YEARS, LANE COUNTY COMMISSIONERS' JOURNAL, SEPTEMBER 6, 1852 — JULY 7, 1855, Olga Freeman	17
JOSEPH L. MEEK	21
BEAVER MONEY	20



LANE COUNTY PIONEER - HISTORICAL SOCIETY

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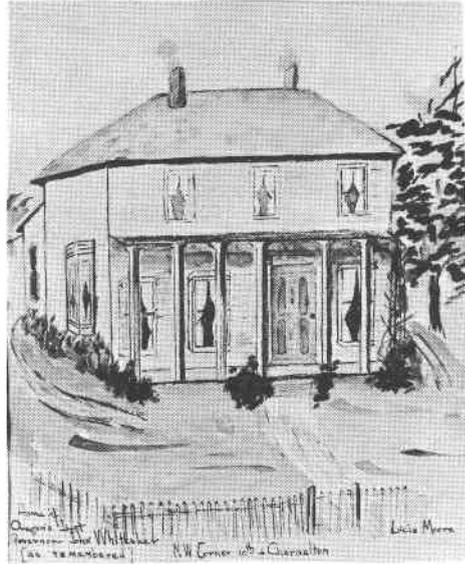
John Whiteaker, First Governor of Oregon

—by Lucia Wilkins Moore

There is surprisingly little known about our State's first governor. Records tell us that John Whiteaker was "never a hail-fellow-well-met" person, but rather a man of keen mind and stout heart — "a leader in rough times." He was all of that. A sparsely built man, he was in his early years one of energy and accomplishment; and the thing he managed to accomplish for Oregon is something we may still be thankful for. He fought for peace within his state while the nation was torn over the issue of slavery; yet John Whiteaker's sympathies were with the South. And here he was the executive over people who abhorred the idea of slavery and people who believed in it.

The Whiteaker corner in our Pioneer Museum lets us see a bit into the life of the family, giving us pictures of the four children born to John and Nancy Jane Hargrove Whiteaker — James, Ann, Estelle and Ben; and a picture of Mrs. Whiteaker, a somewhat austere woman of about her husband's age. Early photographers certainly did not strive for glamour. We know of two other children, Francis, who died on the plains enroute to California, and John. Unless descendants in Portland or in Seattle have pictures of the Eugene home and of the farm near Eugene, none are available.

Mr. Whiteaker, a farmer in Indiana, married Nancy Hargrove in 1847. Five years later they started west by covered wagon, and after a short period in the mines in California, came on to Lane County in Oregon Territory. It is said that Mr. Whiteaker played a reed flute,



Home of Hon. John Whiteaker, first state governor of Oregon. Author-artist picture of house drawn from memory. Note paths worn on either side by the continual pacing of the blind son, Ben,— path did not ever cross in front of the house.

and had it always close at hand as means of entertainment for his own and other families as the wagons rolled.

There is a certain resemblance in the faces of some of the men who made Oregon history. Francis X. Matthieu, the Canadian who helped at Champoe to decide the question of settlers' loyalty to America or Britain, has that look; so does John Whiteaker. So had railroad builder Ben Holliday; so had Bishop Milton Wright, once president of the Unit-

ed Brethren's Sublimity Institute. He and John Whiteaker look like twins, and if these had been two of Triplets John W. Johnson, first president of the University of Oregon, would be the third. A fourth of quadruplets would surely be F. X. Matthieu. It is not at all a matter of beards, either, as one might suspect; it is the firm mouths, high cheekbones and hollow cheeks, the far-seeing eyes. There is a sternness about them all, and we know they had need of it.

Mr. Whiteaker held the office of Governor from March 1858 to September 1862, so he did indeed have to be a strong leader, for those were rough years for the new state and for the nation. Oregon had been refused statehood by Congress in 1858 because of the worry about slavery. Allowing Oregon to come in to the Union a free state would upset the balance between free and slave states, and this the South and her congressmen were determined to avoid. Anti-slavery forces were just as eager to see this balance wrecked. Oregon, a Territory of vast miles, and those miles a long way from Washington, had little opportunity to know what went on there; and, expecting the Congress to grant statehood, she went busily ahead in 1857 to provide herself with a Constitution and in 1858 to elect a governor and two United States senators. When it was learned that Oregon had been denied statehood the new governor left Salem to come back to his farm near Eugene City and await further action. He had been elected eight months too soon, but at least, the State would be in readiness when the time came.

That did not happen until Feb. 14th, 1859, and word was not received in the Territory until March 10th when a ship sailed up the riv-

er to Portland with the news. Oregon City, hearing it, was not excited. After all, Oregon had been put off once and the thrill had largely died with waiting. Word reached Governor Whiteaker and he went back to an office in Salem and to the task of starting the new state's machinery, which, because of the interval of waiting, had lost its first impetus and must be oiled again.

The Constitution, as set up in 1857 and ratified by Oregon's people, declared for a free state. But now a Southern enthusiast was governor and two pro-slavery men, Joseph Lane and Delazon Smith, were Oregon's United States senators. The feeling for and against slavery came to a solution with the admission of Oregon as free, but with the Civil War on the horizon and some states already seceding the arguments in Oregon began all over again. Would Oregon secede? It is at this moment that we begin to see our first governor in action.

He wanted the Union preserved; and like many Democrats of his time felt that the Union Party was the real threat to the Union of States. And Abraham Lincoln had said, some years earlier, that the nation must be all one thing or the other— all slave or all free. From John Whiteaker's notes we find he felt much the same way, little as he liked agreeing with Mr. Lincoln on anything. His notes are everywhere critical of the Lincoln administration. Speaking of Lincoln's party he says, "They complain when we call them Republicans.." In another place, "The same men who controlled the Union Party controlled the Abolition Party and then the Republican Party." And this is delightful: "A Democrat cannot be read out of the Party. They must read themselves out."

Of interest to us right now is the fact that when ex-Governor Whit-eaker returned to Salem to serve as speaker of the House and later as president of the Senate, he was battling ratification of the fifteenth amendment to the U.S. Constitu-tion, ratified by many states in 18-70. Oregon refused to sanction it—and is still in argument over it!

One rather tender thing comes to mind among resident neighbors and friends in Eugene — those who knew the family over the years and

those of us who barely remember them. The son, Ben, was blind; and hour after hour, day after day, he paced round and round the big white house on Charnelton Street, hands behind his back, and the path under his feet growing grassless and solid with the years. One won-ders whether some of the first Gov-ernor's grim moments did not stem from that ceaseless pacing and frustration of a loved son; from that, perhaps, added to an Oregon which had been difficult to handle.

MARY MASTERSON DUNN

BORN IN EUGENE CITY, MARCH 11, 1859

—by A. Claire Dunn



Mrs. Mary M. Dunn, whose hun-drdth birthday of March 11, 1959, was the 9th child of the 11 children born to Wm. A. and Eliza Jane (Vi-olet) Masterson. She was the first of her family to be born in the new farm home, built by her father in 1857. This house with slight exter-

ior changes, but many interior ones, still stands in its original setting at 2050 Madison Street, and is still one of the most attractive old pion-eer homes in Eugene.

Mrs. Dunn's parents were born in Logan County, Kentucky. The Mas-tersons were married in Kentucky and moved to Missouri in 1842 when their oldest child was a year old. Nine years later on April 5, 1851 with their family of five chil-dren they joined the Robert Camp-bell train and set out by ox-team for Oregon. They reached The Dalles October 10, 1851, loaded their wagons and equipment on boats and went down the Columbia River to Portland. From here they traveled by ox-team on to Eugene, Oregon.

They first settled along the Wil-lamette River, south of the Spring-field bridge on what today is known as the Ben Dorris farm. In 1857 Mr. Masterson bought 160 acres which is now in the city limits and built the family home in which Mrs. Dunn was born on March 11, 1859.

Since the Mastersons left Eugene in 1884 little can be found locally of their records. However, church records show that the two were charter members of the Cumberland Presbyterian church, organized in 1853 and that he was the first ordained ruling elder.

Mr. Masterson was skilled in many ways. Besides farming he was a millright and manufactured bricks which were used in many of Eugene's first brick business buildings.

The only surviving member of his hardy pioneer family is Mrs. Mary M. Dunn, a frail but keen and energetic woman, who spends her time knitting simple pads and dish rags, reading, writing a little, and watching the wild birds eating in the feeders outside her living room window.

Mrs. Dunn was fairly active until she fell and broke a hip on Dec. 2, 1957. She enjoyed short trips about the countryside, and never seemed tired even on long ones.

Some of the happy memories she recalls are her cantering on her chestnut horse Greely in and about Eugene. She recalls seeing the first train as it came into Eugene, laying the ties and rails as it came. She enjoyed watching the river boats approaching Eugene, but was never permitted to go down to see them dock.

Home life was arduous. She remembers how her mother used to make lye from oak ashes over an open fire in the back yard. Also the family made their own candles. They gathered wild blackberries in the mountains and made their jam in camp before coming home and strawberries were gathered in the nearby hills.

Among her early recollections she says Springfield was nicknamed "Scanty Grease" after some

hounds broke into a smoke house and stole some hams. And that because of the great number of yellow dogs at Irving this little settlement earned the name of "Yellow Dog."

Saturday in the Masterson family was for preparing for Sunday. Bricks of the hearth had to be scoured, as well as the knives and forks. Pies had to be baked, other food prepared, and the boots and shoes shined for Sunday School and Church. Unexpected company often came for dinner and the Mastersons often brought the "Preacher" home with them after church.

Mrs. Dunn attended the Dunn School as well as a private one conducted by John C. Arnold. It was while she attended the Dunn school that she became acquainted with Frank B. Dunn who was also a pupil in this school on his father's farm. Many years later they were married in Middleton, Idaho, where she had gone to care for the two motherless children of her brother Dan.

It was in October of 1878 or 1879 that Mary Masterson, her parents, sister Eliza, and Frank B. Dunn crossed the McKenzie Pass. Because of bad weather they had to camp for a week or two at McKenzie Bridge. After a rough trip over the lava beds and on down to the Bridge on the John Day River, they reached the home of the oldest daughter, Betty Masterson Clark, the wife of James N. Clark whose farm buildings were burned by the Indians in 1866. The place today is still called Burnt Ranch.

Here the group separated, the parents took the two little children of Dan, and went on to Middleton, Idaho. Mary and Eliza visited with their sister Betty, and Frank Dunn went to Walla Walla, Washington, where he worked for a

month before leaving for the Palouse County in Eastern Washington. Here he took up a quarter section of rich farm land, still in bunch grass, built a two room box house and spent the winter freighting for an uncle, Horace Stratton, from Cheney to Farmington.

In 1881, Mr. Dunn went to Middleton, and on Sept. 25, 1881 he and Mary Masterson were married. Their honeymoon consisted of a wagon trip into the Wallowa Valley to visit two of Mrs. Dunn's brothers. From there they drove to their homestead in the rolling hills near Farmington, Washington.

The Dunns spent their first twenty years on the farm. In Sept. 1900 they with their family of six children moved back to Eugene, Oregon. Mr. Dunn with his broth-

er bought the old Bonboniere Cafe and turned it into what became the first bakery in Eugene.

After many successful years Mr. Frank Dunn became sole owner, but later took in his son-in-law, Frank Price, as partner. The title became Dunn and Price Bakery.

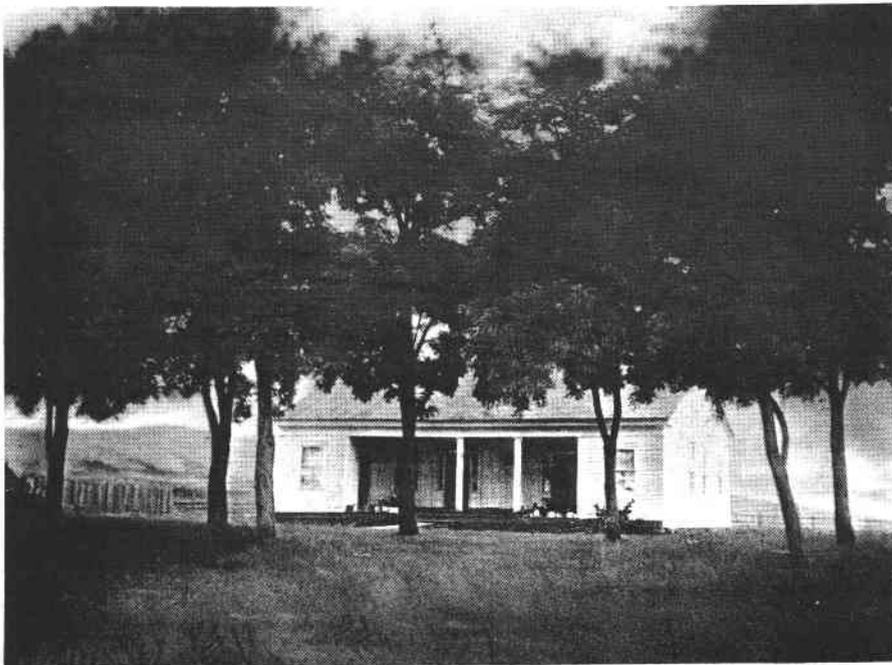
About 1921 Mr. Dunn retired and spent an active life at home caring for his large family garden and a few chickens.

Mr. Dunn passed away on May 28, 1946, less than a month of his 89th birthday, and less than four months of his and Mrs. Dunn's 65th wedding anniversary.

Mrs. Dunn has nine grandchildren, eighteen great grandchildren, and three great, great grandchildren. Most of these live in Oregon, with about half of them in Eugene.

Farm home of William A. Masterson, now the home of Mr. and Mrs. J. Don Smith, 2050 Madison St. Built in 1857 it was 1¼ miles southwest of Eugene

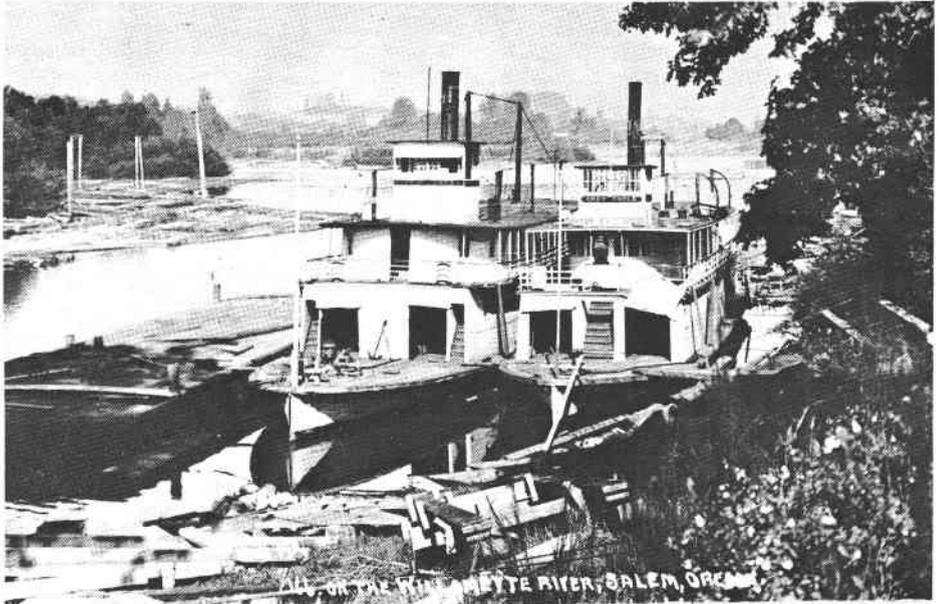
City. Birthplace of Mary Masterson Dunn (Mrs. Frank B.) — on March 11, 1859. See story page 3.



EARLY STEAMBOATING

Pioneer Thoroughfare to Eugene and Springfield via Willamette River

—by Elizabeth Yates



Two of the proud Willamette River “stern wheelers”, taken after being “retired” to tugboat service in the 1920’s, to ferry logs at Salem. Left to rt.: City of Eugene and Gray Eagle. (See story below).

“Steamboat coming ‘round the bend” meant more than an idle comment to Eugene, Oregon, resident of a century ago. It meant quicker passage of wheat and other produce to market, especially to the lucrative gold rush lands of California. The steamboat’s arrival meant quicker return for the labors of the predominantly farmer population. And it meant the triumph of some determined farmers and businessmen.

In 1850 Oregon City began to receive regular, twice-monthly service. In 1851 the first boat was portaged around the falls at Oregon City, and the upper river was opened to those who would take up its challenge. A few years earlier,

Eugene Skinner, farther up the valley, cleared the first land around his hillside cabin. A short “piece” upriver, on the other (east) side of the butte, he operated a ferry across the river.

Situated at the headwaters of Willamette navigation, Eugene City, Oregon Territory did not tempt many captains to brave the shallows and the snags in search of cargo. Golden fleece, or at least golden grain, there may have been in the Willamette Valley, but Argonauts were few and looking for easier prizes.

As early as 1854, the steamboat Fenix, captained by Leonard White, made its way as far upriver as Harrisburg, but other captains

steadfastly dropped anchor at Corvallis.

Farmers of the Eugene-Springfield area, however, grew impatient at the cost and delay of transporting their harvest to market over the primitive roads. The McCullys, merchants of Harrisburg, had long tried to get freight deliveries by steamboat to Harrisburg, without success. But they were determined men, the McCullys. They searched out Captain White of the Fenix, now plying the Yamhill with the sternwheeler, the James Clinton. Captain White apparently had in his veins a bit of the spirit to take a dare. A bargain was struck. For a guarantee of further freight, he would go to Harrisburg. Eugeneans got together \$5,000 to buy shares in the boat, and the captain agreed to go to Eugene.

"Half of the steamboating in the Oregon country," points out Randall Mills in **Stern-Wheelers up Columbia**, "was to do the impossible; the other half was to do it at a profit." A landing was built, in the vicinity of Skinner's ferry landing, just west of the site of the present Ferry Street bridge. Stukely Ellsworth, on March 12, 1857, reported for **The Oregonian** that meeting between the James Clinton and residents of Eugene:

"Today about 3 p.m. the steamboat James Clinton made her appearance at this point, nearly three days en route from Corvallis . . . She was welcomed by a concourse of people and firing of artillery . . . The fact is now established that the river is navigable up to this point."—The note of triumph is evident. Thus perhaps began the friendly rivalry between Corvallis and Eugene, continued today in inter-collegiate sports. The boat was piloted by White, under Captain Cochran.

Cal Young, pioneer born in Eugene in 1871, had on his mantelpiece a Seth Thomas eight-day clock which arrived, consigned to his father, on the James Clinton that day. Inside the clock are stamped the words "warranted good," and Mrs. Young claims it is today the best-working clock she has.

Soon the Surprise, the Enterprise and the Onward were plying the upper reaches. That is, boats came to Eugene when the river was deep enough, which was about four to six months of the year. The **Eugene Oregon State Journal** noted on January 16, 1869: "A boat was up to this place on Wednesday, and returned on Thursday loaded with hogs." But on the 30th it stated that "The river has been so low that we have had no boat at this place for several weeks." Howard McKinley Corning, in **Willamette Landings** records also further comment from this paper in April of the same year:

"The steamer Echo arrived at this place on Sunday evening with considerable freight, and went immediately to Springfield, where it remained overnight, and returned on Monday, leaving this place with 101 tons of freight, the heaviest load ever taken by a boat from this market."

Snags and uncharted bars were constant headaches to passengers and crews. Sometimes, "when a boat was stuck passengers would grab the low branches and help pull her across the gravel bar." So report Lucia Moore, Nina McCornack and Gladys McCready in **The Story of Eugene**.

With organization of the People's Transportation company, led by the McCullys in 1862, the Relief was added to the Eugene run. At the same time, an undeclared rate

war between PTC and the Oregon Steam Navigation company, branching out from its Columbia domain, flared up. Fares from Portland to Corvallis dropped to \$1.50, with meals and berth thrown in. Portland-Oregon City passengers rode free, taking freight along at 50c a ton.

Finally PTC bought out OSN, and after that the Enterprise ran through once a week to Eugene. In 1865, a third line, the Willamette Steam Navigation company, ran the steamers Active, Alert, and Echo between Portland and Eugene. In March, 1866, however, these were sold to the People's line. Other boats joined the fleet in later years, some entering the river from the Canemah shipyards. By 1867, freight from Portland to Eugene cost \$16 a ton, and \$11 in the other direction.

"The Willamette boats," com- hauls, local trips, informal and ments Mills, "depended on short friendly, from landing to landing, carrying mail to the settlements and bringing down cattle, wheat and farm truck to market." It was usually a three- to four-day trip, with stop-overs at Corvallis and Salem. At Oregon City, passengers and freight were transferred around the falls to a waiting boat for the second lap.

Cordwood for fuel was supplied the steamers by farms which abutted the river. One of these was the Palmer Ayres farm. Mr. Ayres and his sons cut the wood and stacked it on the riverbank. When the boats came along, they tied up to a tree, and all hands, including passengers on rare occasions, helped load on the wood.

The town just missed having one of the PTC's boats named after it. Just before launching, the boat's

name was changed from the intended Eugene, to the name of one of the popular songs of the day, Shoo-Fly.

Ben Holladay's railroad, which reached Eugene in 1871, cutting down travel time to 18 hours, spelled the beginning of the end for steamboating on the upper Willamette. Yet for thirty years more, boats continued to make their sporadic appearances at the headwaters town.

An enthusiastic boat-builder from Ohio, U. B. Scott, did not intend to see steamboating go down before the brash young railways without a fight. Out of odds and ends — an old dredge engine, a home-made, almost flat-bottomed hull, lengths of gas pipe for pitmans — he constructed the Ohio — a wierd-looking monstrosity that would never work, steamboatmen said. But the Ohio drew only eight inches, made its way to Eugene, where it took aboard 70 tons of wheat, and lived for many years thereafter an adventurous life before being consigned to the steamboat graveyard.

No mean business venture, the Willamette fleet in 1873 shipped 44,000 tons of wheat. In following years, stock-raising and lumbering elbowed out the wheat-growers. Holladay had bought out the People's Transportation company and operated steamboats along with the valley railroad in a bid for complete control of the river. In time, however, under pressure of competition, his star waned. Henry Villard, who had bought into the OSN, took over the remains of the PTC, and subsequently reorganized his holdings into the Oregon Railway and Navigation company. For many years the OR&N, along with the transportation system Scott had built up, kept boats run-

ning upriver; though as business declined, they turned back more often at Corvallis.

Eugene had its moment again near the turn of the century. High freight rates led in the '90s to a renewed demand for steamboat competition. In 1894 at Portland F.B. Jones launched the Eugene. Backed by a local Commerical club, the Board of Trade, some farmers and townsmen, Captain Isaac Gray, formerly of the Mississippi, in 1898 built the City of Eugene, the only sternwheeler ever built at the city. The "shipyard" was located where the present caretaker's cottage is in Skinner's Butte park. In **Steamboat Bill of Facts**, September, 1950, Kenneth Lodewick recalls:

"On the morning of Good Friday, April 7, 1899, during the spring rise, the City of Eugene left her home port for Portland, which she reached late Saturday evening. (By now boats rounded the falls through the canal and locks, completed in 1873.) Dr. Edward Gray, son of the builder, has given the boat's proportions as 132 feet long, 26 feet wide, and rated at 326 tons. She carried on her first trip a full cargo — fifty tons. She drew fifteen inches light. Returning upriver on her maiden voyage, she broke all records between Corvallis and Harrisburg, making the distance in eight hours, and setting a mark of six and a half hours from Harrisburg to Eugene."

Captain Gray, unable to obtain a license, never piloted the boat. Finally, after various mishaps along the shallow river, Captain Gray in 1900 sold her at auction. Her fate, like that of most of the steamers, seems to have been to drag out her days as a tug. Richard Gray, older son of Captain Gray, saw her working at Portland in 1910. In

1918, her name disappeared from the registry list. Eventually the Charles K. Spaulding logging company came into possession of her and used her to ferry logs. The wooden helm was donated in 1953 by Mrs. Clifford Spaulding of Newberg to the Pioneer Museum of Eugene.

The millrace was the scene of one more attempt to extend steam-power on the waterways at Eugene. In 1900, W.W. Moore, put a steam engine in a 16-foot launch, which he named the Merle S. for his son. Moore, "printer by trade, mechanic by inclination," according to his son, intended to take tourists from Eugene to Fairmount on the millrace. He also could not get a license, so this dream never materialized. "The millrace 'steamboat' was built across the 'race from the site where the late Will Campbell was building his 'castle' on Broadway." reports Dan Sellard in a pamphlet, **Millrace History**.

Mr. Moore remembers seeing the steam from boats passing at the end of Madison Street. He also tells of the breakwater, where Whittaker school is now. "They brought rock across the river from Gillespie butte. The rock made such a noise being put off the boat behind the wooden piling, we could hear it all over town."

In 1871 the U.S. Engineers first began clearing the channel to provide at least two and one-half feet all the way to Eugene. Attempts to keep a channel open to Eugene were dropped in 1904. Among the last of the upper river boats was the Gray Eagle*, which traveled as far as Junction City landing in 1903, with Captain Arthur Riggs at the wheel. The last sternwheeler reached Eugene in 1905.

* See picture, page 6.



Dr. John McLoughlin, Chief Factor of the Hudson's Bay Company of London, England, with headquarters at Fort Vancouver, 1823-1841. He is listed in the Oregon Blue Book as "before Provisional Government" "by courtesy called the Governor of the Oregon Country". After 1834 he shared this authority by mutual consent with Jason Lee, first (Methodist) missionary to the Oregon Country.



George Abernethy, Provisional Governor of Oregon, elected by vote of the people — after the first few years of rule by an Executive committee of three. His term: June 3, 1845 to March 3, 1849. Was a prominent citizen and merchant of Oregon City, having arrived in Oregon in 1840 as a secular agent of the Methodist Mission.

The 4 "First" Governors of Oregon

Seal of the
Provisional Government
(called the "Salmon Seal")





Joseph Lane, first governor of Oregon Territory. Appointed by President Polk. Arrived in O.T. after an epic winter trip across the plains via the southern or Santa Fe Trall, and boat from San Francisco to Oregon City. He was escorted on the trip by Joseph Meek, famous mountain man, who became the first U. S. Marshall of Oregon. Lane County, created on January 28, 1851, was named for Joseph Lane, who had earlier won fame in the Mexican War as a brigadier general. Term: March 3, 1849 to June 18, 1850. He served later as O. T. delegate to Congress, also U.S. Senator from the State of Oregon.

Seal of the Territory of Oregon



John Whiteaker, of Lane County, first Governor of the State of Oregon. Elected in 1858 (in anticipation of statehood) and served until 1862. Later he was Speaker of the Oregon House of Representatives, president of the state Senate, Congressman from Oregon and Collector of Internal Revenue during the Cleveland administration. Died on October 2, 1902 and entombed in the family mausoleum in the pioneer Eugene Masonic cemetery. The Whiteakers crossed the plains to Oregon in 1852. He operated a farm south of Spencer's Butte for 6 years and then moved to a farm at Cloverdale in the Pleasant Hill section of Lane County.

Seal of the State of Oregon



JOSEPH LANE

FIRST GOVERNOR OF OREGON TERRITORY

—by John E. Smith

Three years after December 14, 1801, the day of his birth, Joseph Lane with his parents moved from a place near Asheville, N.C., to one near Henderson, Ky., for the enjoyment of his boyhood and school days. When he grew up he crossed the Ohio river into Indiana to begin his career as a clerk. Life near the river also called for experience as a flatboatman to New Orleans.

He was fortunate in having an abundance of natural ability, a capacity for activity, a genius for making friends and an ambition to achieve success in leadership. Soon after reaching manhood, he entered the field of politics and was elected to each house of the Indiana legislature, a total of several times. The Mexican war came on in 1846-7, volunteer regiments were raised in each state and Indiana did its share of recruiting. Elected colonel by the men involved, when it came time to go to Mexico, he was appointed brigadier-general by President Polk, on the recommendations of the senators and representatives in Congress from his state. In this campaign he ranked equal to or higher than some of the regular officers who had graduated from West Point, Jefferson Davis among the number. He maintained his standing, served with distinction and returned to Indiana soon after the close of hostilities.

The Oregon question was a troublesome one while the war was in progress. August 14, 1848, Oregon was created a territory by Congress and four days later, General Lane was appointed by Presi-

dent Polk to be governor of it. Travel was slow in those days. On March 3, 1849, (he arrived at Oregon City, then the capital, only the day before) the last day of President Polk's administration, he proclaimed Oregon a territory.

Among the events of his administration of less than 16 months, to June 18, 1850, trouble with Indians was greatest. With soldiers stationed at Fort Vancouver (Washington) the Red men were soon quieted both north and south of the Columbia river which made settlers feel much safer at home and more free to move about in business affairs. Large quantities of clothing were collected by the citizens of Willamette valley (Hudsons Bay Co. gave some) and offered to the Cayuse Indian chieftains (who accepted them) to deliver to the territorial officers, the culprits who slew the members of the Marcus Whitman mission. These natives paid the supreme penalty, June 3, 1850. When more than a hundred soldiers at the Fort deserted to seek their fortunes in the California gold fields, the governor accompanied the officers who overtook them in southern Oregon and brought back about three-fourths of them. Among numerous other things done, he aided in bringing five young women from the east to serve as school teachers here.

When Lane County was created, January 28, 1851, from the long extensions of Benton and Linn counties to California and of Linn eastward to Idaho, it was this active, energetic, courageous gover-

nor whose name was chosen for it.

In his dealings with the Red men, especially with the Rogue river tribes in 1851 and 1853, General Lane was remarkably clever and equally successful in reaching agreements with them and in getting them to keep the promises made.

He served as Oregon's delegate to Congress from June 2, 1851 to February 14, 1859, when he became our U.S. Senator serving un-

til the end of his term, March 3, 1861. He then retired to private life in eastern Douglas county. His allegiance to the proslavery-secessionist group of Democrats had cost him his popularity in Oregon.

Before his death, April 19, 1881, he moved to Roseburg. Many who live there point out to visitors his final resting place as that of one of their most distinguished citizens.

Reference: Kelly, Margaret J., "Career of Joseph Lane," 1942.

My Grandfather's Store

—by Ruth Hyland McFarland

My grandfather, Amos Damon Hyland, was born in Plainfield, Will County, Illinois, February 11, 1839. In the spring of 1852 he accompanied his father and two brothers across the plains to Oregon. They arrived in November of that year and worked in Oregon City through the winter. In 1853 he came to Lane County and located in Junction City. He was engaged in farming until the spring of 1874 when he sold his farm. He then purchased a stock ranch of two thousand four hundred and fifty acres at the junction of the Oregon Central Military road leading from Springfield up the Middle Fork of the Willamette River. He was engaged in general farming, stock raising and hay growing besides operating a country store.

A post office was established on the ranch in 1880 and given the name of Cannon; named for A. D. Cannon. Two years later it was given the name of Lowell. The postmaster was Albert E. McFarland, my uncle by marriage. Jessie Neet, now Mrs. Harvey Harkins,

carried mail by horseback from Fall Creek to Lowell.

The store at Lowell today is not far from where my grandfather's store was located. A history of pioneer life was built around that country store. Settlers traveled many miles by horseback, wagon and on foot to exchange news; bring cascara bark, deer hides and skins of other animals to trade for such items as coffee, sugar, flour and tea. I know of many times that no money was involved.

An old account book of my grandfather's, almost a century old, is a record not only of items bought and sold but a record of life and death of these early settlers. I find many notations of coffin trimmings; they made their own caskets and took care of their dead.

There were many items listed that are not found on our shelves today; concentrated lye for soap making; patent medicines such as sarsaparilla, vermifuge, iron biters, dandilion tonic, castor oil and camphor gum; lanterns, coal oil, candle wicks, lamp wicks; drawers

and undershirts, calico and salaratus (soda), lead, primers, powder and caps. There was a note of fifty pounds of coffee at \$6.75, or 13- $\frac{1}{2}$ c a pound compared to our present rate.

How we loved the candy that came in wooden buckets. Mother loved the nice buckets. She would say, "—should I put the red fuschia in it or save it for peach preserves —".

My grandfather sold goose pillows that grandmother made and also great quantities of dried fruit. I well remember the big dry house for apples, plums and prunes.

Interesting to note are the firms from which my grandfather purchased supplies for the store. One is Allen and Lewis, a firm we have known in recent times. He purchased hardware, machinery, wagons, binding twine, and feed cutter from Chas. H. Dodd and Co., drugs from Snell Heitshu and Woodard, also Hodge Davis Co., and ladies' clothing and cotton

goods from Tannhauser & Froham.

The Klamath Indians came in the fall to pick hops. They traded their lovely beaded vests for deer hides and other skins. With their hop money they bought yards of gay colored calico, ribbon and candy.

One Indian located on the Willamette River. I note in the account book that through many months he bought first a bridle, some time later a blanket, then a saddle, and at last a horse.

Two Indian names are listed in the store account book, Charlie Tufti and Names Chuck Chuck. Many pioneer families are listed in the account (names one still hears today) such as Joseph Neet, Thomas Warner, John Blakeley John Orr, John Stires, E. Cain. The former owner of our home in Oakridge is listed, James Sanford and later John Orr.

My grandfather's big house was just across the road from the store. The only heat was from fire-

The Amos D. Hyland family of Lowell, Lane County, Oregon — pioneer of 1852 Amos Damon and Rachel Crow Hyland (seated). Left to right: Isa Hyland, Stella Hyland Poill, Grant Hyland, Emma Hyland McFarland, Carrie Hyland Barbre, Grace (small girl), Ernest Hyland, Celia Hyland Warner, Wilbur Hyland.



places; two large chimneys with a double fireplace in each downstairs, living room and parlor, and across the hall in grandfather's bedroom and the dining room. On the upper floor these two large chimneys supplied fireplaces for the girls' rooms. Eventually there were seven boys and seven girls.

Quite often my grandfather chose to play with us. We were playing blindman-bluff one evening. He was "it" and being too warm took off his coat and mistakenly threw it in the fireplace. We grandchildren were overcome with mirth until the coat was all in flames. He roared with the rest of us. Coats were hard to come by and no doubt it contained many valuables. He never let us know what a loss it might have been to him.

I remember my grandfather say-

ing, "My dear, I will never see it, but you will see a railroad built right here." Today the rails are just a few feet away.

At Christmas time we played games in the evening around the fireplace in the dining room. Other members of the family sang around the organ in the living room. The parlor held the Christmas tree and a few of the prim older folks who could not stand the hustle and bustle and commotion so many excited children made.

The store was heated by a large, round cast iron stove with many fancy windows and a large dome on top. We loved that old stove; my brother and I called it "Hash-goble" from a fairy story about a stove that my mother read us. How many hearts and backsides it warmed would be hard to guess.

Cumberland Presbyterian, Eugene City's first and only church building from 1857 to 1859, formerly at SE. corner 6th and Pearl — final building torn down in 1955. From its tower came the notes of the first village church bell. William A. Masterson was a charter member and elected first presiding elder in 1853. Bell was donated by its first minister, Rev. Jacob Gillespie.

At least two others, St. Mary's Episcopal and First Presbyterian, built and dedicated church buildings during Oregon's first year of statehood, 1859.



The Whatnot

—by Lucia Moore

What were we like, 100 good years ago?

Eugene's streets were mud, caked and drying to inches of dust in April, churning to gumbo with November rains. Pudding, an old timer called the mass through which the wagons plowed in winter; and an early newspaper agreed, designating it as boarding house custard. And there were not many streets.

Seven platted from Water Street along the river to Seventh with the first town's layout, but Eighth must have been newly opened with the building of the fine big courthouse in 1855. That courthouse was tall and white with a cupola on top and a wide entrance door with side glass panels; a colonial look to its four high pillars. A white board fence surrounded the courthouse and, with helps of steps up and over called a stile, kept out the pigs and cows that roamed, but not citizens hailed up to, or bent on, justice.

There was a millrace, clean and sweet out of the river, by which, with the added aid of the already present "slough", Hilyard Shaw could run logs down to his saw-mill where the stream met Seventh Street. Mr. Shaw had built a house for Judge Risdon eight years before, at cost to the Judge of \$76.

Think of it. It had been twelve years since Eugene Skinner had brought wife Mary to his log cabin at the west slope of the butte that would bear his name; and six years since "Doc" Patterson had surveyed and platted town streets and lots. We were a county seat, and getting to be a town, since cabins

had appeared in scattered places; there was even a College on the hills south of the town site. It was in 1859 that Professor Henderson, able and enthusiastic President of that Columbia College, left for California with his salary unpaid — a fact not too surprising when we realize that Columbia College had 100 students and the town contained only about 500 persons. Such college registration proves that this area and others for miles around took the new institution seriously. Nothing short of political disaster and two fires could have halted Columbia College.

We had newspapers, one coming and one going, before 1859 when Joaquin Miller started his **Democratic Herald**, leaving trouble-trod Columbia to do so for the purpose of arguing with a new paper, **The Peoples' Press**, which was anti-slavery. Joaquin Miller needed its editor until the Federal Government decided to silence him. When Miller was threatened with a cell in Alcatraz he decided that the dangers of the Pony Express were mild compared to dispute with the U.S. Government and mounted his pony to ride with the mail. Thru the years of the Civil War newspapers cropped up to argue each side, and Eugene City read them all.

There were churches a hundred years ago — Baptists, organized, but without a building in town; a Cumberland Presbyterian, a Presbyterian, a Methodist church; and a St. Mary's Episcopal, its new building just completed in 1859 — all following the gentle path of the

Circuit Rider. And it must have been good to hear church bells!

There were saloons aplenty; Brumley's store; a drug store and a doctor or two with liniment, castor oil and Dover's powders; a dentist who pulled teeth with a turnkey. A set of teeth secured in rubber could be had for \$12, and a filling for \$1. We are not saying these were the good old days. They had their disadvantages. But they had camp meetings, debates, dances, supper time to next morning, a spelling bee now and then where youngsters had better know how to spell words like asafœdits. There were theatricals, home grown, and there was, blest be, time for silence for thinking and believing.

And what happened on February 14th? Nothing. Oregon City picked up word of the Statehood gift in March, by a ship coming up river on March 10th. Nobody cared. Nobody, that is, but young Stephen Senter, who grabbed a horse tied at the hitching post and rode to Salem, swimming rivers and shouting "Oregon's a state!" at every farmhouse, but no one listened. They had had this a year before. Even Salem was not startled. It meant getting to work. Gov. Whitaker left his Eugene farm and went to his Salem desk. It is said he issued a pro-slavery proclamation at one point; this is sometimes denied. But we do know his taxes were one year the sum of \$43.25, home and farm!



FIRST THREE YEARS

Lane County Commissioners' Journal, Sept. 6, 1852 — July 7, 1855

—by Olga Freeman

The very first term of the Commissioners' Court of the County of Lane was held at Eugene City on the 6th day of September, A.D., 1852, according to the first entry appearing in the commissioners' journal. The records of the court's meetings for the next three years as gleaned from the journal show the problems faced by the new county, the transactions necessary in that day and time, the extent of the fiscal operations, and many other interesting facts.

The entries for the year of 1852 are in the handwriting of D. M. Risdon, commissioners' desk. He records that the first meeting was adjourned to meet the next day and again adjourned to meet on September 8. Present were Commissioners Joseph Davis and Adin G. McDowell with Commissioner

Davis drawing the three-year term and McDowell, the two-year term.

Three transactions featured that first meeting. They ordered that James Huddleston was to pay into the county treasury the sum of \$50 for a grocery license which would permit him to keep a grocery for one year. The petition of twelve householders for a road from "Jacob Spores in Lane County via E. F. Skippers ferry to intersect a road upon Long Tom leading from Marysville to Winchester at the highest practicable point" was granted and three persons were named to locate the road. The third act was an order on the treasury for the payment of the court and its officers.

Apparently, no further meetings of the court took place until January 24, 1853, when the court was in

session for two days. This session approved the paying out of \$29.50 to M. H. Harlow to reimburse him for expenses and services in going to Marysville (now Corvallis) for the "Laws and for the purchase of books for the county." A. J. Hovey was allowed \$4.00 for issuing 16 certificates of election to the "various officers elected in this county at the last June election." The expenses of the court and its officers for two days' services were allowed. These minutes were signed by M. H. Harlow, Clerk Commissioners' Court.

No further meetings were held during the fiscal year ending on June 30, 1853, since a quorum was not present at the April term. The April 4 entry indicates only Commissioner Davis present with Leonard Howe, sheriff, and Lester Hulin, clerk, the other officers present.

The first entry of the next fiscal year is on July 4, 1853. (Apparently July 4 was no holiday for the county officers.) This time not only Joseph Davis and Adin McDowell were present but the third commissioner, Barnet Ramsey, was also present. The records indicate that Mr. Ramsey was absent more frequently than present.

This July court was in session for three days with morning, afternoon, and evening sessions noted. Recesses of one hour were allowed between session. The minutes were signed by G. R. Caton, ex officio clerk of board of county commissioners, and William "Bristo" (Bristow) was listed as sheriff and Prior Blair as deputy sheriff.

Licensing

The issuing of grocery licenses and the licensing of dry goods peddlers were among the transactions recorded during this first three-

year period of Lane County's history. Among grocery licenses issued for the sum of \$25.00 was one to John Boncee for six months to keep a grocery on the west side of the Long Tom and one to John Edwards. L. J. Holland paid \$13.00 for a grocery license for three months. In April, 1855, P. F. Blair paid \$100 for a license for one year and Charles Croner \$78.14 for one year.

Licenses for peddling dry goods for a period of three months, upon payment of \$2.50, were granted to Isaac Beerman, Dozenbury and Co., Ezadore Harris, A. Marks & Co. I. Fleishner, S. Rose, and Caspar Abraham paid \$1.00 each which entitled them to peddle for one month while Harris & Co. received a license for one week upon payment of 25 cents.

In 1855 a license was granted to A. J. Welch and others to sell "spiritous liquors in less quantities than one quart by Walker and Hawley at their establishment in Eugene City known as 'the Multnomah.'" The license cost \$100 and was for one year.

Another kind of license issued by the commissioners' court was for the operation of ferries. The schedule of rates which the operator could charge was stated in the license. The rates varied somewhat but the schedule of charges to be made by Jacob Spores on his ferry across the McKenzie River at a place near his residence is quite typical: For each wagon and one yoke of oxen or span of horses, \$1.00; For man and horse, 25c; For each pack horse and mule, 25c; For each yoke of oxen, 20c; For each head of sheep or hogs, 4c.

The rate of 12½c indicates the use of a coin of that value known as a "bit."

The earliest mention of a ferry license was one granted to E.F. Skinner who paid \$5.00 to keep a ferry across the west principal fork of the Willamette River opposite Eugene City. This license was for a period of 12 months and required Mr. Skinner to give bond with approved security. Other ferry licenses were granted to Elias M. Briggs who paid \$10 to keep a ferry across the main west fork of the Willamette for one year; James Lytle and Levi Sutton across the Willamette at a point south of James Lytle's house for an annual fee of \$8.00; Thomas W. Whittemore across coast fork of Willamette River near his residence and his ferry was taxed \$2.00 for one year; Zara Sweet across the Willamette River at the point of the Bluff below his residence and at the lower end of his land claim for which he was taxed \$3.00.

In December of 1854 some of these licenses were renewed. This time Mr. Skinner paid \$8.00 and Mr. Spores \$10.00 for his ferry across the McKenzie. When Mr. James Lytle applied for renewal of his license to operate the ferry across the Willamette below the mouth of the McKenzie, he ran into trouble. The renewal was objected to by James Johnson because of his ownership of the land on each side of the river. The court ordered the license not granted to Lytle and for \$12.00 granted it to James Johnson.

Seat of Justice

On July 5, 1853, the court ordered a practical surveyor to survey the donations of Charnel Mulligan and E. F. Skinner (totaling 80 acres) for a seat of justice. The surveyor was also charged with executing a town plat in which the lots were to be 80 feet front and 160 feet back; blocks to contain 8

lots, two to the quarter, with alleys 14 feet wide and crossing at the center of the blocks, and streets 66 feet wide to run north and south. The commissioners provided that after the town plat is received the sheriff shall give notice "specifying that in 30 days every other lot alternately will be sold for cash in hand at Eugene City, the name given for said seat of justice from and after this day, July 5, 1853." On August 23, 1853, the commissioners determined that the terms upon which the lots would be sold were 1/3 cash, 1/3 in six months, and 1/3 in 12 months. An entry of December 6, 1853, shows that A. W. Patterson received deeds to nine lots sold previously to him at a public sale.

Upon locating the seat of justice, the commissioners turned to providing a building. The record of July 5 orders the clerk to "proceed as soon as possible and employ a workman to build a clerk's office fronting on the public square, the size to be 16x20 feet, and one story high." On August 23 the commissioners ordered the treasury to pay Blair and Potter \$150 for building of the office for public use, but on September 1, the entry indicates that Blair's account was investigated and it was ordered that \$100 be paid him for building the clerk's office. On September 7, \$30 was allowed to purchase a wood stove for the use of the clerk's office, and on December 9, the clerk was authorized to procure a suitable desk and book and paper for the use of his office. He was also directed to provide a suitable seal for the commissioners' court with the cost not to exceed \$10.00.

Plans for a courthouse were begun on January 15, 1855, when the board voted to erect a courthouse in Eugene City as soon as

practicable and "that persons skilled in architectural drawing be invited to present plans and specifications." If any of the plans presented were to be adopted, the person submitting same would receive the sum of \$25. The commissioners outlined the proposed courthouse to be 40 x 60 ft., two stories high, one of which to be appropriate for a courtroom, height between floors 10 ft., with 14 ft. from floor to ceiling in court room.

On January 30 the plan of A.A.

Smith was accepted, and the commissioners ordered that sealed proposals for constructing said courthouse were to be received at the auditor's office up to the first Monday in April and notices were to be published in the Oregon Statesman. On April 5, 1855, A. A. Smith was allowed \$37.67 for his plan of the courthouse. On the following day the proposal of M. H. Harlow and A. W. Hammitt, who submitted a bid of \$8,500, the lowest of three bids, was accepted.

Beaver Money

Oregon's famous Beaver Money, 5 and 10 dollar gold pieces of 100% pure gold.



TEN DOLLARS.



FIVE DOLLARS.

Oregonians returning from the California Gold Rush used gold dust as the medium of exchange, supplanting the original barter items of beaver skins and bacon sides. But the dust was cumbersome, so the Provisional Legislature yielded to a petition to coin the \$2,000,000 existing gold dust. The federal government had long neglected Oregon. \$50,000 was minted in 1849 before the first governor of the newly created Territory of Oregon arrived a few months later to declare the operation illegal. Then a

private company was formed to continue minting the coins at Oregon city, calling it "Beaver Money". The coins served as tokens for U. S. money and caused the price of gold to rise, thereby saving its value to the miners who had previously been forced to sell at a depressed price to the Hudson's Bay Company to be shipped to the London mint. The letters on the coins stood for the men who formed the company: W. W. Kilborne, Theophilus Magruder, James Taylor, George Abernathy, W. H. Willson, W. H. Rector, J. G. Campbell, and Noyes Smith. The stamps and dies and a few of the coins are preserved by the Oregon Historical Society in Portland.



JOSEPH L. MEEK



Joseph Meek, "a saver of Oregon" on account of his leadership in the famous Champoeg meeting of May 2, 1843.

Joseph L. Meek, who guided Gen. Joseph Lane to Oregon to become the first governor of the newly created Territory, after being appointed by the Provisional Government as a messenger to report the news of the Whitman massacre to Washington City and to appeal for federal assistance. We made the trip on horseback in mid-winter and returned bringing Joseph Lane, arriving March 2, 1849. Meek had become famous earlier at the Champoeg meeting when he gained the title of "a saver of Oregon" when he called for a division (vote) when confusion was prevailing. "Divide, Divide, All in favor of the American flag, follow me". The equal lines of 51 each was broken when a Frenchman walked over and made it 52 to 50 for America, thus enabling the Provisional to be organized.



There is a moral and philosophical respect for an ancestor which elevates the character and improves the heart. Next to the sense of religious and moral feeling, I hardly know what should bear

with stronger obligation on a liberal and enlightened mind than a consciousness of an alliance with the departed.

Daniel Webster

For this year of Oregon's Centennial, the Lane County Pioneer - Historical Society is publishing in mimeograph form copies of a number of pioneer diaries — some of which have never been made available to the public. These diaries or narratives or autobiographies contain invaluable information of many kinds, family names, wagon train personnel, routes, etc.

Included among those to be offered for sale during the Centennial Year are those of: Mrs. B. J. Pengra, John Callison, James A. Bushnell, Agnes Stewart Warner, A. S. McClure, and Benj. F. Owen. Copies of these manuscripts will be bound in a cardboard folder and will include a short biographical sketch and picture of authors.

As this goes to press the Pioneer Museum Commission is planning to enlarge the present museum at Pioneer Park (Fairgrounds). Present plans call for adding to the present building to more than double the floor space. This will be the first unit of the much larger building that will correspond with the architectural development of the Fairgrounds. The latter building can later be sold to the Fair Board whenever another location is developed for a museum and pioneer village center. The \$65,000 realized from the sale of the Pioneer Post Office will furnish the majority of the funds for the expansion.

**INVITATION TO SUPPORT
LANE COUNTY PIONEER — HISTORICAL SOCIETY
DURING OREGON'S CENTENNIAL YEAR**

Send name, address and \$2.00 annual dues to

Daye M. Hulin, 370 W. 18th Ave., Eugene, Oregon

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