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Photo courtesy Allan J. de Lay

The History of Milwaukie, Oregon

HISTORY OF MILWAUKIE, OREGON

by

Charles Oluf Olson

An unfinished manuscript prepared for the
FEDERAL WRITERS' PROJECT
OF THE WORKS PROGRESS ADMINISTRATION

Undated

Presented to the Oregon Historical Society
With Certain Additions and Corrections
By Members of the Milwaukie Historical
Society and Other Milwaukie Citizens

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History of Milwaukie

PREFACE

This story of early Milwaukie--its people, its founding, its economic and cultural life--is largely the work of a group of literary people under the Federal Writers' Project of the Works Progress Administration during the 1930's. The manuscript was written by Charles Oluf Olson. It is fully documented both by the newspaper accounts of a hundred years ago or more and by more recent stories of this pioneer community. A few articles have been added mainly by members of the Milwaukie Historical Society to supplement the original manuscript or to bring the story further up-to-date.

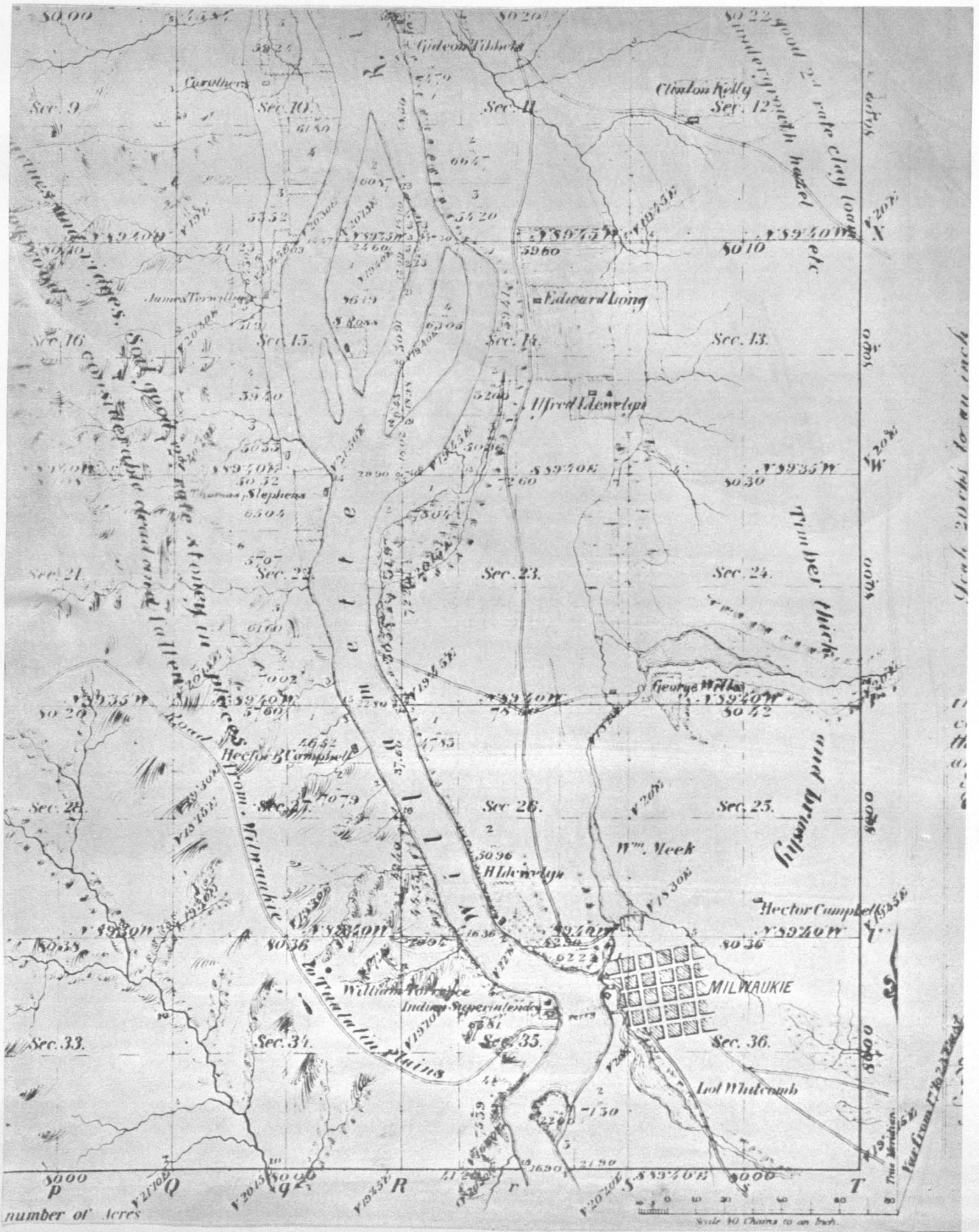
The Milwaukie Historical Society sends it forth with the calculated risk that there are errors in the reporting and in the copying, that some events are chronicled fully and others receive less attention, and that some of the founders are awarded space and others mere mention.

The purpose of offering this booklet at this time is a studied attempt to put into the hands of Milwaukie's citizens, from school children to business men, a record, with all its imperfections, in order that its criticism, correction, addition and suggestion, or further research, may provide a truer picture of our town and open the way to further development of literary efforts or more presentable compilations of these materials. At least for the present, the Milwaukie Historical Society will assume the responsibility for collecting and preserving these suggestions which are made. Especially do we invite additional stories and reminiscences from old-timers, members of the families of the pioneers and from whomsoever may find facts or literary gems to enhance our efforts.

The Milwaukie Historical Society was organized for this service which is gladly given to our Milwaukie--past, present and future--and to its people. We are proponents of the philosophy that you cannot tell where you are going unless you know where you have been, and that Milwaukie, out of an illustrious past, will arise to a more glorious future.

We wish to express our grateful thanks to the following who have joined with us in completing this project by donations of time, materials and production assistance: The City of Milwaukie, Union High School District No. 5, Agency Lithograph Company, Fraser Paper Company and First National Bank of Oregon.

The Milwaukie Historical Society
1965



Donation Land Claims in the Milwaukie area.

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THE NAME MILWAUKIE

The name Milwaukie derives from Milwaukee, Wisconsin. Thus, it is necessary to trace its place-name through the origins of that Midwest city. Milwaukee is located on a bay on the west shore of Lake Michigan where three rivers--the Milwaukee, the Menomonee and the Kinnickinnic--converge. The land nearby was inhabited by Indians of the Pottawattomie tribe, among others, and it is from this group's vernacular that the name has come. Indian designations follow realistic descriptions of physical features, so Milwaukie's name started to grow from a word signifying "meeting place of waters."

Along the Great Lakes, into every bay, up every river, flowed a procession of Jesuit priests and French voyageurs, British commanders and traders of many nations. Their interpretations of the Indian jargon passed through countless variations. One ancient name was "Mahnowaukee-Seepe" which seems to have meant "council place of many tribes, the gathering place by the rivers." Other common designations for the community of our study were "Milwogues," "Melecki," "Melloekie," "Milwauki" and "Millawaki". The end result was Milwaukee, and so it came to be accepted on geographers' maps.

Lot Whitcomb's admiration for the booming Wisconsin city, standing at the "meeting place of waters," drove him to search for a dream location worthy of his ideal. The tiny settlement on the banks of the Willamette seemed an answer to his yearnings and a promise to his aspirations. Here within a short distance there entered the Willamette a number of streams--Kellogg Creek, Johnson Creek and many smaller branches fed by the multiplicity of springs in the vicinity. The platted town-site became Milwaukee "meeting place of waters." Justification of his choice came in the launching of the "Lot Whitcomb" and in the subsequent operations from this river port. Lot Whitcomb's city appeared on the way to becoming the boom city of the Oregon Country. But, alas, the dream was not to be realized, and Destiny cast the town in a lesser role.

Spellings of the two Milwaukees shifted, and confusion resulted. There are apocryphal stories that a flyspeck over one "e" settled the issue; that officials of the Oregon and California Railroad insisted upon a certain spelling for their station designation; that a practical joker on one Milwaukee, Wisconsin newspaper by stealing the "i" type of its rival forced the spelling. A more logical explanation is that the Post Office Department, conscious of the many mail misdirections, resolved the difficulty by placing in its Directory the designation of Milwaukie for the Oregon city. Its name seemed destined to remain in its present form.

Milwaukie now, by official action of the Mayor and City Council, proudly bears the name "Dogwood City of the West," largely by reason of the oldest and largest dogwood tree within its borders. Milwaukie's sister city is Nago, Okinawa, and local committees in both cities keep alive a reciprocal interest.

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I. Indian Days

The land on which Milwaukie is built once belonged to the Clackamas Indians, which tribe claimed the territory between the Willamette River and the Cascades, and from the Columbia River to a line some distance south of Oregon City. This region, around the year 1800, was a forested wilderness of fir, hemlock, cedar and oak, with clumps of maple and alder, and with thickets of hazel, currant and salmonberry bushes, much like the underbrush of today.

No white men had as yet made their appearance here; whatever the Clackamas tribe knew about the palefaces came from the mouth-to-mouth tales reaching them from the Pacific coast, about ships manned by white men which touched there now and then. Or perhaps they heard of Lewis and Clark, who, returning east in 1805, on their journey of exploration, all but contacted them. Not until the fur traders appeared at Astoria in 1811 did the white men really penetrate the territory of the Clackamas tribe.

The Clackamas Indians, from all accounts, had little in the way of physical beauty, and few virtues, to recommend them. The heads of their children at birth were bound between boards which forced their soft skulls into roughly conical shapes that lent them a singularly hideous appearance at maturity.¹ Men and women alike annointed their bodies with fish oil, and they appear to have been undersized, of low mentality, ridden with superstition, lax of morals and devoid of even primitive culture. Witch doctors performed marriage ceremonies. Chastity, while not observed before marriage, was not usually violated thereafter, though there is little evidence that tribal law provided penalties for transgression against the marital code.

The Clackamas nation practiced chattel slavery, buying and selling captives taken in war, but the lives of the slaves were not excessively hard. It is probable that many of them took active and responsible part in communal life. Their greatest hardship seems to have been the stigma of serfdom and the custom of throwing their bodies to scavenging birds and animals instead of giving them decent burial. Their masters certainly set no killing pace in the way of being industrious. Weapons and utensils were as crude as crude could be, made only with an eye to use. Few things were made for the sake of beauty or self-expression. Clothing was of the most primitive sort

¹This statement is somewhat misleading. The Clackamas Indians were of the Chinook family and shared the Chinook custom; none but such as were of noble birth were allowed to flatten their skulls. The Clackamas tatoo themselves below the mouth, which gives a light blue appearance to the countenance.--Kane's Wanderings of an Artist, quoted in Bancroft's Native Races, page 229, note.

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and inadequate both from the standpoint of health and decency; this, though the country abounded in beaver, mink, fox, muskrat, racoon and other fur bearing animals. The redeeming virtues of the Clackamas redmen appear to have been a sort of indifferent courage and a measure of docility, doubtful qualities in time of invasion by ruthless traders and trappers.

The main food of the Clackamas Indians was fish, with the flesh of dogs highly thought of. The squaws dried large quantities of smelt and salmon; they also made yearly trips to Wapato Island where they gathered wapato and camas roots, which were also dried and preserved.² In general, food was plentiful, though there were occasional lean years when infanticide seems to have been the measure adopted to prevent the tribe from increasing faster than the food supply.

According to the accounts of early fur traders, the Clackamas tribe lived in large shelters of logs and bark, at times 100 feet long by 30 in width, where scores of men, women and children were bunched together in unbelievable dirt and confusion. Quite possibly the country between the falls at Oregon City and the Clackamas River was a continuous settlement of native huts from which rose the smoke of cooking, the reek of humanity and the stench of offal, while gatherings of tribal councils and festival crowds occurred north of the Clackamas, perhaps on the very spot where Milwaukie is situated.

The Clackamas Indians had their own names for rivers, creeks, mountains and other landmarks. When the whites appeared, these names were for the most part changed, twisted or corrupted. In respect to the Willamette River, the trader, Gabriel Franchere, who arrived in Astoria in 1811, records the following: "On the 20th of March (probably 1812) the river was given the name Multnomah below the falls at present day Oregon City, and Willamette above; but the fur traders gradually came to apply the latter name to the whole river. It was then spelled in various ways, such as Wallamite, Walemit, Walnut, Willamet and Wallamet." In a similar manner, the name Clackamas was also twisted and misspelled according to the individual fancy and, probably, state of education on the part of the white speaker or writer.

Such were the Clackamas Indians and their living conditions when the first white men discovered them. There was little hostility about them. They met the palefaces in a friendly manner and because of this fell an easy prey to white men's wives, plus their diseases, such as smallpox, measles and venereal diseases, against which they were helpless. They seemed to have only one remedy against sickness, which they applied in all cases, namely, their steam bath and icy plunge. The patient was placed in a hut with glowing stones, on which was thrown water until the hut became a veritable sweat house, after which the man or woman, stark naked, would leave the hut and plunge into the chilly

²Sauvies Island

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waters of the nearby river, be it winter or summer. Ross Cox, fur trader, who arrived at Astoria in 1812, wrote of the practice: "The unfortunate Indians, when in the height of the fever, would plunge into a river, which generally caused instant death, and many thousands of miserable wretches by suicide anticipated its fatal termination."

In 1814, Alexander Henry, a trader, for the first time mentioned the country and the Willamette River in the vicinity of the present city of Milwaukie when he wrote: "June 22, 1814--The channel then contracted, being bound in by high rocks, and we had trouble ascending some strong rapids. It was dark before we saw the village on the south near a small but rapid river on our left called the Cluckemus, from a numerous tribe who dwell upon it." (Cones, Elliott, Journal of Alexander Henry, N. Y. Harpers, 1897, V. II, p. 810). Alexander Henry makes no mention of the natives, their attitude, or any contact with them. The thought occurs that already the Indian friendliness for the whites was waning. The Indian certainly was robbed of any illusions about white men which he might have had left when, in 1815, two fur companies, the Northwestern and the Hudson's Bay, were competing for the trade of the Columbia and Willamette river regions, employing any sort of means and methods to get the better of each other. The fur company employees, individual trappers and traders, unscrupulous and calloused, used fair play or foul to beat a rival concern. The natives were plied with alcohol until they could be easily handled, and hoodwinked. The resulting corruption and demoralization may be imagined. In sober moments it bred, on the part of the Indians, hatred and infinite distrust of the whites. This state of affairs went on until 1821, when the rival fur concerns merged. However, there had been so much trickery, cheating, debauchery and loss of life, that the merger and the consequent betterment of the situation could do little to repair the damage done. Ross Cox, the trader, who had witnessed the degenerating influence of the rival fur traders on the natives wrote hopefully, though in vain, in his Journal: "Now that the Northwest and Hudson's Bay companies have united, and that rivalry in trade cannot be brought forward as an excuse for corrupting the Indians, it would be highly desirable that the missionaries would turn their thoughts to this remote and too long neglected corner of the globe!" (Ross Cox, Adventures on the Columbia River, London, 1831, V. I, p. 307; Ross' narrative covers a period from 1811 to 1817 in the employment of the fur companies.)

In March 1825, the Hudson's Bay Company moved its headquarters from the lower Columbia River to Fort Vancouver (now Washington). Dr. McLoughlin, chief factor, dealt decently and kindly with the fast diminishing Clackamas nation. The Indians received less strong drink and more useful articles in their barter with the company about furs. Where before they had gotten worthless trinkets and bad whiskey, they now acquired clothing, blankets, hardware, cutlery, baize and calico, while McLoughlin profited by the greater industry of the Indians, and more pelts. Yet the change was unable to restore the morale of the

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Indians or put a stop to their mounting death rate. Even Jason Lee, the great missionary figure, was powerless to stem the diseases that decimated them and was bound to exterminate them. He converted them in the manner of speaking, but he failed to teach them sanitation and hygiene, not because of lack of zeal, but because the Indians had lost faith in the white man and his teaching. Incidentally, Jason Lee, in his journeyings in 1834, looking for a site on which to build his Methodist mission, viewed the spot on which the town of Milwaukie stands, but passed it up as unsuitable. In his diary (Oregon Historical Quarterly, V. 17, p. 265, September 1916) he made the following entry on Thursday, September 25, 1834: "Started 8 hours and come over bad roads very slow to the fall of the Willamette, and thence to the Clackamas River, forded it and crossed the prairie which we wished to see but think it will not answer our purpose."

The passing of the Clackamas as an Indian nation of importance was not only due to the influence of the whites but also to the virtual extermination of the fur-bearing animals on which they depended for a livelihood and to the diminishing number of buyers of pelts. At the time of the founding of Milwaukie there was only a mere handful of Clackamas Indians left.

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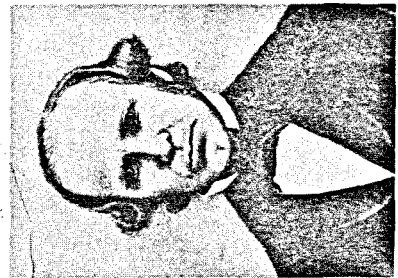
II. A Town is Born

The site of Milwaukie must have been an attractive spot long before a town was founded there, since it was chosen as a preaching ground on which to reach to Clackamas Indians. An account of Meek's and Newell's visit to Oregon in 1840 is pictured in this manner: "Meek immediately applied to Mr. Waller for some provisions, and received for an answer that it was 'Sunday'. Mr. Waller, however, on being assured that starving was no more agreeable on Sunday than a week day, finally allowed the emigrants to have a peck of small potatoes. But as a party of several persons could not long subsist on so short allowance, and as there did not seem to be any encouragement to expect more from the missionaries, there was no course left to be pursued but to make an appeal to Fort Vancouver. To Fort Vancouver then Newell went the next day and returned the following one with some dried salmon, tea, sugar and sea-bread" (Victor, Frances F., River of the West. Hartford, Conn. 1870, p. 204).

The first white man to establish residence on the spot where Milwaukie now stands was Andrew Fellows. Not much is known about him, except in 1845 he built a cabin on the bank of the Willamette, near what is now the foot of Jefferson Street. He did not remain settled, and what became of him is not recorded, though it is supposed that he left for California at the news of the gold discovery there.

The founder of Milwaukie is Lot Whitcomb, who was born in Rutland, Vermont, on April 23, 1806, and died at Milwaukie, March 31, 1857. Nothing much is known of his parentage, childhood or youth. In the early 1820's he married Miss Irene Chamberlain in his native state, exact date not known, and soon thereafter emigrated to Coldwater, Michigan, and from there to Kankakee, Illinois. He represented Cook County in the legislature, built a canal between Kankakee and Chicago, and in 1846-7 read the account of the Oregon Country written by Joel Palmer, who had just returned from the Willamette Valley. The revelations of the tale "Palmer's Wagon Train" fired him with a desire to come west. In this he was spurred on by his belief that his wife's health depended on a change of climate, though in the end she outlived him 17 years, dying in 1874. In March 1847, Lot Whitcomb left Illinois, captain of an emigrant train of 147 wagons. He himself had seven wagons, each drawn by five yoke of oxen and filled with household goods, including furniture and carpets. He also carried along tools and a set of sawmill irons. His family carriage, in which were his wife and three daughters: Mary Jane, born April 7, 1831; Elvira, born July 23, 1835; and Queen Victoria, born May 30, 1845, was drawn by two span of horses. In the train he led were the Powell, Mulkey, Oaf, Jennings and Burkhart families. The trip took seven months and 21 days and Lot Whitcomb arrived in Oregon City in November 1847. He remained here awhile, spending much of his time in looking around for a good place to settle and a site for the sawmill he had in mind to start.

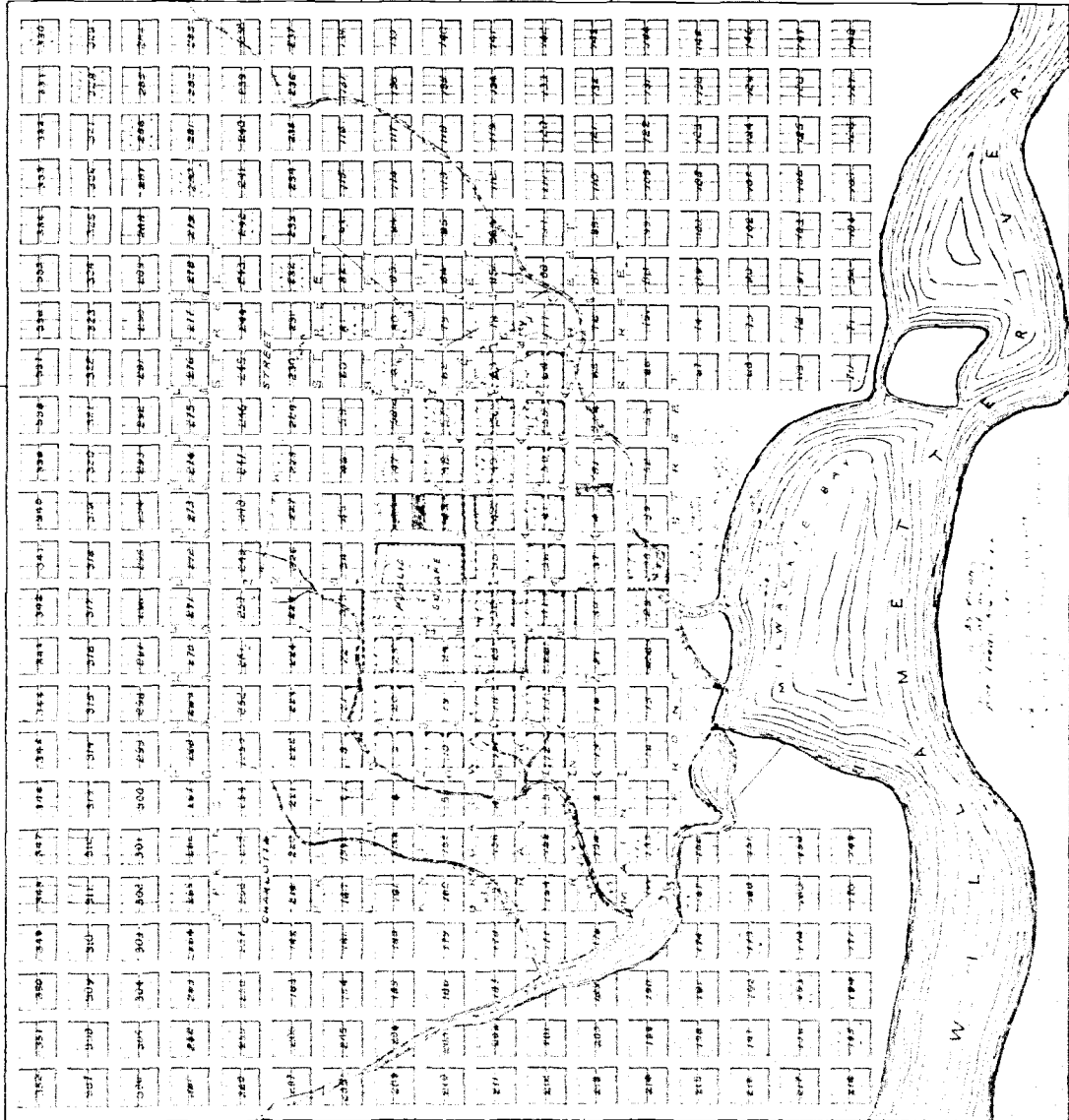
PLAN OF THE TOWN OF MILWAUKIE WITH A CHART OF THE WILLAMETTE RIVER



ZUVIE'S ISLAND
MILWAUKIE RIVER

SCALE PER PLAN
1" = 100'

CONCEDED BY THE GOVERNMENT



21st Street
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99th Street
100th Street

Filed for Record June 21st 1865
J. W. Bacon Recorder
Recorded on page 108 and 109 in Book 16 of
Books for Deeds for Washington County, Oregon
August 29, 1865 J. W. Bacon, Recorder.

Lot Whitcomb (insert) and his town; Plat filed, 1865, after his death.

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He found the spot he sought late in 1847, where Johnson Creek empties into the Willamette River. Johnson Creek was named by United States Army surveyors after William Johnson, original settler on the Mount Scott donation land claim, now a part of the City of Portland. The Whitcombs occupied the shack. Andrew Fellows had left until a dwelling could be built, and Lot Whitcomb filed on the land Fellows had deserted. Johnson Creek furnished the water power for Whitcomb's sawmill, which was constructed during the spring and summer of 1848.

Whitcomb had as his partner in his sawmill venture his son-in-law, William Torrence, who had married his eldest daughter, Mary Jane. Scarcely was the mill running, when the brig 'Honolulu' arrived with the news of the California gold discovery. Men forsook their occupations and joined the rush for the mines, but Whitcomb foresaw that lumber would now have a fine market and remained by his mill. It soon turned out that his judgment had been correct, for the demand for lumber at San Francisco, for mining timbers and sluice boxes, sent prices skyward. The result was that he prospered but other mills also sprang up all over the country. George Wills, his son, Jacob Wills, and his son-in-law, Edward Long, built a mill on the homestead Wills had taken up on Johnson Creek on their arrival in Oregon in 1848, on the spot where the Willsburg station was located, and still later a well-known furniture factory. No difficulty was experienced in disposing of all the lumber that could be cut, most of it going by vessels to San Francisco. On December 13, 1849, the 'Oregon Spectator' claimed that four sawmills were operating or would be operating at Milwaukie. However, in the severe flood of 1849-50, most of the mills were swept away. Lot Whitcomb's mill was one of the few that escaped injury in the rush of high water.

Lot Whitcomb was a man of great energy. His mill had not been running long before he became the agent for all the lumber manufactured in the region, including Oregon City. From the first, he had held the opinion that the small settlement that had grown up about his mill would some day be a great city, since the place was at the head of navigation on the Willamette, the Clackamas Rapids forbidding big ships to go past that point. He and Torrence established a grist mill in connection with their sawmill, then, early in 1849, a commissioned Joseph Kellogg, who was born in Canada, June 24, 1812, had crossed the plains to Oregon in 1848 and had taken up a donation land claim next to that of Lot Whitcomb, to build a schooner to carry lumber and flour to the San Francisco market. Kellogg constructed a crude shipyard near the Whitcomb sawmill site and went to work on the vessel. When the schooner was completed, it was loaded with lumber, flour and bacon and, commanded by Captain William Kilborn and carrying 30 passengers, sailed south. In San Francisco, the entire cargo was disposed of at fabulous prices, enabling the partners to buy the brig 'Forrest'. After that, the saw-and-grist mill at Milwaukie worked day and night, the sawmill producing 6,000 feet of lumber daily in 12 hour shifts, most of it in three inch planks, which were sold at the Whitcomb wharf for \$100 per thousand feet. Soon the partners were able to increase

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their shipping facilities by buying the brig 'Lausanne', which had carried the missionary, Jason Lee, and his "Great Reinforcement" up the Columbia in 1840. The 'Forrest' and 'Lausanne', loaded to the gunwales on their trips to California, sold lumber at the amazing price of \$200 per thousand feet, and, when a fire gutted the city of Sacramento, disposed of a cargo for the unheard of price of \$300 per thousand feet. Besides this, the partners did a brisk business in hog products and foodstuffs in general, and had a crew of woodsmen hewing square timbers for them in the woods, for gold mining demands.

The community that had sprung up about the Whitcomb & Company enterprises meanwhile had been growing and, in the latter part of 1849, Whitcomb, Torrence and Kellogg, platted the place. Whatever Whitcomb's dream about it, it was no great shakes as a town. Houses and shacks were of raw lumber, unpainted and crude. Streets were narrow, muddy and full of stumps, with miry puddles in which hogs wallowed. Cattle roamed at large. But there was virile life in the primitive settlement, and its position as the future metropolis of the Oregon Country seemed assured. Whitcomb named it Milwaukie (Milwaukee, as it was often spelled at that time), after Milwaukee, Wisconsin. He was the prime mover in all its affairs. Inevitably position and leadership were thrust upon him, to be for the most part relinquished. He was elected Justice of the Peace, but resigned shortly. He side-stepped an appointment as probate judge. His passion was for Milwaukie, and its progress and business took all his time. By the fall of 1850, Milwaukie had grown to boast of two hotels: the Milwaukie, W. R. B. Cotton, proprietor, and the Willamette, owned by Sanburn and May. Bostwick and Fuller operated a sheet iron and copper plate works; Stephen Goff was making boots and shoes; there were, besides, several general stores, saloons and taverns, also a school, while church services were held in a private residence.

(Data largely from files of the Oregon Spectator, Oregon City, the Western Star, of Milwaukie, and the Oregon Free Press, Oregon City, for the year 1850.--HSR)

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III. Public Expression: Western Star

It was natural that a newspaper should appear. As it happened, it came about by a chain of lucky circumstances. In 1850, Lot Whitcomb was in San Francisco on business connected with the building of a steamboat he had planned for his beloved town. In the course of his activities he ran across John Orvis Waterman and Willard Davis Carter, passengers on the bark 'Louisiana', who had with them a printing press and materials for a newspaper. He forthwith hired them to go north with him and launch a weekly publication in Milwaukie. Both men were practical printers, from the state of Vermont. Waterman, according to the late George H. Himes, curator of the Oregon Historical Society, was born about 1826, was five feet eight inches tall, slight of build, sandy and weighed in the neighborhood of 145 pounds. He moved from Milwaukie to Portland, was postmaster there for one year and probate judge for one term. He was twice married. The last twelve or fifteen years of his career were spent north of the Columbia River, in Klickitat County, Washington, where he was a school teacher. Carter, by the authority of Harvey W. Scott's History of the Oregon Country, was born at Barry, Vermont, September 28, 1828, and died in Portland, Oregon, December 28, 1897.

Waterman and Carter launched the first issue of the 'Western Star', November 21, 1850, with the financial aid and guidance of Whitcomb, who was nominal owner. The editorial masthead bore this notice: "The Western Star is published every Thursday by L. Whitcomb. Terms invariably in advance. For one year, per mail, \$7.00; for six months, \$4.00; single copies for sale at the office. Advertising--One square (twelve inches or less) two insertions, \$2.00; for every additional insertion, \$1.00. A liberal deduction to yearly advertisers. The number of insertions must be distinctly marked on the margin, otherwise they will be continued until forbid, and charged accordingly. W. D. Carter & J. C. Waterman, Printers."

The first editorial, written by Waterman, ran as follows: "In assuming the responsibilities of editor of this paper, we are well aware of the task we have undertaken to perform; but we enter upon the discharge of our duties cheerfully, with a strong hope that our labors may prove beneficial to the best interests of our territory. We can assure our readers that no pains will be spared to make our paper useful and worthy of the support of a liberal community. All our energies are embarked in the enterprise, and our head, heart and hands will be devoted to the work. For an explanation of the course which we shall pursue we refer our readers to our Prospectus in another column--they will then find the course marked out which will govern us in conducting the paper."

The Prospectus ran: "In politics we are Democratic--and shall be governed by the principles of Jeffersonian Democracy--advocating measures, not men. In regard to the progress of the free institutions with which our country is blessed, we, standing at this point of time,

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looking back at that generation which has gone by, and forward to that which is advancing, we may at once indulge in grateful exultation and cheering hope. From the experience of the past we derive instructive lessons for the future. Of the two great political parties which have divided the opinions and feelings of our country, the candid and just will now admit that both have contributed splendid talents, spotless integrity, ardent patriotism and disinterested sacrifices to the formation and administration of this government, and that both have required a liberal indulgence for a position of human infirmity and error.

"We live in an age of improvement and advancement; every day brings about new themes for the statesman, the philosopher and the philanthropist. And while we view with pleasure the rapid strides in advancement which are being made by the old states, we cannot but be alive to those being made in our new territory. We look with pride upon the improvements and enterprises of Oregon. We see the forests day by day giving evidence that the hardy pioneer is busy letting in the sunlight of day while--

'Hills o'er hills lift up their heads of green,
With pleasant vales scooped out and villages between.'

"We see the rich soil made to teem in abundance by the tillage of our farmers, and our commerce bidding fair to whiten every ocean.

"We have every reason to feel proud of our future home. The destiny of Oregon, the young giant of the west, is onward, and the short time since her settlements were commenced has amply proved that people abroad are not insensible to the natural advantage she possesses. Abounding in mineral wealth, rich in agriculture, possessing every facility of water communication with the Pacific Ocean by the noblest rivers in the known world; and blest with a climate, which, while it restores health to the invalid, give the healthy an earnest protracted health. With all the advantages we enjoy, who shall say that we do not possess all the elements requisite for a great commonwealth, unsurpassed by any state in the Union? Or who shall set bounds to our advancement and prosperity? For the benefit of strangers and business men abroad, who may wish to subscribe or write for our paper, or having other business matters, will find us located upon the Willamette River, about half way between the two flourishing towns, Oregon City above and Portland below..."

The first issue of the Western Star, besides the above, carried a variety of information and a considerable amount of advertising. Israel Mitchell, who appears to have been a surveyor, a lawyer, a judge, a pioneer ferryman and a presiding officer of the Young Men's Lyceum Association, figured prominently in its pages. There was this advertisement: "New Line of Packett Ships From Milwaukie, Oregon, to San Francisco, California, Comprising fast sailing Coppered and Copper

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Fastened Barks 'Ocean Bird, T. A. Hall, Master; 'Keoka', D. W. Hall; 'Louisiana', G. W. Roberts.

"We shall be prepared at all times to receive on board, or in store, at Milwaukie, Oregon, or San Francisco, California, Goods, Wares, Merchandise, Lumber, Agricultural Products, etc, etc. Also to transmit remittances, make purchases, or dispose of all kinds of property, left in their charge, to the best advantage.

"No detention can happen in the river navigation on account of winds to this line as they will be towed by a steamer from and to the mouth of the Columbia to Milwaukie.

"For freight or passage, apply to the Captain on board, or to Lot Whitcomb, Milwaukie, Oregon. Messrs. Dewey and Hester, San Francisco. Milwaukie, Oregon, November 20, 1850."

The 'Western Star's' crowning announcement in its first issue was, however, this: "Milwaukie, as a town, is but little more than a year old and numbers more than five hundred inhabitants with fair prospects of a rapid increase. There is in this place a good school, post office, tin shop, cabinet manufactory, shoe shop, blacksmith shop, three stores, printing office, warehouse, three taverns, two sawmills, a sawmill and grist mill being built, also a steamboat for the river navigation between Oregon City and Pacific City, touching at every point where there is business. W. L. Hanscom, master builder, to whom great credit is acknowledged due, by everyone who has examined the same, has kindly furnished us with a statement of her dimensions which are as follows: Length, 160 feet; Beam, 24 feet; Depth of hold, 6 feet 10 inches; Breadth over-all, 42 feet 7 inches; Dip, 1 foot 8 inches; Draft of Water, 3 feet 2 inches. She is to be fitted with berths in after and lower cabins, and State Rooms in Ladies' cabin and on the Guards. She is well arranged for the accommodation of passengers--a fine model, and no pains have been spared to make her strong and well adapted to the wants of the country. She will be ready for launching about the 20th of December next."

Thus the editor of the 'Western Star' told in print what most of the community of Milwaukie knew--and what the rest of the Oregon Country knew--that Lot Whitcomb had engaged in his great venture, the building of a steamer which might compete with the sidewheel steamboat 'Columbia', launched at Upper Astoria, July 3, 1850, which already dominated the expanding freight and passenger service on the Columbia and Willamette rivers.

In spite of the successful launching of the 'Western Star', its career in Milwaukie was short lived. On February 27, 1851, Lot Whitcomb, who was always pushed for money with which to finance his ever expanding business ventures, found himself forced to sell his newspaper to Waterman and Carter to square what he owed them in the matter of wages. Soon the two printer-partners began to doubt that

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Milwaukie would forge to the front as a great seaport, and grew anxious about the future of the 'Star'. They imagined that their paper would stand a far better chance of success in Portland. To avoid complications in respect to what the citizens of Milwaukie might think, or do, to prevent the 'Star' from leaving their community, the partners arranged to remove their plant in the dead of night, doing the job on June 5, 1851. In Portland they changed the name of the paper to the 'Oregon Weekly Times'."

"Milwaukie is the seat of the third newspaper published in Oregon and the first outside of the territorial capitol at Oregon City. The Western Star made its first appearance on November 21, 1850. It was published here for six months with Lot Whitcomb as proprietor, John Orvis Waterman as editor and Willar Davis Carter as printer. In May of 1851, Whitcomb sold the paper to Waterman and Carter who moved it to Portland where it became the Oregon Weekly Times.

Milwaukie was without a newspaper thereafter for a long period, over half a century; but finally, Charles Ballard started The Milwaukie Bee in May 1906. It was later moved to Sellwood. It was published in Sellwood by Charles T. Price and served both communities for a time. The name was changed to the Sellwood Bee, and it is still published there. Recently the name has been changed to the Sellwood-Moreland Bee.

Captain James Shaw started The Milwaukie Record about 1908, and it ran until April 1911, when it was succeeded by The Milwaukie Appeal. A little daily, The News, came in 1908 and was appearing as a twice-a-week paper in January 1910, with W. E. Thresher as editor and proprietor. C. W. Barzee started the Alliance, a semi-monthly socialist publication, in 1912, but it soon dropped out. On September 4, 1912, a disastrous fire swept Milwaukie. The newspaper plant of the Milwaukie Appeal was burned and publication of the Appeal was not resumed.

The Milwaukie Press made its appearance in the latter part of April 27, 1923, its first anniversary number, that publication began April 14, 1922, as the North Clackamas News. The name was soon changed to the Review with George A. McArthur publisher. McArthur continued the Review until 1926, when C. O. Wilson, a former Intertype salesman, took hold and remained until 1930, when S. L. Burton purchased the paper. J. C. Hinshaw succeeded Burton in 1941, and in 1947 sold the paper to editor-publisher, Edward A. Donnelly. Monroe Sweetland's ownership was from 1954 to 1962, when it was purchased by a company with Dale Johnson as editor. The present publisher is Tom Holmes, whose incumbency dates from May 1, 1964.

The Oregon City Enterprise-Courier, September 14, 1950, Section Three, Page 6.

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IV. Transportation: The 'Lot Whitcomb' of Oregon

Lot Whitcomb's plan to build a steamer of his own for his town of Milwaukie was probably born when he learned that Astoria was launching the steamboat 'Columbia' to further her shipping facilities. His determination to go ahead and construct the vessel was hastened by the fact that Portland, founded in 1846, was growing fast and rapidly becoming a rival of Milwaukie to be reckoned with. He figured that he could advance the growth of his town and retard that of Portland if he could build a steamboat which would take care of Milwaukie's shipping and ignore that of Portland. Accordingly he associated himself with Samuel Simpson White and Berryman Jennings in his steamboat enterprise. S. S. White, after crossing the plains, had arrived at The Dalles, October 6, 1845, settling close to Oregon City. He was born in Butler County, Indiana, December 11, 1811, and was married to Miss Huldah Jennings in Warren County, Illinois, May 6, 1831. Berryman Jennings was born in Jessamine County, Kentucky, June 16, 1807, and died at his home in Jennings Lodge, Oregon, December 22, 1888. He moved from Kentucky to Iowa in 1828 and engaged in teaching, crossed the plains to Oregon in 1847, went to California in 1849, then returned to Oregon. He became a member of the Oregon legislature in 1860 and later registrar of the Oregon City land office. He married twice-- first, Lucinda White, in 1837, in Warren County, Illinois, who died while crossing the plains, leaving a son, Edward; (Lucinda, the wife of Berryman Jennings, died while crossing the plains; also an infant daughter died during the same trip--Mrs. Florence Jennings Mason) later Martha Pope, at the home of Governor Abernethy at Green Point, Oregon, in 1850.

The three partners in the steamboat building enterprise realized that they could easily build the hull of the vessel at Milwaukie but that the machinery would have to come from the east. Therefore, Lot Whitcomb and S. S. White went to San Francisco on a sailing packet, since the gold excitement there attracted ships loaded with everything imaginable from all the Atlantic ports. They arrived during the summer of 1850, hoping to lay hands on the engine, boiler and other machine parts needed for their steamboat. While looking around, Lot Whitcomb ran across Captain J. C. Ainsworth, who was waiting to assume command of a Sacramento River steamer, then under construction, and persuaded him to come north with him to command his planned Milwaukie boat, at a salary of \$300.00 per month. J. C. Ainsworth was born in Warren County, Ohio, June 6, 1822, and died near Oakland, California, December 30, 1893. When young, he entered the steamboat business on the Mississippi and rose to be master. He later became one of the greatest figures in Oregon steamboat and transportation circles.

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While Lot Whitcomb was negotiating with Ainsworth and Kamm for their services, the bark 'Louisiana' arrived from New Orleans with the French made engines for the Sacramento River steamer, which Ainsworth had been slated to command, and Lot Whitcomb bought them for \$15,000 before they were even unloaded. On the 'Louisiana' serving as super-cargo, was W. H. H. Hall, and Whitcomb hired him to come to Milwaukie with him and help him with his planned steamboat. Hall later became the pilot of Whitcomb's vessel and remained with it almost all the time the boat ran in Oregon waters, then went to Vermont to live.

Lot Whitcomb, S. S. White, Ainsworth, Kamm and Hall went north in August 1850, with the acquired machinery. Arrived at Milwaukie, Jacob Kamm, with a helper named Blakesly, got ready to install the machinery in the hull of Lot Whitcomb's boat, which was already under construction. But first the two had to make the tools with which to work. The boilers, bought in San Francisco, were shipped in 21 pieces, and these had to be put together. The job went along well, and the hull, which was under the supervision of W. L. Hanscom at the shipyard of S. Kimball, was so far along in construction that the 'Western Star' of December 12, 1850, printed this notice:

"We are requested by W. L. Hanscom, under whose direction the steamer is being built, to say that she will be launched on Wednesday, the 25th inst. at 3 o'clock P.M." The same issue of the 'Star' carried this announcement: "At a meeting of citizens of Oregon City, held by invitation, at the House of Representatives, on the evening of the 6th instant, for the purpose of naming the steamboat now being constructed at Milwaukie, Capt. Wm. K. Kilborn was called to the chair, and Asahel Bush, appointed secretary Gen. A. L. Lovejoy, Hon. H. Campbell, Hon. W. W. Buck, Gov. Gaines and Capt. Kilborn were appointed a committee to select and report a suitable name for the steamer. Committee retired and subsequently reported the name 'Lot Whitcomb of Oregon', which was accepted and adopted by the meeting. Governor Gaines, Hon. Samuel Parker and Hon. H. Campbell were appointed a committee to acquaint Capt. Whitcomb with the action of the meeting and respectfully request him to adopt the name recommended. A committee of three consisting of Capt. Kilborn, Gen. Lovejoy and N. Ford, Esq., was appointed to procure an appropriate suite of colors for the boat and present them to Capt. Whitcomb. On motion it was voted that the proceedings of this meeting be signed by the officers, and published in the 'Spectator', 'Star' and 'Oregonian'. Wm. K. Kilborn, Chairman; Asahel Bush, Secretary."

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In due time, Lot Whitcomb was notified about the name chosen, and he gave a grateful acknowledgement to the press. As to Kimball's shipyard where the 'Lot Whitcomb' was built this advertisement in the 'Western Star' of December 5, 1850, is illuminating:

"S. Kimball. To Owners of Ships, Steamers and Smaller Vessels, the undersigned informs the Public, that having engaged the Ship-Yard at Milwaukie, he is prepared to build or repair Ships, Steamers, Launches, Yawls, etc., etc. All vessels built or repaired at this yard shall be well done and on the most reasonable terms. He respectfully solicits a share of the Public patronage. S. Kimball. References--Lot Whitcomb, Milwaukie, O. T., W. L. Hanscom, Esq., Master Builder of the Steamer now being built here; also Capt. G. W. Gunnell, Major Coffee, S. B. Inspector, G. M. Burnham, Esq., of California."

The launching of the 'Lot Whitcomb' is well told by John Orvis Waterman in the 'Western Star' for December 26, 1850:

"Christmas--Sad Accident--Launch of the New Steamboat.--This morning commenced most beautifully--the atmosphere was pure and life giving, and its temperature mild and lovely. The smiling sun of heaven shed its golden beams upon our beautiful valley, and everything in nature seemed to harmonize with the high hopes and fond anticipations of our citizens, who were celebrating the event of Christmas in various ways.

"But one who commenced the day full of vigor and in manhood's prime, and who little suspected that danger lurked in his path, was destined to be snatched from among us in an instant and taken to 'that bourne from which no traveller returns: Captain Frederick Morse of the schooner 'Merchantman', while in the act of touching fire to a cannon, was instantly killed by the bursting of the fuse, which was blown into atoms and its fragments scattered about for some distance, injuring no one, however, but Capt. Morse. A fragment of the gun struck him in the neck, below the jaw, carrying away one-half the contents of the neck, breaking the vertebra of the neck and lower jaw. Thus it is ever with us mortals--truly 'in the midst of life we are in death'; Capt. Morse was a man who had acquired many warm friends here, and whom a short acquaintance with had strongly prepossessed us in his favor--and his untimely fate has cast a gloom over our minds which we cannot easily dispel. He leaves a family, we understand, at Newbern, North Carolina.

"This being the day of the launching of this new and beautiful steamer, which has been built here within the last few months, naturally called together a large assemblage of people from the surrounding country to witness the launching of the steamer, the product of the enterprise and energy of one of our most worthy citizens, which must be of incalculable benefit to the interests of Oregon.

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"At about 3 o'clock P.M., everything being in readiness, and a goodly number on board, she was cut loose from her fastenings, and slid from the stocks into the water, like a meteor from the heavens. Everything being so well arranged she went off without any straining of the boat, or any other damage or accident. Great credit is due to the constructor, Wm. L. Hanscom, for the fine model and workmanship manner in which she has been built, and also for the nice arrangement perfected for the safe and expeditious launching, which we had the pleasure of witnessing.

"His Excellency, Gov. Gaines, christened her 'Lot Whitcomb, of Oregon' just at the instant she struck the water, and made a few well-timed remarks--and Major Kilborn, soon after, presented the beautiful set of colors from the citizens of Oregon City to Capt. Whitcomb, for the steamer, accompanying the act with some pertinent remarks, both of which speeches were responded to by Capt. Whitcomb in his usual and happy style. The splendid Vancouver Brass Band was present and added much to the pleasantness of the occasion by playing in most excellent taste, "The Star Spangled Banner", "Hail, Columbia", "Yankee Doodle".

"Evening--The Ball in honor of the Launching of the new Steamer came off in good order, and was numerously attended. The Vancouver Brass Band furnished excellent music, and supper was served in good style by Charles Sanburn of the Milwaukie Hotel. Dancing was continued to a late hour, when the company dispersed.

"The funeral of Captain Morse was well attended, but his tragic death was not able to stop the launching festivities. He was an Odd Fellow, and the Milwaukie Lodge followed him to the grave in a body. Captains, mates and sailors of vessels in the river also came to the burial. After it was all over, shipmasters of craft berthing or anchoring in the vicinity published a card of thanks in the 'Star', acknowledging to Lot Whitcomb and the town in general the kindness and attention paid their late friend and brother, Captain Frederick Morse.

"But the settlers who had come from all over the Oregon Territory to have a good time were not disappointed. The celebration went on as per schedule. Times were good, gold was plentiful, and all had money to spend. Therefore Milwaukie kept open house. The town felt sure now that their steamer had put them on the map for good. They did not think that Oregon City would ever amount to much because of the Clackamas Rapids and the Falls. Portland, they were sure, with only the casual freight and passenger service the steamer 'Columbia' could give them, would have to take a back seat in the race for supremacy among river towns. Captain Whitcomb's idea was that any ship able to clear the bar at the mouth of the Columbia, and able to navigate the Willamette, would find water deep enough for berthing and anchorage at or near Milwaukie.

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Universal opinion was that some day the town would be a great metropolis of thousands of people."

In the 'Western Star' of January 2, 1851, appears this notice: "Card--Previous to the launching of the Steamer 'Lot Whitcomb, of Oregon', the citizens of this town and vicinity made a request that they might be allowed to get out and fix the ways for said launch, which was granted. The promptness and alacrity with which it was executed by them under the direction of Daniel Trullinger, whose indefatigable attention during the whole time merits more than ordinary commendation, adds another proff of the readiness of the citizens on occasion to render every assistance in their power freely to forward any improvements for the public good without solicitation. I would here, and in this way, tender them my most grateful acknowledgment for this timely and needed assistance they so cheerfully rendered on that occasion.--Lot Whitcomb, Milwaukie, December 27, 1850."

There was, though, a serious financial side to the building and launching of the 'Lot Whitcomb' which presented many difficulties to the three partners sponsoring the venture. Whitcomb, White and Jennings frequently were so hard pressed for funds that their workmen had to wait for their wages and often had no money with which to pay their board and lodging. Some workmen had to wait for their pay until the steamer was launched and was able to earn the funds with which to discharge the debts. The wages of J. C. Ainsworth accumulated until the amount was \$2000, for which he took an interest in the vessel. The designer and supervisor of the construction of the hull of the 'Lot Whitcomb', Wm. L. Hanscom, had so much back pay coming that he was allowed to take charge of the boat until he could be paid. The wages of Jacob Kamm also accumulated. Altogether, it was figured that the cost of the completed 'Lot Whitcomb' was \$55,000.00.

To ease finances the three boatbuilding partners formed a syndicate, the first on record in Oregon, and induced the successful Oregon City merchant, George Abernethy, to head a stock subscription list in which settlers of the Willamette Valley and others were asked to put their names down for whatever amount of money, or the equivalence in farm products, they thought they could spare--the sums to go to help construct the 'Lot Whitcomb'. Among subscribers were Robert Newell, of Champoeg, \$2,000; Sidney W. Moss, of Oregon City, \$3,000; Robert Canfield, Hiram Clark, Alonson Beers, and Jacob Hunsaker, all of Oregon City, Thomas Hubbard, of Yamhill County, and Walter Pomeroy, of Polk County. Produce pledged instead of cash was given to creditors of the 'Lot Whitcomb', or sold for their benefit.

On January 16, 1851, the 'Western Star' informed the public that the newly launched 'Lot Whitcomb' would probably get up steam and make her maiden voyage to Astoria on January 22. This did not come to pass, but on January 25, 1851, the new steamer made her first trip, a pleasure jaunt for invited passengers. Editor Waterman, of the 'Star', wrote about it in the issue of Feb. 5, 1851, page 2, column 2 and page

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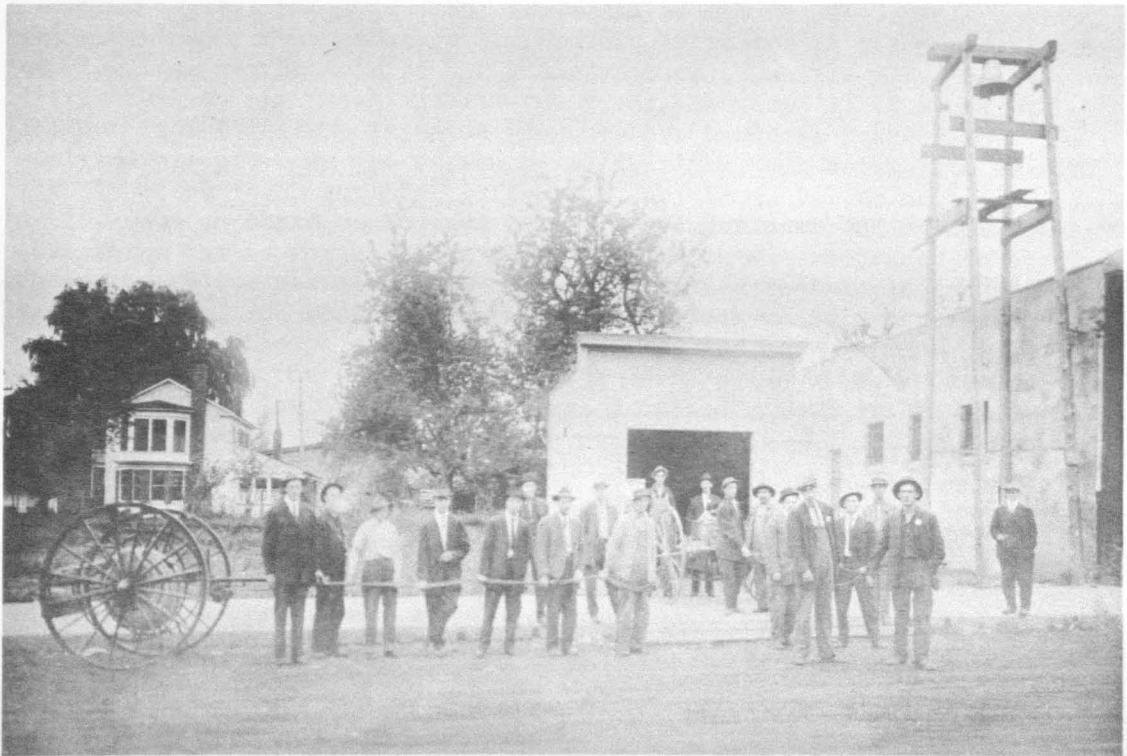
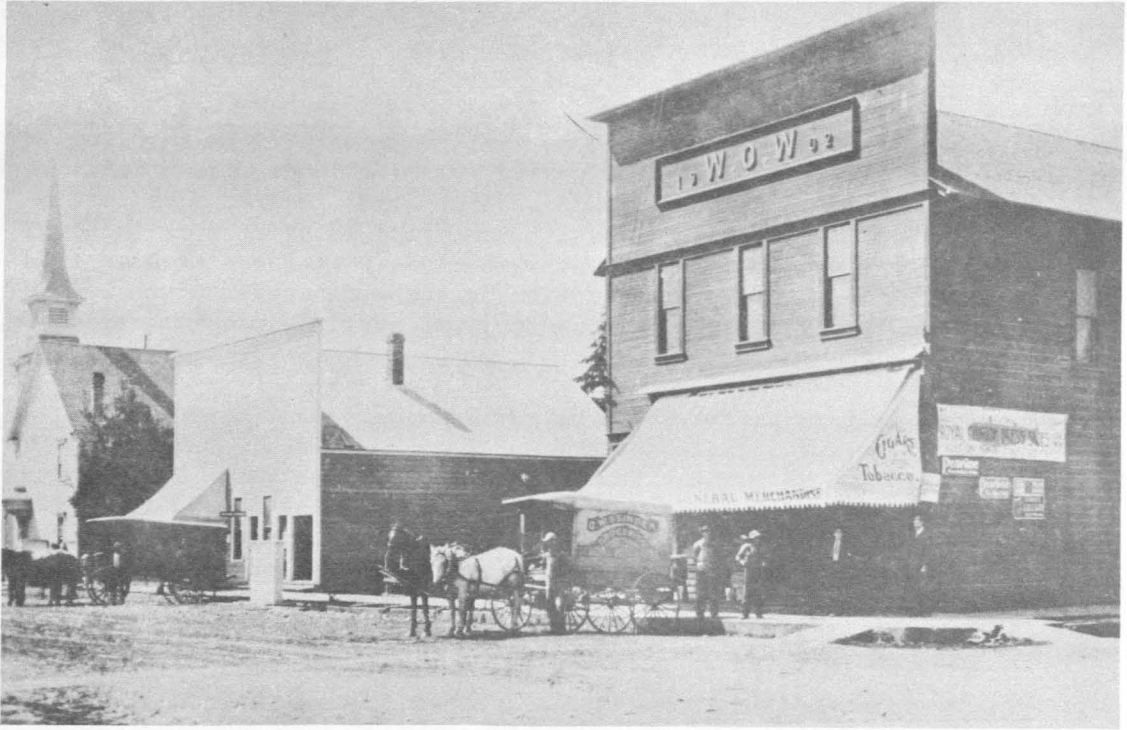
3, column 4:

"By the politeness of the gentlemanly proprietor, Capt. Whitcomb, who extended us an invitation to join the pleasure party on the new Steamer 'Lot Whitcomb' of Oregon, on her first trip down the rivers, we were permitted to enjoy the pleasures of the excursion. The party was composed of ladies and gentlemen from Oregon City, Milwaukie, Fort Vancouver, Cathlamet and Pacific City. On the evening previous to leaving Milwaukie, the party assembled aboard, partook of refreshments and enjoyed a dance in the cabin throughout the evening. The Steamer left Milwaukie at about 11 o'clock A.M., on the 25th of January, and made her trip to Portland, 6 miles in 25 minutes, stopping in Portland about an hour, we turned and backed up the river above Portland a short distance and passed down by the town--and as we passed the steamer 'Gold Hunter', Capt. Hall gave us a gun and three hearty cheers. Portland has so much advanced in improvements, since we were there four months ago, that we should have hardly known the place. It shows evidence of prosperity, which we were extremely happy to see in every town on Oregon.

"From Portland, we proceeded down the Willamette, passing Milton on the way, to the junction of the Willamette and Columbia, thence up the Columbia six miles to Vancouver--where on our arrival we were saluted by the thunder of cannon from the Fort, and friendly greetings of the citizens of that place. Stopping here for the night, the evening was passed in a most pleasant manner--the company being entertained by excellent music of the Vancouver Band until a late hour. Vancouver is pleasantly situated on the Columbia, six miles above the entrance of the Willamette. It appears to be a good location; and it is the headquarters of the trading establishments of the Hudson's Bay Company. It is also a mighty station of the U. S. Army, where government has built several large buildings the last summer for the use of the officers and soldiers stationed there.

"The mild weather, the beautiful level woodlands and the first green grass which is here visible, presented to the eye a most striking contrast with Mt. Hood looming up in majestic grandeur in the distance, with its towering summit capped with eternal snow. We were forcibly struck with the view of that extensive valley between the Willamette and the Columbia, as viewed from this place. When this beautiful valley is peopled and cultivated we doubt whether it can be surpassed by any farming country in the United States, the Mohawk and Hudson river valleys not excepted.

"At this place, Col. Porter, Lieut. Lane, of the U.S.A., Judge Short and others joined the party. Leaving Vancouver at 11 o'clock, A.M., on the 26th, we proceeded down the river to St. Helens, where we halted and left A. E. Wait, Esq., and the mail for that place. From thence we glided on our course down the broad and deep Columbia, enjoying the wild and novel scenery, which the river and the surrounding country represented.



(Above) Main Street at Jefferson, looking South.
(Below) Volunteer Fire Department drill on Monroe Street;
Lewelling House in background.

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On arriving at Cathlamet, we took on board Judge Strong of the U. S. District Court, who joined our party. Cathlamet (Burney's) is situated on the north bank of the Columbia, about 75 miles below Vancouver, and contains from 15 to 20 buildings. Judge Strong has commenced clearing here, and is about to erect a dwelling house, and make this place his home. May success crown his efforts to serve Oregon in the capacity of a judge to administer the laws, as well as his labors to cultivate the soil.

"On reaching the vicinity of Woody Island it grew dark, and a strong wind blowing, we anchored for the night. During the night we experienced heavy squalls, and our anchor dragged at one time so considerably that it was deemed prudent to get up steam to keep from drifting on shore. Serious apprehensions were, for a short time, entertained, for the safety of the boat and the passengers on board, by those who were not asleep, but as soon as the efficient engineer informed us that 'steam was up', our fears vanished and 'all was well'. On the morning of the 27th we got underway and on arriving at Astoria, we were saluted by the land-booming cannon. The U. S. Pacific Mail Steamer 'Oregon', having just arrived, we received, from the gentlemanly purser, files of late California papers. Astoria is well known as being the first settlement of the white men in the territory. It was for many years the principal trading post of the Northwest Fur Company. The location of this place, so near the mouth of the Columbia, will assure its growth and advancement as the country increases in trade and commerce, and the same may be said of her younger sister, Pacific City, a thriving little town on the north side of the river, and some 18 or 20 miles distant from Astoria. It has a good harbor, known as Baker's Bay. We visited this place on the afternoon of the 28th, but being late we did not any of us land; but the citizens of the place, to the number of 12 or 15, came on board, exchanged friendly salutations, and on leaving gave three cheers for the 'Lot Whitcomb', which was responded to by three cheers for Pacific City. Then we returned to Astoria and anchored for the night. On Tuesday morning at 11 o'clock we left Astoria on our return. Although we had strong ebb tide and heavy wind against us, we made good progress, and arrived at a point a few miles below the entrance to the Cowlitz, where we were detained some hours in procuring wood. While wooding up, some of the party went on shore, and set about turning over stones, breaking them and digging up dirt, when lo! very large specimens of gold, from 1½ lbs. down to buckshot, were exhibited to the gaze of the party on board. Col. Richmond was apparently the holder of the big lump. Some, for a time, gave credit to the idea that gold had actually been found there, but it was more generally believed to be a good natured hoax--and so it was--the gold having been held in the hand while digging, and besmeared with dirt, so as to have the appearance of being found on the spot. It was finally concluded by all hands to be a fair offset to Gold Bluff and Klamath diggings, and thus ended a very good joke which furnished amusement while stopping to wood up.

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"From this place we made a quick passage to Fort Vancouver, where we arrived near dark, and stayed there over night. In the evening most of the party attended a ball given by the officers of the army, which we heard spoken of in high terms by those who were in attendance. We left this place early in the morning of the 30th, stopping at Portland to take on freight and passengers. On coming up with the bark 'Louisiana', two miles above Portland, she took her in tow and brought her up to Milwaukie with ease, against a stiff current.

"On the speed of the boat, when timed at different points, made good time. She made fourteen miles an hour up the Columbia against a strong current on one occasion. We understand that the proprietor is so well pleased with the boat that he has made the master constructor, Wm. L. Hanscom, the handsome present of \$1,000. On the whole we had a very fine excursion. Those having charge of the boat were assiduous in their endeavors to make everything agreeable and such tables as were set would do credit to any steamboat or public house in the states. Nor were those of the pleasure party lacking in their endeavors to render the trip most pleasant and agreeable. The feast of wit and flow of soul was enjoyed throughout the trip. His Excellency, Gov. Gaines, and daughter, Sen. Hamilton, secretary of the Territory, and daughter, Dr. Dart, Supt. of Indian Affairs, Hiram Clark, Esq., Col. Richmond, and others from Oregon City; Capt. Whitcomb and two daughters, with many other ladies and gentlemen from Milwaukie, with Drs. White and Morse of Pacific City, comprised in part the company and added much to the festivities of the occasion. We had the pleasure of forming the acquaintance of Gov. Gaines, Gen. Hamilton, Dr. Dart and Judge Strong, who were all government officers, recently sent here to administer our Territorial Government; and from our short acquaintanceship, we have every confidence in their abilities and integrity. We hope the President may always be as fortunate in his selections for Government officers in Oregon. In conclusion, we wish the smiles of fortune and happy days to attend those of the pleasure party and abundant success to 'Lot Whitcomb of Oregon' and her enterprising owner.

The first advertisement of 'Lot Whitcomb's' sailing schedule appeared in the WESTERN STAR of February 6, 1851:

"The New Steamer, 'Lot Whitcomb of Oregon', will commence her regular trips from Milwaukie to Astoria on Monday the 3rd instant. Leaving Milwaukie on Mondays and Thursdays at 12 o'clock M., on each of the above named days. Touching at Portland, Ft. Vancouver, St. Helens, Cowlitz, Cathlamet (or Burney's) on her passage up and down between Milwaukie and Astoria, and when practicable, will run from Pacific City to Oregon City.

"Downward Trips. Milwaukie, Portland and Ft. Vancouver to Astoria--\$20. Milwaukie to Portland--\$2. Milwaukie to Ft. Vancouver--\$5. Milwaukie to St. Helens and Milton--\$10. Milwaukie to Cathlamet or Burney's--\$15. Milwaukie to Cowlitz--\$12.

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"Upward Trips. Astoria to Cathlamet and Cowlitz--\$12. Astoria to Milton and St. Helens--\$15. Astoria to Ft. Vancouver, Portland and Milwaukie--\$20. Astoria to Oregon City--\$22. Board not included in above rates.

"An arrangement has been entered into with Messrs. Allen McKinley & Co., of Oregon City to meet the steamer at Milwaukie. The following are the rates of Freight, etc., on their boat--Passengers, \$2; baggage not included; Down Freight, \$8 per ton. Up Freight, \$10 per ton. The boats will start from their landing in Oregon City, on Mondays, at 9 o'clock, A.M., and on Thursdays and Saturdays at 1 o'clock P.M. All merchandise shipped from San Francisco to Oregon City by the Milwaukie line of Barks will be delivered at \$25 per ton. Freight for Portland to Oregon City, \$15 per ton.

Milwaukie, February 3, 1851

Lot Whitcomb.

When the 'Lot Whitcomb' began her regular trips she had as captain Wm. L. Hanscom, as purser, W. H. H. Hall, as engineer Jacob Kamm and as second engineer Thomas Smith. One of the first mates was John H. Jackson, who joined the 'Lot Whitcomb' crew in 1851. He was born in Boston in 1815, came to the Pacific Coast in 1849, worked a short time in Sacramento, and arrived in Milwaukie during the winter of 1850. He left the 'Lot Whitcomb' to take command of Whitcomb, Torrence and Kellogg's bark, the 'Lausanne'. In 1851 E. W. Braugham also was hired as fireman on the 'Lot Whitcomb'. He was born in Fulton County, Illinois, in 1835, came to Oregon in 1850 and stayed with the steamer until 1853. Later he became noted in Oregon steamboat circles.

"Lot Whitcomb's sailing career was never tame. On one of her early trips she grounded in the rapids between Milwaukie and Oregon City, but was set afloat and resumed her journeys. For two months she lacked government papers qualifying her to do business, since it was the law that no such papers might be issued to any vessel in debt. When, thanks to the stock subscriptions of Oregon settlers, the indebtedness had been paid, the steamboat received her credentials at Astoria on Feb. 28, 1851. Bituminous coal had been discovered near the Clackamas River, and there was speculation about its worth as fuel. Mr. Ogden, chief factor of the Hudson's Bay Company, sent some of it to Lot Whitcomb as a gift, which he acknowledged as a "good article". On April 5, 1851, the Army Garrison at Ft. Vancouver went to Astoria on the 'Lot Whitcomb' and a few tons of coal were used under the boilers and pronounced an excellent article.

Excursions, pleasure trips and dancing parties continued to feature the comings and goings of the 'Lot Whitcomb' until she finally settled down to the routine of a freight and passenger steamer. She was so fast that she often beat the regular mail boats up stream. On

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April 9, 1851, she raced the steamboat 'Goliah' from Astoria to Portland, a feat described in the Oregonian of Saturday, April 12, 1851, page 2, column B:

"Steamer vs Steamer.--The steamer 'Lot Whitcomb', built in Oregon, and the steamer 'Goliah', from New York, had a trial speed on Wednesday, from Astoria to this place. The 'Goliah' has the strength of a noble steamer, and is considered a "fast boat", yet the 'Whitcomb' exhibited the letters on her stern to the 'Goliah' at Tongue Point, and before they arrived at the mouth of the Willamette, "rumor" says the passengers were trying the boat's glasses to see if they could read 'Lot Whitcomb' at a distance of five miles ahead."

Wm. L. Hanscom relinquished his command of the 'Lot Whitcomb', has now completed his contract with the owners, in building and proving her strength, speed, etc., upon our waters, and given satisfaction to all parties concerned. He now retires from duty, and will soon leave for the Atlantic shores, expecting to return soon, with his family, from which he has been so long absent. J. C. Ainsworth will now take command of said Steamer as Master. The public will find Capt. Ainsworth both a gentleman, and well qualified for his station.

In the same issue of the Western Star is the account of the 'Lot Whitcomb's' first trip to Oregon City:

"The Steamer 'Whitcomb'--This splendid Steamer, Capt. J. C. Ainsworth, Commander, made her first trip to Oregon City on Monday last. We had the pleasure of being on board, and saw her glide gallantly over the rapids, with heartfelt satisfaction. Not the least difficulty was experienced in ascending or descending the rapids. She made a stop over night at Oregon City; giving us an opportunity of seeing our friends in that place. We had a very pleasant interview with our editorial 'brethern' of the SPECTATOR and the STATESMAN and were most happy to see them go finely situated in convenient establishments in the heart of that flourishing city.

"Our friend Moss, of the Main Street House, extended the hospitalities of his house to all who went up from Milwaukie, in the shape of a good dinner, and cigars to boot.

"The Steamer left at A.M. Tuesday with quite a list of passengers, among whom were Judge White and Lady, accompanied by Capt. Ainsworth's fair bride, General Lovejoy, Gen. Hamilton, Dr. Dart, Mr. Preston, Surveyor General, and suite, S. W. Moss, Esq., Asahel Bush, Esq., and George Hannan, Esq.

"The Steamer was 50 minutes from Milwaukie to Oregon City and 40 minutes from Oregon City to Milwaukie. Captain Ainsworth is an able and experienced officer, and a gentleman in every sense of the word. We wish him and his boat abundant success."

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The launching and activities of the 'Lot Whitcomb' stimulated the growth of Milwaukie, and also the construction of other vessels and the improvement of loading and unloading facilities. A schooner was built at Kimball's shipyard, besides other craft. Among them a wharf-boat by J. C. Trullinger, who was born in Indiana, July 29, 1828 and came to Oregon in September 1848. Trullinger advertised his achievement in the WESTERN STAR of April 3, 1851.

"Warehousing - J. C. Trullinger--Is happy to inform the public, that having completed his large Warehouse at Milwaukie, he is now ready to accommodate the Mercantile community with storage, on reasonable terms.

"The Warehouse being large and commodious and situated on the bank of the river, and having an excellent wharf, ships of the largest size can lay close alongside, furnishing an excellent opportunity for vessels to discharge or take on cargo. He has, also, now finished a large room in the same building to be used as a Wholesale Store and Auction Room. Anyone looking for a Store is invited to call and examine the premises. He would also inform Merchants and Traders, that he is ready to receive goods on commission. The Warehouse is of the following dimensions: Length 64 feet; width 40 feet and four stories high, and is built of 12 by 14 inch timber.

Milwaukie, Jan. 15, 1851"

In April, 1851, Milwaukie, by Congressional Appointment, became a Port of Delivery, with Alonzo Leland Surveyor of the Port. However, clouds began to appear on the horizon of the town's prosperity. Portland was forging ahead to such an extent as to worry Lot Whitcomb and force him to let his steamer stop there more and more often, though at first he had intended to ignore the place. Also, other steamers were built or arrived from the east in pieces on the decks of ocean-going ships and were put together here, and became competitors of the 'Lot Whitcomb' for the freight and passenger business of the Willamette and Columbia rivers. One was the 'Black Hawk' and another the 'Willamette' of 390 tons burden, arrived from the east with an ocean-going ship's bottom under her. The 'Lot Whitcomb' began to make less money and finally not even to pay her expenses. Her owners tried to find other routes and other activities for her, but not with any great success. On June 19, 1851, the OREGON WEEKLY TIMES, until very lately the WESTERN STAR - page 2, column 2, carried this announcement:

"The fine sailing Steamer 'Whitcomb' we understand has been purchased by a company of capitalists at Oregon City. She is now undergoing repairs, and will be finished up in style. We are glad to learn that Captain Ainsworth is to be retained as Commander."

During the next three years the career of the 'Lot Whitcomb' was irregular and varied by circumstances that promised the best profits. When she had been fitted out by her new Oregon City owners, she went on a pleasure trip to Astoria, leaving on the morning of July 3 and returning late on the Fourth, fare, \$20 the round trip. On the 25th of July,

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the 'Lot Whitcomb' and the 'Willamette' had a race from Portland to Astoria, though it was not decided which was the fastest boat. In September 1851, Capt. Ainsworth took the 'Lot Whitcomb' on trips to the Cascades. In October 1851, the boat's trips to Ft. Vancouver were discontinued. In February 1852, the 'Lot Whitcomb' towed the bark 'Success' and the brig 'Tarquina' up the river to Portland, During the high water of May 1852, she resumed her trips to Oregon City. In June 1852, she was again repaired and painted.

From now on the 'Lot Whitcomb' did a lot of towing, for which work she was well fitted because of her fine engines. In November 1852, Portland was made the up-river terminus of scheduled trips from Astoria, and the 'Lot Whitcomb' made connections with the steamer 'Multnomah', a steamer that had been shipped from the East in sections on the bark 'Success', and which plied between Portland and Oregon City. Late in December 1852, the Pacific Mail Steamship Company relet their mail contract from Astoria to Oregon City to the owners of the 'Lot Whitcomb'. Then on the first day of January, 1853, when there was unusually high water in the Willamette, (the flood stage was 20 feet above low water mark) the steamer on coming down river from Oregon City, was hurled violently against Elk Rock by the turbulent current. It took several weeks to overhaul her and replace the crushed timbers of her hull, which work was done in Portland, and, at the end of February, when she was ready to resume her journeyings, she again went to towing. In the latter part of April 1853, she towed the brig 'Daniel', which had taken on a cargo of lumber at Milwaukie, to Astoria. She was repainted in the honor of her Fourth of July excursion, which in 1853 had Portland as place of departure and Fort Vancouver as destination.

In September 1853, the 'Lot Whitcomb' was again laid up for repairs. In December 1853, she towed the bark 'America' up river from Astoria. During New Years 1854, she towed up-river the brig 'Kingsbury' and the brig 'Dudley', with merchandise for Portland. Later in January 1854, ice in the Willamette to a thickness of two feet forced the 'Lot Whitcomb' into idleness until the beginning of February. During April and the beginning of May 1854, the brig 'T. B. Lunt' and 'Sam'l Churchman' and the brig 'San Francisco', all with lumber cargoes from Milwaukie, were towed by her.

On July 1, 1854, the OREGON WEEKLY TIMES had this piece of news:

"We are informed that the steamer 'Lot Whitcomb' has been sold to a California company and will shortly leave the Columbia to ply on the Sacramento River. The steamer 'Lot Whitcomb' we regret to say, has made her last trip. She has, we learn, been sold to parties in California, where she is to be taken. We well recollect the first stroke of work we did in Oregon was on this boat, when near four years ago we arrived and were impatiently waiting the arrival of our printing materials. It was a noble enterprise and she has done the country a good service."

In August 1854, the OREGON WEEKLY TIMES said further: "The steamer 'Lot Whitcomb' is now lying at this place for repairs. We learn that her cylinder is to be taken to San Francisco, to be bored out

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and smoothed, under the superintendence of Mr. Jacob Kamm, who first put up the engine, and has run the boat from the commencement.

The announcement of the departure from Oregon of the 'Lot Whitcomb' was carried by the OREGON WEEKLY TIMES of August 12, 1854,: "The pioneer steamer 'Lot Whitcomb' leaves today for San Francisco, under convoy of the steamship 'Peytona'. She has done much good service for Oregon, and we regret her departure." And again: "We learn that the steamboat 'Whitcomb' went out over the Columbia River bar in fine style, some distance in advance of the 'Peytona'. And finally: "(The 'Lot Whitcomb') was sold to the California Steam Navigation Company, and on August 12 (1854) steamed out over the bar (Columbia River) in command of Capt. George F. Flavel. Outside she was picked up by the steamship 'Peytona' and towed to San Francisco, Captain Ainsworth going down with her. The trip was rough and she reached her destination with three feet of water in her hold. On the Sacramento, her name was changed to the 'Annie Abernethy', and she ran regularly for many years between Sacramento and San Francisco."

That the 'Lot Whitcomb' had to be sold to the Californians because she was not a money maker, primarily on account of her size and the expense of handling her, was regretted by none more than the clergy of Oregon. The OREGON WEEKLY TIMES of July 16, 1853, bears testimony to this fact: "Quarterly Conference--Columbia River Circuit. Abstract of the Quarterly Conference, for the Columbia River Circuit, held on the Klaskaní, July 9, 1853: 'The following resolutions, offered by Rev. S. M. Berry, were unanimously adopted, viz, Be it Resolved, that the proprietors of the steamboat 'Lot Whitcomb' are entitled to the heartfelt thanks of the Church Of Christ, for conveying ministers of the Gospel without charge, wherever their duties may call them along the line of their steamer's regular route.

"Resolved, That too much cannot be said by the members of the Methodist Episcopal Church, in praise of Capt. Ainsworth, his officers and crew, for the kindness, courtesy and unremitting attention always shown to the residing Elder of the Willamette District, and the preacher in charge of this circuit, during their frequent and necessary travels on the 'Whitcomb'.

"Resolved, That the Secretary is hereby instructed to enter the foregoing resolutions on the Journal of the Conference, and cause copies of the same to be forwarded to the firm of Messrs. Abernethy, Clark and Co., J. C. Ainsworth, Esq., and the several papers of the Territories."

Thomas H. Pearne, P. E.

And then this postscript:

"Mr. Editor: In complying with the request of the members of the Conference to forward the resolution above, allow me to express personally my unqualified approbation of the steamer 'Lot Whitcomb', as well for the regularity of her trips, and the superior order and efficiency

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of her officers and crew as for the safety of her passengers.

"I have never traveled upon a steamboat in the States or in Oregon that excelled in these respects the 'Lot Whitcomb'. There is a quiet regularity about all her arrangements and conduct, which affords real gratification and a feeling of safety to the passengers.

"I may add that I regard her as a model boat, and her able and popular commander, officers and crew as richly deserving the liberal favor and patronage of the public.

Yours very truly, Thomas H. Pearner,"

When Lot Whitcomb disposed of his steamer in June 1851, there are indications that he also sold his other Milwaukie interests; at least there is this item in the OREGON WEEKLY TIMES, of September 10, 1853:

"Capt. Whitcomb is again at home, having purchased back the town site and mills at Milwaukie. His mills are busy now in filling some very large orders for Fan Francisco at paying prices."

Some time later Lot Whitcomb became special Indian Agent. He was also delegate to the Clackamas County Democratic Convention of 1856. He died in the midst of his busy life, and the OREGON WEEKLY TIMES, of April 4, 1857, carried his obituary:

Deaths.--At his residence, Milwaukie, very suddenly of bilious colic, March 31, 1857, Capt. Lot Whitcomb, in the 51st year of his age. He leaves a widow and four daughters to mourn his loss. Printers in Vermont and Illinois are requested to notice the above.

"Captain Whitcomb was born in Windsor County, Vermont, on the 23rd day of April, 1806. He emigrated to the West when about twenty-five years of age, lived some time in Michigan, and then moved to Cook County, Illinois, which county he represented in the legislature at one time. In 1847, with his family he emigrated to Oregon, where he took for his claim the site which he named Milwaukie, situated on the East bank of the Willamette River, about six miles above Portland, where his family still resides. He was a man of energetic business talent, and did much to advance the interests of Oregon. He erected mills in his place and in 1850 built the finest river steamer that has ever run upon our waters, which bore his name 'Lot Whitcomb', and at times he was joint owner of several other vessels employed in the Oregon trade. In 1852 he was a member of the legislature from Clackamas County, Capt. Whitcomb was our early friend and a man we know to have possessed a most generous nature. His views, upon all matters, were liberal and comprehensive; and in his death his family have lost a kind, indulgent father and friend, and the public have to regret the departure of one of its early pioneers whose heart, pen and means were from the first to the last devoted to the interests of the Territory. We shall all miss him. We may no more look upon his noble brow, nor listen to his agreeable conversation with

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us, but he has gone we trust where pain and sorrow are unknown. Peace be to his ashes. His remains were consigned to the tomb near his family residence by the Masonic fraternity on Tuesday last. --Editor."

No sooner had the 'Lot Whitcomb' left Oregon for California than Milwaukie again sprang into prominence through the building there of the first stern wheel steamer in Oregon. The OREGON WEEKLY TIMES, of September 30, 1854, gave the first inkling of the undertaking, page 2, column 3: "Messrs. Kamm & Ainsworth--We learn that the Messrs. Kamm and Ainsworth are about to construct a fine river steamer for the Willamette and Columbia Rivers."

Followed by a second item in the issue of December 2, 1854, page 2, column 1: "The new steamer which is being built at Milwaukie by Messrs. Kamm and Ainsworth & Co., will, we learn, be ready to launch in about a month. What a nice New Year's present it will be to the waters of the Willamette and the Columbia."

The promise of a new steamer caused the editor of the OREGON WEEKLY TIMES to review the shipbuilding events of the past in the issue of December 16, 1854, page 2, column 3:

"...Four years ago one small river steamer, the 'Columbia', made a trip occasionally between Astoria and Portland, Milwaukie and Oregon City. This constituted all the steam power that then navigated the waters of the Columbia. Her place has been filled by not less than eight river steamers, five of which run daily on the waters of the lower Willamette and Columbia rivers...The upper Willamette has now three or four steamers upon its waters where four years ago the row boat and the Indian canoe constituted its whole navigating fleet...."

The new steamer launching was announced in the OREGON WEEKLY TIMES of January 6, 1855, page 2, column 3, as follows:

"The steamboat now being constructed at Milwaukie by Messrs. Ainsworth, Kamm & Co., was launched last Wednesday and will be completed in about a month. We understand she is 118 feet in length, 18 feet beam and 4 feet hold. She is a stern-wheeled boat, very light draught, and has been built expressly for the Portland and Oregon City trade, and we learn she was christened the 'Jennie Clark'."

Her maiden trip was mentioned in the OREGON WEEKLY TIMES of February 10, 1855, page 2, column 3: "The new stern wheel steamer 'Jennie Clark', Capt. Ainsworth, came down from Milwaukie on Wednesday afternoon last, on her first trial. She makes a fine appearance; and will commence her regular trips between Portland and Oregon City in a few days."

After the launching of the 'Jennie Clark', Milwaukie began to take a back seat as far as shipbuilding was concerned, and never again recovered her pioneer prestige. There were reasons--first the prevalence

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of hard times, then too many steamers for the business available and consequent competition; also Oregon City, Canemah and Portland forged to the front as shipbuilding centers. It took time for Milwaukie's glory to fade, and some few vessels continued to be built at her shipyards, but in the end she ceased to be the shipping center her founder had dreamt she would become.

The idea of railroads to supplement water transportation was born very early in pioneer times and agitated in Milwaukie. Harvey Scott's HISTORY OF THE OREGON COUNTRY, Volume IV, page 344, says: "The Canamah-Oregon City project was that of the Clackamas Railroad Company, incorporated by act of the legislature, January 30, 1854. The commissioners were Lot Whitcomb, Amory Holbrook, N. P. Doland, Robert Canfield, David Lowe, P. M. Rinearson, W. W. Buck, P. C. Stewart, Joel Palmer, Aaron Cornelius, Thomas Johnson, Egbert Olcott, J. J. Hunsacker, D. B. Hanner, W. F. Highfield, William Whitlock."

And "The Eugene-Oregon City-Portland project was that of the Oregon-California Railroad Company, incorporated by act of the legislature, January 30, 1854. The commissioners were Lot Whitcomb, N. P. Doland, William Meek, James B. Stephens, William Holmes...(and many others)

However it was not until the middle of November 1869 (Scott's History of the Oregon Country, volume IV, page 348) that the rails of the East Side Railroad reached Milwaukie on their way south. And it was not until February 16, 1893, that the first electric line arrived (Scott's, Volume III, page 203) while it was well into the 20th Century before the Interurban Electric line southward was made a reality.

Milwaukie's first land transportation was of course via wagon roads; as early as 1850 Clackamas County records show this entry: "In matter respecting petition of citizens for road commencing at a point on the Willamette River opposite Couch and Company Storehouse at Portland, thence running up said river to Milwaukie, thence to Oregon City, review was granted.

The OREGON SPECTATOR, of August 22, 1850, has this item: "Internal Improvements. We take pleasure in noticing the program of improvement in our territory...these reflections were suggested by the receipt of the following note from a friend at Milwaukie: 'We have completed the following new roads: one from this place to Oregon City, one to Molalla, to Portland, and to Tualatin Plains. All these roads center at Milwaukie; the public are notified that they can cross the Willamette River at this place, by a free ferry. The advantage of these roads over some of the old travelled routes will be appreciated by the public when known. There is now nearly framed a warehouse, 65 by 40 feet, and four stories high, with a projecting wharf extending 12 feet over the water, 60 by 20 feet, which will be ready to receive merchandise by the first of October next."

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And in 1851: "Mr. Campbell (Hector) presented a petition signed by J. H. McMullen and numerous others, citizens of Clackamas and Washington counties, praying for a Territorial road from Portland to Oregon City, and on the east side of the river." "The petition was referred to a select committee of three. Messrs. Campbell, Powers and King were appointed to said committee."

The agitation for wagon roads, no doubt, grew out of the fact that Milwaukie's rival, Portland, had built a plank road from Tualatin Plains, projected in 1845 and finished in 1849. This "Canyon Road" drew much farm trade that might have gone to Milwaukie, and Milwaukie was duly worried. During this period Israel Mitchell, of Milwaukie, wrote this letter to the WESTERN STAR: "Mr. Waterman, Sir: The public mind being at this time somewhat excited about railroads and plank roads, and as I profess to have made the subject my study to a considerable extent, and as the best and the most useful is the cheapest, I have concluded to trouble you and the public with a perusal of a plan of road which I believe the best adapted to the present and future wants of Oregon. It should be as follows: --1st, it should be graded as level as the nature of the ground will permit, about fourteen feet wide, cross ties laid down four feet apart, two hewn sills 8 by 12 inches lain parallel to each other in the center of the road 1 foot apart, on which four inch scantling should be spiked or pinned three inches apart so as to form a groove to confine one wheel of a wagon, while 5 feet from the grooves on each side should be placed another sill for the outside wheel to run on; while between the sills and cross ties should be filled for the animals to travel on. This grade should be moderately rolling and holes occasionally for the water to pass off under the outside sills. The obvious advantages of such a road are these: It is calculated for the farmer to bring his own produce to market in his own wagon; 2nd, It will enable him to haul as much with one span of horses or cattle as he can on common roads, and six and one-third more than on a common plank road, because the wheels run lengthwise of the grain of the wood, and the animals have a more natural footing; 3rd, If the business of the country should demand cars and a complete railroad, we have only to remove the 4 inch scantling and attach the iron rails thereto and start the locomotive on a double tracked railroad, and last but not least, it is the cheapest of the three. I have taken some time to count costs and compare them, and have no hesitation in pronouncing it much cheaper than the ordinary plank road. The grading can be done for from 1 to 6 dollars per rod; three cross ties, 25 cents a piece, or one dollar per rod. The sills would cost, when laid down, 20 cents per foot, the four sills would be \$13.20 per rod; scantling \$5, and filling between the sills \$3. For the mile would: Grading ---\$960.00; Cross-ties ---\$320.00; Four sills---\$4224.00; Scantling ---\$1280.00; Filling ---\$960.00; Total ---\$7744.00.

The cost of a plank road, the grading and sills would be about the same as the road proposed, that is, \$1280 per mile. To cover 1 rod with three inch plank, 782 feet at \$50 per M is \$39.00; for one mile ---\$12,480.00; Total ---\$13,760.00.

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A railroad, previous to laying down the rails, would be about the same as the proposed road after deducting the price of filling or \$6784, which is estimated one half the expense of putting the road in operation. So we see that the cost of the three kinds of roads is as follows: Wooden track, horse power ---\$7744.00; Ordinary railroad ---\$16,488.00; Ordinary three inch plank road ---\$13,760.00"

Agitation for more and better roads continued and some were built. Since there were no bridges across the Willamette, all traffic including stages and their passengers, stock, produce, vehicles and teams had to use ferries, of which there were several, at Portland and at Milwaukie, the latter being free. Of the several roads, meeting at the Milwaukie ferry on the west side of the Willamette, the most famous was the Portland-Milwaukie macadamized road, of which Harvey Scott says in his 'History of Portland', page 145:

"...During 1863 a long step toward improvement was the organization of the Portland and Milwaukie macadamized road, with A. B. Richardson as president, Henry Failing as secretary and W. S. Ladd treasurer of the board of directors."

The OREGON DAILY TIMES of December 29, 1863, page 3, column 2, has this notice about it: "Notice --- The annual meeting of the Stockholders of the Portland and Milwaukie Macadamized Road Company will be held on Saturday, 2nd day of January next, at 2 o'clock P. M., at the United States District Court Room in the City of Portland, at which meeting a Board of Directors will be elected to serve for the ensuing year."

The macadamized road had a colorful history. It ran from Portland to the Red House near Fulton, then along the Willamette to the White House, a famous roadhouse opposite Milwaukie. The original cost of constructing the approximately six miles of highway was \$70,000 and, although the beaux and belles of the '60's and 70's used it to show off their prancing steeds and rakish buggies, phaetons and carriages, the investment never paid. The company finally became anxious to dispose of the road and offered it to Multnomah County. The DAILY OREGONIAN of December 23, 1879, page 3, column 5, carried this item about the proposition: "The Macadamized Road. Proposition of the Portland and Milwaukie Macadamized Road Company to sell out to Multnomah County. A short time ago the Portland and Milwaukie Macadamized Road Company made a proposition to sell to the county all their road from the Red House to the White House, for the sum of \$2000. As a petition had already been presented to the county court for the location of a road between the points named, the court appointed viewers. The viewers examined the road from Fulton to the White House, and recommended that the proposition be accepted. The matter is yet under consideration by the court.

"Another proposition was made by the same company to sell their road between the Red House and this city for the sum of \$3000. The

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county court appointed viewers....."

The viewers, according to the above source, were John Harlow, Frank Dekum and H. A. Hogue, who recommended that the county take over the whole of the macadamized road for the \$5000 offered as the sales price.

The OREGONIAN of August 4, 1866, page 3, column 2, boosts the idea of more good roads: --"Public Thoroughfare.---A good macadamized road should be constructed from Milwaukie to Aurora in order that the southern counties of the Willamette Valley, and this city, may reap the advantages to be obtained from the trade and exchange of merchandise for farm products."

On December 22, 1866, the OREGON CITY ENTERPRISE praises the macadamized road, page 3, column 2: -- "The Road to Portland. -- The ferry boat at Milwaukie will be kept running the entire winter. The Macadamized Road from Portland to Milwaukie is one of the finest drives to be found anywhere on the Pacific Coast.

However, that there was negligence on the part of the ferry boat operators at times is evident from this notice in the OREGONIAN of March 2, 1868, page 3, column 1: "The Milwaukie ferry boat is not running. Those having charge of it should notify the public when it is laid up, and when such is not the case."

The Milwaukie ferry was not always free. It started out in 1851 as a pay ferry, as witnessed by the following notice in the WESTERN STAR of February 13, 1851, page 3, column 3: "Notice. --- Thomas Waterbury will apply to the Honorable Probats Court, next to be holden within and for the County of Clackamas, Oregon Territory, for license to keep up and run a ferry from Milwaukie, across the Willamette River to the west bank of said river, near W. S. Torrence's, in Washington County.

Milwaukie, February 12, 1851."

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V. Agriculture

Among Milwaukie pioneer products of the soil, nursery stock and fruit easily held first place. Notable nursery and fruit men were Henderson and Seth Lewelling, William Meek and Joseph Hamilton Lambert.

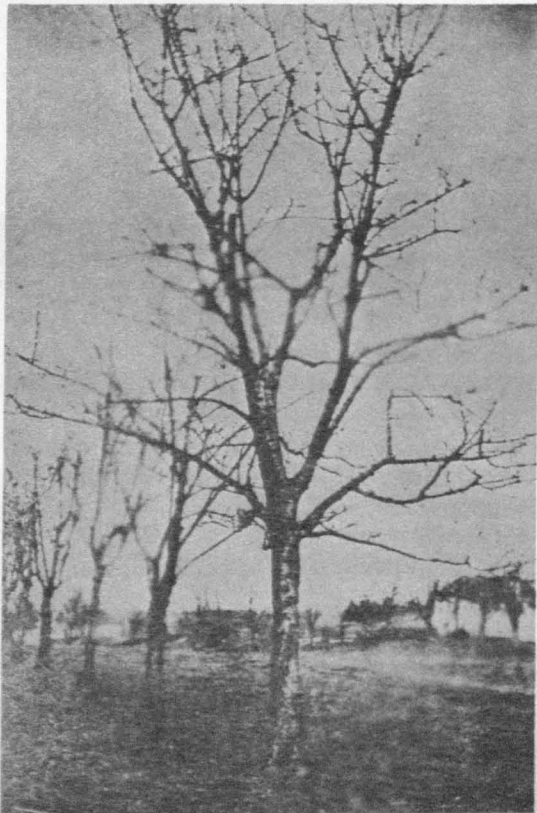
Henderson Lewelling was the oldest of three brothers, all of whom were nursery experts. Born in Randolph County, North Carolina, of Welsh and English extraction and of Quaker faith, they acquired a hatred of slavery and devotion to the abolitionist cause. Their father was a physician, who, in 1825, moved the family to Greensboro, Indiana, where he combined his practice with the nursery business.

In 1830 Henderson Lewelling, who was born April 23, 1809, and died at San Jose, California, December 28, 1879, and who was then 21 years of age, married Elizabeth Presnell, a childhood sweetheart from North Carolina. Seven years later, with a growing family, he moved to Salem, Iowa, where he and his brother, John Lewelling, established a nursery business.

Seth Lewelling remained with his father, Meshack Lewelling, in Indiana. However, Henderson Lewelling had heard of Oregon and believed that he might do well there in the nursery business, and laid plans to emigrate and carry nursery stock with him to the new country. He accordingly set out from Salem, Iowa, on April 17, 1847. With him went his wife and seven or eight children, the eldest, Alfred, about thirteen years old. The nursery stock, some 700 small trees and shrubs, were planted in two specially constructed boxes built upon a wagon bed with 12 inches of dirt in them, and with railings around them to guard the tender sprouts from hungry cattle.

The Lewellings crossed the Missouri River about ten miles from St. Joseph, on May 17, 1847, and a few days later fell in with Lot Whitcomb's wagon train. They did not remain with this outfit very long but made most of the journey across the plains alone. When close to their Oregon destination Mrs. Lewelling bore a child which was named Oregon Columbia Lewelling. On November 17, 1847, the Lewellings reached Fort Vancouver, and arrived at Milwaukie about the 1st of February, 1848, with half of their nursery stock in fair condition. Here Henderson Lewelling bought the land claim of a man named Wilson and, on February 5, 1848, moved his family there. The claim was on the banks of the Willamette, adjoining that of Lot Whitcomb, where Wilson had slashed five acres, and the Lewellings set to work to clear these so they could plant their trees and shrubs.

In March 1848 William Meek, also of Iowa, arrived with some nursery stock in a box fastened to the tail gate of his wagon, and he and Henderson Lewelling decided to become partners in the nursery business. Meek bought the claim adjoining the Lewellings on the north from Mr. Kil-



St. Johns Episcopal Church
1851.
Lewelling House, built 1851.
Original Bing Cherry Tree.

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burn, whereupon Meek and Lewelling threw their claims together and divided the whole by a line running north and south, Meek taking the eastern portion and Lewelling the western. In the nursery they established, they planted apple, pear, quince, plum and cherry trees, and grapes and the common varieties of berry bushes. Cherry trees included Royal Ann, Black Tartatian and Black Carnation. It was the first grafted fruit stock to appear on the Pacific Coast.

Meek was then about 30 years old, had been married in Iowa, where his wife died within the year; in July 1848, he married Lewelling's eldest daughter, then 15 years of age. In September 1848, word came from California about the gold discovery there, and it was decided that Meek and Alfred, Lewelling's eldest boy, should go there and try their fortunes. They had small luck, and returned to Milwaukie in June 1849. Shortly after Meek and Henderson Lewelling built a sawmill a short distance above the mouth of Johnson Creek, and for two years carried on the lumber business in addition to their nursery business, besides planting more orchards. In 1850 Meek and Lewelling, with W. P. Doland and Charles Hopkins, formed the Milwaukie Milling Company, and for some time ran several sawmills and a grist mill in and near Milwaukie. Meek moved to California in 1866, where he died late in December 1890.

Seth Lewelling sold out his nursery in Iowa and arrived in Milwaukie in 1850. He started a nursery adjoining that of Henderson Lewelling and Meek and soon became a member of the firm. After many years in the nursery business he died at Milwaukie on February 20, 1896, and was buried there. Joseph Hamilton Lambert was born in Vigo County, Indiana, December 1, 1825, and arrived in Oregon in 1850. In 1853 he was employed in Lewelling and Meek's nurseries, and in 1859 he and his father-in-law, Henry Miller, of Milwaukie, bought a half interest in the Lewelling and Meek nursery business.

The nursery business of Henderson Lewelling and Meek prospered from the first, and they multiplied their trees to such an extent that on Septemeber 18, 1851, they were able to advertize in the OREGON WEEKLY TIMES (page 3, column 1):

"Fruit Trees--We have for sale about 20,000 apple, 2,000 pear and 1,000 cherry trees, of large size, for orchard planting, comprising about 60 varieties of the choicest fruit that could be found in the States. Also Plum, Apricot, Nectarine and Almond Trees. Also currant and gooseberry bushes, grape vines. We have had a number of our varieties bear fruit and we find the size and flavor of the fruit to surpass our most sanguine expectations. All orders for trees, accompanied with the cash, will be promptly attended to as though the purchaser were present.

Milwaukie Nursery, Oregon.

Lewelling and Meek."

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Commenting on their success, John Orvis Waterman, editor of the OREGON WEEKLY TIMES, writes in the issue of August 28, 1851, page 2, column 1:

"No doubt can exist in our minds as to the perfect adaptation of both our soil and climate to fruit growing, after visiting the admirable and extensive Fruiterly of our friends, Lewelling and Meek, at Milwaukie, which we had the pleasure of doing last week. They carry on the horticultural business on an extensive scale, with scientific order and practical experience combined. Their enterprise has been crowned with great success, and their young and vigorous trees are bending beneath the weight of their delicious products. We observed, in passing over the grounds, that the most beautiful specimens of Apples, Pears, Peaches, Plums, Nectarines, Grapes, Raspberries, Cherries, Gooseberries, Currants, and many others which we do not now recollect. Among the large varieties of Apples were the 'Golden Sweet', the 'Fall Bearty', the 'Golden Russet', the 'Sweet June', the 'Rambo', the 'Pound Pippin', with a host of others. There was a good variety of pears, such as the 'Bartlett Pear', 'Moon's Pear', and the 'Maria Louisa'; we observed five of the pears growing in a cluster which would not probably weigh less than a pound each. These were upon a very small tree, which contained some twenty more of large size. The peaches, of different kinds, were large and numerous. The Plums were delicious--there was the 'Washington Plum', the 'Jefferson Plum' (we fancy ourself eating one about now), 'Smith's Orleans Plum', and the 'Green Gage', all of a much larger growth and far more palatable than we have ever seen at our office.

"They have made extensive arrangements for furnishing the farming districts of Oregon and California with grafts with fall setting. They have twenty thousand ready for setting this fall, and have some extensive orders to fill, from California, we understand. Mr. Lewelling is now on a visit to the States, and on his return will bring with him such additional fruits as will make their assortment as complete as possible.

"We think they have demonstrated to a certainty that Oregon cannot be surpassed for cultivated fruit. Every farmer should provide himself with a supply of grafted fruit trees, so that in two years he may have plenty of his own raising.

"It will repay one for his trouble to visit this garden of Oregon and see the systematic order of arrangement displayed as well as to witness the extraordinary growth of the young trees, some of which have grown over six feet this summer, and no farmer who sees it can be tempted to omit securing a supply of trees."

Apples were a very popular fruit and yielded much revenue for the Lewelling and Meek Nursery. James D. Smith, son-in-law of Seth Lewelling, writing in the OREGON JOURNAL, of June 30, 1927, asserts that Henderson Lewelling in 1852 took a box of apples to Portland which he "sold as high as \$75.00"; while "four bushels shipped to California gold mines brought \$500.00". Concerning the box of apples taken to

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Portland by Henderson, the MORNING ENTERPRISE, of Oregon City, in its 60th Anniversary Edition, October 27, 1926, page 11, says: "The company's first box of apples was sold in about ten minutes on the sidewalks of Portland for approximately a dollar an apple. In 1853 they shipped a few boxes to California, after carefully securing them against the many fruit thieves. These apples sold for \$2.00 a pound."

However the high price of apples displeased many, and the OREGONIAN, on August 5, 1854, page 2, column 2, made comment about it:

"Apples are offered in our streets for three York shillings apiece, or four dollars and a half per dozen; nobody but Lewelling would ever think of getting that price. We don't think he sells many even at that. Shylock had his day, and so will nurserymen in Oregon."

And in the OREGONIAN, of October 21, 1854, page 2, column 1, the editor boosts another apple grower: "Large Apples.--Thomas Pritchard, Esq., of this city, has shown us the finest specimen of apples we have ever seen in any country; many of them measure fifteen and sixteen in circumference and weighed twenty-eight and twenty-nine ounces. Fifteen or sixteen fill a half-bushel measure. These apples were raised by Nathan Robinson, of this county, on trees of only three years growth...."

While apples sold for \$1.00 per pound in San Francisco, pears, peaches and plums sold for \$1.50 per pound. Lewellings and Meek expanded and started branch nurseries at Salem and near Spring Valley, Oregon, in 1853. They put out about 100,000 grafts and employed 14 men to do the grafting all during the winter of 1852-53. But other people got the idea of planting orchards, and an orchard boom was begun which grew to such proportions that in 1856 Oregon exported about 20,000 boxes. California was not slow to see the profit in fruit and set out trees which they secured from the East. The upshot was that the fruit boom collapsed and prices fell so low that Meek left Oregon for California in 1857. Henderson Lewelling had already left for California in 1854, locating near Fruitvale, where he set up a nursery with stock from Milwaukie. He prospered and accumulated a fortune.

When Meek departed for California the Milwaukie nursery was left in the hands of Seth Lewelling and a Mr. Eddy, son-in-law of Henderson Lewelling, Seth Lewelling became a famous propagator and developer of new and improved fruits. He was an admirer of Abraham Lincoln and belonged to the 'Black Republican' party, therefore when he developed a new and luscious cherry he called it 'Black Republican', saying that he would make people relish that name. He also developed the 'Lincoln' cherry and the 'Sweet Alice' apple, which latter was named for his daughter, and also the 'Lewelling' grape, widely cultivated in California. His passion for propagating new species led him to curious experimentation. If, upon bearing, the fruit of the new tree did not please him, he would plant another tree beside it and graft the two tops together to form one tree, in the belief that the fruit thus produced would be better than the

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first. It is said that he grafted trees together in this manner until there was one with sixteen trunks and but a single top, and one with thirteen trunks and one top, besides many with a lesser number of trunks.

Seth Lewelling, in 1859, sold strawberries, the first grown in Oregon, for 75 cents, a pound, in Portland, but the fruit was so little known that in 1860 he abandoned its cultivation. At this period he also originated the Lewelling rhubarb, a seedless variety which proved valuable. In 1865 he platted and planted as an experiment the first prune orchard in Oregon, five acres in extent. However, the fruit boom was collapsing; insect pests had appeared; California fruit was a month ahead in reaching markets and Oregon orchardists despaired. Orchards which covered a great deal of Clackamas county land were dug up to make room for better paying crops, or were allowed to fall into decay.

In 1869 Seth Lewelling again tried raising strawberries, developing a new variety; in 1875 he originated the 'Golden Prune'; in 1878 he developed the 'Bing' cherry, naming it for his faithful Chinese nursery foreman, who cultivated the test rows; about this time, Mrs. Herman Ledding, step-daughter of Seth Lewelling, says the 'Bing' cherry was named in honor of a Chinese workman, as is fairly well known, but not much has been told about the Chinese himself. He was a northern Chinese, of the Manchu race, the men and women of which are large and very unlike the usual Cantonese Chinese with which we are familiar. Bing was close to six feet tall, if not more. He was foreman of the gang of thirty or more Chinese usually working in the orchards, and he worked here on contract for some thirty years. But he had a family back in China, or at least he had a wife there, to whom he sent money regularly, and this wife had adopted six or seven boys, so that Bing was sure to have sons to provide for the traditional ancestor worship. Bing was always talking about his family; he wanted to go back and see his wife and sons. Finally in '89 or '90 he went, and while he was in China the Oriental exclusion law was passed, and Bing was never able to return to the United States. He was very fond of the song 'Old Black Joe', which he would sing over and over again in a low minor key, Chinese fashion.

"The manner in which the cherry was named for him happened thus: he and my step-father were working in the trees, every other row each. When they discovered this tree with its wonderful new cherry, someone said, "Seth, you ought to name this for yourself." "I've already got one in my name", Seth responded, "the 'Lewelling'. No, I'll name this for Bing. It's a big cherry and Bing's big, and anyway it's in his row, so that shall be his name."

Herman Ledding offers this additional information about the 'Bing' cherry:

"Not only did the 'Bing' cherry tree grow in Milwaukie, but also the first 'Black Republican' cherry tree, and the first 'German' prune orchard. The 'Black Republican' cherry tree stood back of the

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present Indiana Cafe, part of a business block owned by Ledding. A solitary survivor of the prune orchard is thriving in the Ledding garden."

By 1893 Seth Lewelling had 50 acres of orchards and small fruits, and 60 acres of nursery and orchard at Conley, a few miles further up the Willamette.

About the two different family names--Lewelling and Luelling--Mrs. Ledding states: "...as to the various forms of spelling of my step-father's name. His ancestors came from Wales, where his family of Lewellyn, as the name was then spelled, was the head of a clan, with the royal prerogatives of that long ago period. Later, when the faith of the Quakers was embraced, it was considered seemly to adopt a simpler form, and the name was reduced to plain 'Leuling'. Here in Oregon it was spelled Luelling by Henderson. After a misunderstanding between the two brothers, Seth arrived at the spelling of Lewelling, and that, I think, is the way the name is generally spelled today."

Joseph Hamilton Lambert developed the 'Lambert' cherry. The original 'Lambert' cherry is commented on by Herman Ledding. Mr. Ledding took exception to a letter in the OREGONIAN, placing the original 'Bing' cherry tree on the Waverley club grounds. That tree, Mr. Ledding holds, was the original 'Lambert' cherry tree...It was on the property of Henderson Lewelling later owned by Joseph Lambert, and now part of the Waverley links, that the tree erroneously called 'Bing', but validly called 'Lambert', grew and bore its distinctive fruit as a result of grafting experiments.

The OREGON CITY ENTERPRISE, of March 16, 1867, page 3, column 2, has this statement about fruit pests from Joseph Lambert: "The oyster shell or bark louse was the first enemy to the beauty and perfection of Oregon fruit. This made such a quiet and stealthy attack that most growers were unaware of its presence until much damage had been done. It disappeared as suddenly and as unaccountedly as it had come."

"Next to come was the blight (called the vegetable fungus by Professor O. B. Johnson) which caused black spots to appear on the apples and pears and a sooty deposit on the leaves. This blight still lingers in many orchards though not as bad as at first. Following this came the cherry slug, green aphid, codling moth and San Jose scale, besides several raids of caterpillars."

The OREGONIAN, of August 9, 1872, page 3, column 1, commends Joseph Lambert: "Profitable Tree.--On the farm of J. H. Lambert, near Milwaukie, is a cherry tree of the 'Royal Ann' variety, which, for prolific and profitable yield of fruit, we venture, successfully challenges the state, or even the coast, to surpass. The tree is only an ordinary sized one. During the past fruit season, Mr. Lambert sold to various grocers in this city 646 pounds of cherries by actual weight. For every

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pound so disposed of, he has received fifteen cents. This figures up the neat little sum of \$97.20. If any other horticulturist can beat this yield he should step promptly to the front."

In the OREGONIAN, of September 7, 1872, page 3, column 3, this statement is found: "Fine Plums.--J. H. Lambert, residing near Milwaukie, has placed on the table a box of plums of a variety known as the 'Egg Plum'. These plums are, without exception, the largest specimens of this well known fruit, being in size twice as large as an ordinary hen's egg. In richness of flavor, the fruit is up to that of the most favored varieties."

A resume of Joseph Hamilton Lambert's life and family is contained in Joseph Gaston's 'History of Oregon', volume III, page 171: "Mr. Lambert continued business as a horticulturist until September 1890, when he felt it was wise for him to give up activities of so strenuous a character. On the 22 of September, 1890, he assisted in organizing the Citizens' Bank of Portland, of which he was elected president, with his son, Albert W. Lambert, as secretary and business manager. They conducted the bank safely through the panic of 1893 and established it upon a safe, conservative policy, developed its interests and protected its growth, until it is today one of the important financial institutions of the coast. Mr. Lambert remained its president until his demise and his name is honored in financial circles as in the field of horticulture.

"While living in Multnomah County in 1858, he was elected county commissioner and in 1884 was chosen for that office in Clackamas County. He never sought to figure prominently in political circles, however, preferring to concentrate his energies upon those interests which constituted his business life. After removing to Portland he erected a beautiful residence, which he occupied, with his unmarried children, up to the time of his demise. After coming to this city he largely put aside business cares, merely giving his supervision to his invested interests, and there in peace and quiet he came to an honorable old age, almost reaching the eighty-fourth milestone on life's journey. He witnessed the marvelous developments of the state, his memory forming a connecting link between the primitive past and the progressive present. Who would have dreamed that Mr. Lambert, arriving in Oregon when this city contained only a few buildings, most of them of logs, along the water front, would live to see the development of the great and beautiful city of which every visitor speaks only in terms of admiration. He lived to witness the 1905 celebration of the one hundredth anniversary of the Lewis and Clark expedition to the northwest, on which occasion the skill of the architect and the art of the landscape gardener were exerted to their utmost to honor the explorers who marked out the path to Oregon, over which came the train of permanent settlers that made their way into the state in the late '40's and early '50's to take advantage of the natural resources of the country and found here a commonwealth which in many respects ranks with the elder states of the Union. In all work of progress Mr. Lambert was deeply interested and his contributions to general improvement were of a valuable character.....

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The family of Mr. and Mrs. Lambert numbered two sons and six daughters, all of whom are still residents of Portland. They are Albert W., Henry M., Mrs. E. L. E. White, Mrs. A. B. Graham, Nellie, Mrs. W. L. Wood, Mrs. D. C. Woodward and Grace. The death of Mrs. Lambert occurred in the '90's, while Mr. Lambert passed away in November 1909."

Next to fruit and nursery stock, the crops of the Milwaukie region were grain, mostly wheat. However, in the very early years there was much experimentation to find out which crops were the most suitable and profitable. On November 28, 1850, page 3, column 2, the WESTERN STAR announced:

"We would be happy to receive communications from all parts of the territory, in regard to agriculture, giving the opinion of those who have had some experience in cultivating the soil, as to the best modes of raising produce of all kinds, and such other information as will be of interest to the Oregon farmer generally."

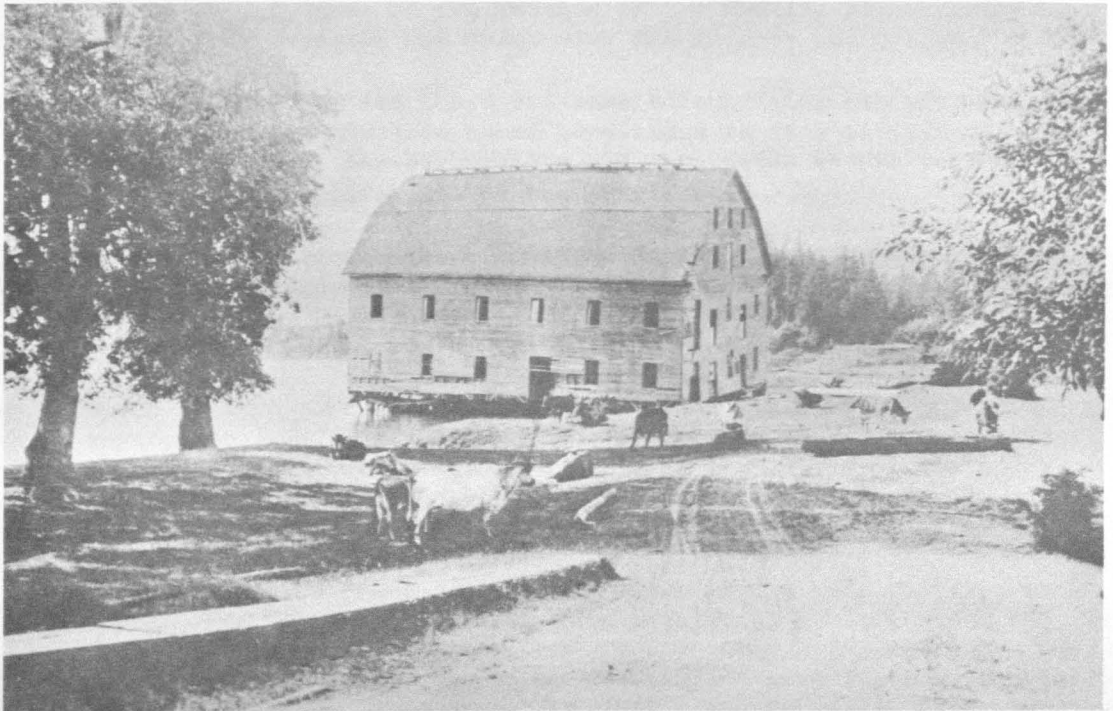
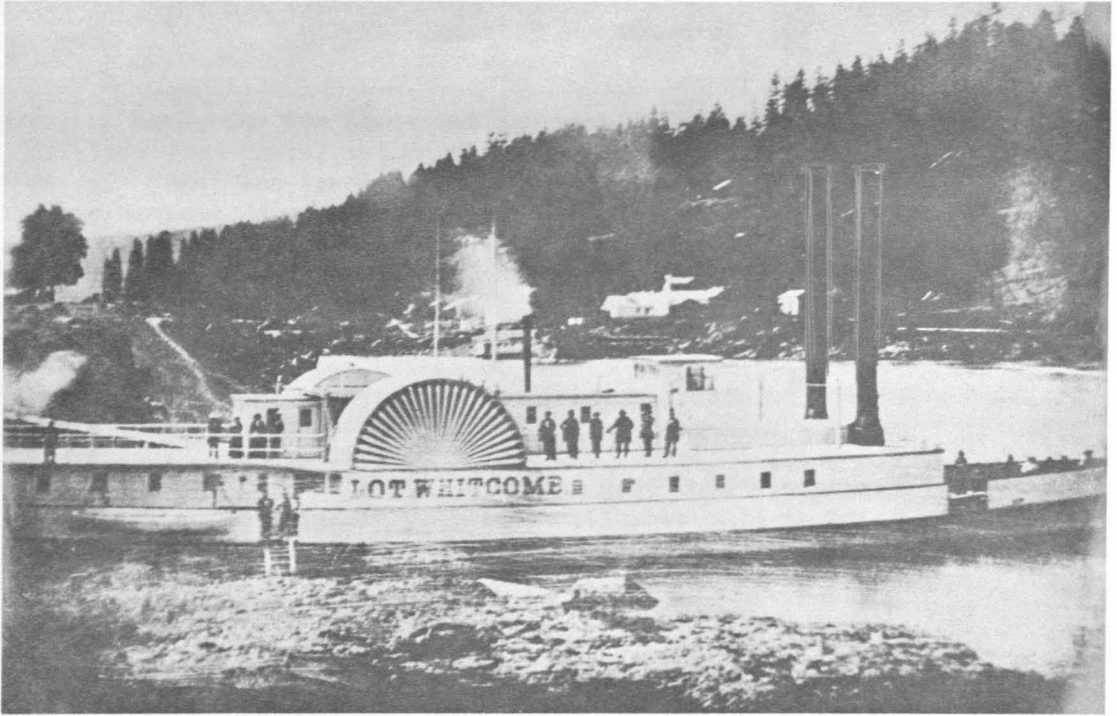
A letter written from Milwaukie by Chas. Stevens in January 1853 pictures the surrounding country and sketches its conditions, agricultural and otherwise: "Milwaukie, 24 Jan. 1853. Brother Levi:--I believe I have not given you an account of the products of this country... I can say nothing about it from my own knowledge, unless it is by judging by the signs that appear in the timber. People tell us that there is any quantity of blackberries and raspberries here. The blackberries are not like those that grow in Illinois, but they are of a kind that grow in the New England states, called dewberries. They are said to be very large and nice. The timber, or the ground in the timber, is all covered with them. The leaves on them are all green now. Raspberries also appear to be abundant. Strawberries grow large and are of excellent flavor; they flower in March and come to maturity in the fore part of June, and continue for a large part of the summer. Whortleberries and cranberries grow here in abundance. We saw thousands of the latter in the fall. It is thought that there are no native grapes here, but there is a kind of fruit grown here that they call Oregon Grape, but it is grown on a bush instead of a vine, and is of pleasant taste and makes excellent preserves. Crab apples grow here in some places. There are no nuts here but the hazel nuts, or filberts; they are of an excellent kind and grow all about in the timber. I know of no fruit that grows in Illinois that will not grow equally well here. The potatoes are much larger than yams usually are, as yours are larger than marbles, and they are sound and good. Turnips, cabbages and all kinds of garden stuff are the largest I ever saw before; one man raised onions that are larger than a tea saucer, or so large a man could not get them in his pockets, and he had a number of hundred bushels and they are worth from \$4 to \$5 per bushel. All that he did to them was to plough the ground, sow the seed and scratch it in.

"They sow wheat here once in two or three years only, and it is altogether beyond any I have ever seen in the states in quality. They

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raise the white wheat. Oats grow first rate here, and sell for about \$2.50 per bushel. The potatoes for breakfast are on the table now, and there is not one of them but what is as farge as my fist. Tomatoes, melons, pumpkins, squashes, cucumbers, etc., all grow a great deal better than they do in Illinois.

"But what you have heard about the timber is about correct, as far as the fir, pine and cedar is concerned, but the oak is miserable stuff, and but very little of it. There is not enough to last the inhabitants ten years, but the fir grows as straight as anything you ever saw, tapering gradually to the very top and always topped out with the main stem. The waters produce abundantly. There are six different kinds of salmon, the Red, the White, the Black, the Spring, the Fall and the Speckled Salmon. These are saltwater fish and come up into the river in the time of the freshets, and when they come to any fall of water (a mill dam for instance where the water is running over) they will congregate there and have a time of their own trying to jump over the dam. I have seen thousands of them in such places; they will jump from one to six feet out of the water. At such times they are easily taken with a large hook made for the purpose, and put on the end of a long pole. I caught about a dozen in a short time in one of these placea; we salted down all we could, and they lasted us until about three weeks since. They never bite a hook, though they have the biggest kind of a mouth and I never have been able to learn what they live upon, for there is nothing to be found in them. The rivers have a large number of seals in them. Swans, geese and duck are plenty, especially of the latter, there being more kinds here than in the states. There are no wild turkeys here, only such as have run wild since they have begun to settle the country. Prairie chickens live on the east side of the Cascades, on the Rocky Mountains, east of the last and along the Sweetwater you will find the Sage Hen, which I think are a little larger than your tame hens. We have the pheasant, or partridge, and many other kinds of birds, some of the same species, yet with a different plumage. Flies abound here as well as in the states, especially if there is any putrid substance about. I have seen but two or three mosquitoes since we crossed the Rockies. The day we got to Portland we heard it thunder at a distance to the north of us, but have heard nothing of the kind since, though it has been warm enough and plenty of rainy weather. We have had one of the hardest winters, so every old settler says, that they ever knew, and I am inclined to believe them. Since my last letter was written we have had the finest, the nicest and the pleasantest weather I ever knew, for this time of year, yet the people say it is colder than it usually is. If this weather should continue you may depend upon it we shall fall in love with this country.



(Above) Steamer "Lot Whitcomb", launched Christmas Day, 1850.
(Below) Standard Mill, built 1858, collapsed 1901.

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Lot Whitcomb, Supercargo, Milwaukie, 2nd Feb. 1855."

When the "Whiting" returned from her Sandwich Island trip, the Weekly Times of July 14, 1855, page 2, column 6, had this to say:

"The "J. R. Whiting" is discharging cargo. We notice Capt. Whitcomb has a large quantity of packages on board. If all his packages are as nice as the can of honey he left at our office yesterday, he will realize a quick sale, we anticipate."

That business - and lumber with it - took a turn for the better is indicated by the Weekly Times of August 25, 1855, page 2, column 2:

"Exports of Milwaukie. - Through the politeness of Captain L. Whitcomb, we learn that our neighboring town of Milwaukie is doing a fine lumber business, and perhaps cutting out a larger amount of the exporting material than any other town about the mouth of the Columbia River. Milwaukie now has two as fine Lumber Mills as may be found in any country. The new Steam Mill lately built by Messrs. Torrence and Collins, on the south side of the river, is now turning out 10,000 feet per day and finds a ready sale at the mill-grounds to sea-going vessels. Capt. Whitcomb's Mill, on the Milwaukie side of the river is also capable of cutting the same amount.

"The schooner "Matthew Vassar" took a cargo of 100 M feet from that place on the 10th inst. The "J. R. Whiting" is now taking cargo, and will probably be ready for sea during the coming week. The bark "Ocean Bird" and brig "Susan Abigail" sail for San Francisco today with full freight of lumber from these mills. Their 'manifests' will be found in another column of today's paper. We notice that Ex-Gov. Abernethy and J. R. Robb and family go out as passengers on the "Ocean Bird". The "Susan Abigail" takes two passengers. It will be seen by the foregoing that our sister town is fast becoming of importance to our commercial fleet. We are happy in being enabled to say this much of her business transactions, and hope that her shadow may never fade in the future."

The Oregon Weekly Times of December 6, 1856, page 3, column 1, has this advertisement:

"10,000 Feet 2-inch Plank
"Suitable for Side Walks
"for sale by W. S. Torrence & Co.
"Steam Mills
"Milwaukie

"Bills of the above delivered at Portland on short notice at reasonable rates. Milwaukie, December 10, 1856."

Milwaukie sawmills continued to cut lumber until the marketable timber in their vicinity was exhausted, whereupon they were forced to

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move where virgin forests still existed. With grist mills - and the later flour mills - it was different. These were more permanent parts of their community, since grain might be grown on the same ground indefinitely, in contrast to forestland, which once denuded was of no more value for the time being than a worked out mine.

Milwaukie's first recorded grist mill was built by Lot Whitcomb and William Torrence in connection with their sawmill, in 1848 (Scrapbook 41 at Oregon Historical Society, Portland). This mill sent flour to the California gold mines, working day and night to supply the demand. Whether this statement is historically correct, there is no way to determine. Jane Harriette Luelling, according to the W. P. A. files at Portland, Oregon, is authority for the statement that in 1849, Luelling (Henderson), Meek and Lot Whitcomb built a grist mill, while the Oregon Weekly Times of August 14, 1851, page 2, column 4, says that Lot Whitcomb completed a grist mill in August 1851. Again, according to the Oregon Journal, April 27, 1922, page 10, columns 6 & 7, we learn that:

"Benjamin Brown, born in Canada, who came across the plains to Oregon in 1852, came down the Willamette Valley and settled at Milwaukie in the spring of 1853...got a job building the Standard flour mill here... and later was given a contract to build the hotel...George Gimes ran the hotel...While Jane Harriette Luelling (W.P.A. files) says that in 1850 Luelling, Meek, W. P. Doland and Charles Hopkins formed the Milwaukie Milling Company and for a time ran...several sawmills and the grist mill at and near Milwaukie: and the Oregon Weekly Times of May 3, 1856, page 2, column 2, carries this announcement:

"Oregon Flour - Messrs. Lee and Tucker have just got their Flouring Mills at Milwaukie in fine running order. We notice that several tons of their brand was shipped a few days ago for California. We predict a ready sale at the highest prices for all shipments of their brand wherever it may go, so soon as people have tried it. We speak from experience."

Two weeks later, on May 17, 1856, page 2, column 4, the Oregon Weekly Times continued its praise of Lee and Tucker's mill:

"Improvements. - Messrs. Lee and Tucker are improving the valuable water power at Milwaukie, on a substantial and liberal scale. They are building new mills, and putting the former ones in good repair. The flour which they turn out is creditable to the country - none better. The Oregon wheat is generally of the best quality, and in the hands of such men as Messrs. Lee and Tucker, we may expect as nice an article of flour, as can be made either at Rochester, Richmond Hill or Chili: Success attend them, and their enterprise."

The Oregon Journal of June 29, 1927, page 14, column 2, goes on with the history of the Standard Mills:

"One of the big flour milling operations was the Standard Mills

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at Milwaukie. By steamboat and otherwise, wheat from the Willamette Valley was brought to the Standard Mills and shipped away as flour to distant ports."

While scrapbook 4, p. 145-146, Oregon Historical Society, Portland, states that:

"The Standard Mill gave Oregon flour its reputation. One of the men who helped make it so...was an ingenious man...worthy type of those who enabled the territory to gain its motto, 'She flies with her own wings'".

"From the Tualatin Plains came the wheat that was ground into flour. Among other things that builder did was to invent an apparatus for separating bluepod from the wheat, and this in the grinding, left the flour perfectly pure and white. Other mills lacked this appliance for separating foreign matter from the grain, and although all flour was considered good, the Standard Mill product was highly superior."

"The timbers that formed the Standard Mill were carved from the forest and as honestly put together as the hands that constructed it. The old timers will tell you with pride that in the flood of 1861, when the water swept over the second floor of the mill and leveled the adjacent low-lying valley of the Willamette, every other mill was washed out but the old Standard stuck to her moorings. Forty three years have passed by and still the old mill remains as an honorable landmark of Milwaukie and a feature that readily catches the eye of many artists looking for views.

"The Standard Mills was built...by a company composed of Joseph Kellogg, W. J. Bradbury and H. W. Eddy. Kellogg, being a millwright, drew the plans and supervised construction. Patterns for the different lines of machinery were made by Peter Taylor, and the castings were made by Turnbull, Davis and Monaster, at their foundry and machine shop on First Street. The capacity of the mill was 100 barrels of flour per day. The name of the first miller was Thomas Tucker. He was succeeded by F. C. C. Newell. Standard Mills flour was shipped in great quantities to the mines, and everywhere that it was used it was much preferred over all other kinds."

The OREGONIAN of June 9, 1869, page 3, column 2, had this new item: "From Milwaukie.--The very large cargo brought down the Willamette by the 'Rival' was all from Milwaukie. The flour was of the Standard Mills brand."

Harvey Scott in his 'History of the Oregon Country', vol. 5, page 158, avers that: "When December found the steamboats tied to the banks above Willamette Falls, waiting for the water to float them. This was before the railroad was built, and except for the long hauls of farmers with their teams, the river was the only means whereby wheat could be got to mill or market. The old Standard Mill, at Milwaukie,

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after clamoring vainly for grist, had to close down; stocks of country and village merchants ran low; farmers chafed because of their fields and deferred plowing, and still the promise of the leaden skies was unfulfilled. Finally the rain came, and so copiously did it fall that the boating state of the river lasted far into the next summer, crops were abundant, and plenty, as usual, reigned."

OREGON CITY ENTERPRISE, March 23, 1867, page 3, column 2, is authority for this item: "Flouring Mills.--There are in this country 8 flouring mills. The first is the Imperial Mills at Oregon City, running six sets of burrs; second, the Standard of Milwaukie, with four sets. Capacity for flouring grain annually--Imperial Mills, 200,000 bushels. Standard, 175,000 bushels."

The OREGONIAN of April 6, 1867, page 3, column 3, carries the news copied from the OREGON CITY ENTERPRISE: "Milwaukie Items.--The Enterprise of Saturday says 'Our friend Bradbury, of the Standard Mills at Milwaukie, is now filling an order for flour received from his old home--Portland, Maine. The steamer now in port will take a large shipment. This may be considered as further evidence that Clackamas County flour will go through the tropics without baking...On Thursday last a fire broke out in the Standard Mills at Milwaukie but was suppressed before doing material damage."

OREGON CITY ENTERPRISE of April 20, 1867, page 2, column 1, reports that: "A call of two hours at Milwaukie, on last Monday, gave us an opportunity of seeing that the place is pushing forward in about equal proportions to the balance of Oregon. Mr. Worthheimer, of this city, has leased a cabinet factory at Milwaukie, and will carry on the business more extensively in future. The Standard Mills, the largest in the States, are located at Milwaukie. The site of the old mill, just below the Standard, lies open for investment."

The OREGONIAN of August 9, 1872, page 3, column 1, reports further: "The local reporter of the Oregonian has recently made an excursion to Clackamas County. An hour at Milwaukie is sufficient time to see that everything is moving on about as usual. The Standard Mill is turning out its usual amount of fine, superfine and extra flour; a chair factory contributes somewhat to the wealth and ease of the villagers; there is a fine public school and the Good Templars are flourishing, while the whiskey mills are getting like their own liquor--weaker. The Templars number about 50 members and are increasing at every meeting."

The OREGON CITY ENTERPRISE of June 1, 1867, page 3, column 1, says that: "Merchant Mills.--Mr. W. F. Bradbury, proprietor of the Milwaukie Standard Mills, was one of our traveling companions to and from Salem, at the beginning of the week. He is still in the market purchasing grain, and of late has shipped a large quantity to ports below. Mr. Bradbury was the first person to start in the matter of making milling a business in Oregon. Prior to 1860, all the wheat floured was 'custom', on which a toll was paid. About this time the Standard

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Mills came to the conclusion to dicker its own brand, and the history of the flour and grain trade of the State would show how eminently successful the movement has been."

The OREGONIAN of September 7, 1872, page 3, column 2, has this report: "At Milwaukie.--The referee, appointed by the court in the partition suit of Fisk et ux. vs Bradbury et al., sold the Standard flouring mills at Milwaukie yesterday to Capt. J. H. Fisk for the sum of \$20,000. The other lots of land with the old mill and warehouse were sold at the same time to Messars. Burton and Kellogg."

The SUNDAY OREGONIAN of July 7, 1903, page 15, tells that: "...on the afternoon of July 8, 1901, the Standard Mill fell and, with its falling, Milwaukie lost another of its historic buildings. The building was morticed together and when one part fell, the whole structure went to pieces at once just like the 'wonderful one-horse shay'. The Standard Mill had for a long time the reputation of making the best flour on the coast, which was due, first, to the fact that the owners had a secret process of making flour, and second, to the care which they took with it and the thorough understanding they had of the business."

OREGON CITY ENTERPRISE of December 27, 1901, page 2, column 1, lends a finishing touch to the saga of the Standard Mills: "Samuel Hoesley, a well known pioneer resident of Milwaukie, died at his home Sunday evening after an illness of some time. His home is on the county road a short distance southeast of the post office, where he had lived for many years. He was 72 years old and came to Milwaukie in 1876. With his brother, Henry Hoesley, and Henry Sexer, he purchased the old Standard flour mill and they manufactured what became widely known as the 'Red Cross' brand of flour, which was extensively used east of the mountains in the mines. For 15 years they operated the mill. They shut down for the reason that the cheaper process of manufacturing flour had been introduced in Oregon, and they could not compete. Mr. Hoesley seems to have been the last of the owners of the old mill. His brother and Sexer are dead. Last April, the old mill building, which was put up in 1849* was turned over and demolished by high water and like the former owners is but a memory of the past....The funeral was held last Monday from the family residence at 1:30 o'clock. Rev. Edward Hornschuh,

* Notes--The author of the above was in error as to the date when the Standard Mill was built. Captain Joseph Kellogg, who designed and supervised the building of the mill stated that it was built in 1858, by a company composed of himself, W. J. Bradley and H. W. Eddy.---Portland Evening Telegram, June 1901. Clipping in H. S. Robinson collection.

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of the German Evangelical Church, of Milwaukie, conducted the services. Milwaukie Cemetery was the place of internment."

Back of lumbering, flour milling and ship building were the business establishments born of these activities, and in turn supporting them. The making of flour barrels was one of these. The WESTERN STAR of November 28, 1850, carries the advertisement: "Cooperage. Oren Kellogg & D. Maxwell would inform the public that they are carrying on the business extensively of Manufacturing Tight and Flour Barrels; also Sett work which they will sell at fair prices for cash or produce. All orders will be promptly attended to. Milwaukie, Nov. 27, 1850."

WESTERN STAR of March 20, 1851, shows just what a big general store had for sale: "Hopkins and Doland. Wholesale and Retail Dealers, Most respectfully beg leave to notify the public that we have just received and now offer for sale, at greatly reduced prices, a most splendid assortment of Goods, comprising Dress Silks, Paramattas, silk striped Alpacas, a large assortment of Merrimac Calico and Fall River Prints, Brown Sheetings, a large assortment of the best Ready Made Clothing, Red Blankets, also Hats, Caps, Henry Boots, Ladies' Shoes, also Prepared Linseed Oil, assorted Paints, and a most complete assortment of Paint Brushes, Fine Table and Pocket Cutlery, Carpenters' tools, the best of Saw Mill Files, and Builders' Hardware--Large quantities of Wines, Porter, Ale and Cider; also Fresh Oysters, Lobsters, Sardines, Crackers, Cheese, and Fresh Candy, Dried Apples and Peaches; Nails, Window Glass, Mirrors, etc., etc.,

"Trading men will and shall do well to call on us. Cash paid for Potatoes, Butter, Cheese and Eggs.

Milwaukie, Dec. 24, 1850"

Individual business men who advertised are mentioned in the WESTERN STAR of November 20, 1850: "Sanburn & May, proprietors of the Willamette Hotel; J. Tallman & Son, dealers in all kinds of groceries and provisions; Bostwick & Fuller, tin, sheet iron and copper plate workers; Waterbury & Crosby, wholesale and retail dealers in groceries and provisions; McKinney & Barker, commission merchants; Stepen Goff, boot and shoe maker."

And the WESTERN STAR of December 12, 1850, announces that: "Something like twenty residences have been commenced, and many of them completed, in this village, since the first number of our paper was issued. A bakery business was established near the Star's office by Harmon & Mallory, and Chamberlain and Field started a tannery on a creek east of town, while Oren Kellogg & D. Maxwell opened a cooperage shop."

About Milwaukie progress in general, the WESTERN STAR of April 3, 1851, says: "Milwaukie Improvements.--Indian Department Buildings, opposite Milwaukie on the west bank of the river, Building of a Schooner at

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Milwaukie Ship Yard, Cabinet Warehouse, 70 feet by 22--two stories high, Tannery Building, 60 feet by 36 feet, Store Warehouse, built at water's edge, by Mr. Trullinger, Grocery and Provisions' business conducted by Mr. Wadsworth, who will soon build a new store. Select School under the care of O. W. Nixon, A. B. The new Saw Mill, Variety Store, conducted by Hopkins & Doland, Union House on Main Street, The Milwaukie House, oldest public house in the place, The new store, fronting Main Street, owned by Mr. Latourette, of Oregon City. The Beautiful Nursery of Lueling & Meek, situated on the river's bank, The U. S. Arsenal and Armory, Port of Delivery."

The California gold rush caused changes in the business of Milwaukie, as witnessed by the following notice in the WESTERN STAR of January 16, 1851: "Ho for California. The subscribers, wishing to go to California, offer their entire stock, consisting of Ready Made Clothing of all kinds, Blankets, Boots, Shoes, Caps, etc., at and below cost price. All those indebted to the concern are requested to call and settle their accounts, on or before the 1st of February next, otherwise they will be handed to a lawyer for collection. Loag & Goodell. Milwaukie, Jan. 16th, 1851."

Many men, besides those in business, also left Milwaukie, some for the Oregon mines, as indicated by the WESTERN STAR of January 2, 1851: "For the Klamath.--Capt. John K. Kennedy, David P. Carter, John L. Upton, James A. Hartman, John Clark, Jacob Zimmerman, George Topin, Crous Arp, William Simpson, James Moon, and Hiram Young leave this morning for the Gold region of Oregon. Most of these persons came into the territory this fall from Iowa and other Western States."

With this sequel (WESTERN STAR, April 17, 1851) : "Miners from the Klamath mines do not give very flattering accounts--mines are only digging from three to four dollars a day. The gold is fine and equally distributed."

Local food prices are quoted in a letter dated, Milwaukie, April 10, 1851: "Flour is worth \$8.50 per barrel. Butter, 75¢ per lb. Potatoes, \$3.50 per bushel..eggs are worth 75¢ per dozen and chickens from 50 to 75 cts each..."

A crop forecast is carried by the WEEKLY TIMES of May 6, 1854, page 2, column 2: "The Weather:--The weather continues fine. Crops are thriving--farmers are busy--and a rich harvest will, we anticipate, crown their labors. The crops put in this year are much larger throughout the Territory, than any previous one since its settlement by white men."

Which prophecy was borne out according to the OREGON WEEKLY TIMES of December 9, 1854, page2, column 2: "Products of the Country.--The produce of the country is abundant this season. Wheat is the staple product of the country for transportantion at the present time.."

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That people lived well on what the land produced is proved by the report of a dinner party in the OREGON WEEKLY TIMES of July 15, 1854, page 2, column 6: "S. D. Smith, of the Western Hotel (Portland), gave a very nice dinner on Sunday last. His boarders and invited guests sat down and did ample justice to the following bill of fere:- Soup--Oyster; Fish--Baked Salmon; stuffed Roast Meats--Beef, brown gravy, Venison, currant jelly; Veal--Fowls--Chicken, roast and fricaseed; Vegetables--New Potatoes, a la Francoise, mashed and boiled. Onions, Beets, Turnips, Parsnips, and Soccotash. Pastry and Pudding--Whortleberry, blackberry and Custard Pie; Pudding--Tapioca, de Plum, Blanc Mange, Custard. Desert--Nuts, Raison & Plums.

After her first rapid growth during the California gold rush err, Milwaukie's progress slackened, especially during the hard times of 1854 and on, yet business establishments and manufacturing plants continued to be added. The OREGON WEEKLY TIMES of May 16, 1857, page 2, column 2, announces a pottery: "Glazed Ware.--Mr. Pine, of the firm of Pine & Grover, has presented us with some nice specimens of glazed ware, from their pottery on Clackamas. They are turning out crocks of all kinds, such as milk pans, jars, churns, flower vases, &c, &c, and Mr. Pine informs us that he has a fair prospect of soon being able to manufacture a good article of stone ware. It gratifies us to see our own people beginning to do a portion of their own manufacturing. A supply of this ware is on sale at Francis' store."

The OREGON CITY ENTERPRISE of November 9, 1867, has this advertisement: "Oregon Leather.--The best on the Coast. Thomas Armstrong, manufacturer of all kinds of leather, Milwaukie, Oregon."

VII. Civic Aspects

The ground upon which Lot Whitcomb founded Milwaukie did not really belong to him, but to the Clackamas tribe of Indians. Property rights, as far as the whites were concerned, began in 1851, according to the OREGON SPECTATOR of December 2, 1851:

"Previous to the departure of the Superintendent of Indian Affairs for Washington, a treaty was concluded with the Clackamas tribe of Indians, in which they ceded to the United States all the land claimed by them. The tract of land is a large and valuable one, and includes the towns of Milwaukie and Oregon City. The boundaries are as follows: North by the Columbia River, east by the Cascade range of mountains, south to the land ceded to the United States by the Molalla tribe of Indians, and west by the Willamette River. They are to receive an annuity of twenty-five hundred dollars for ten years, the payments to be made in money, clothing and provisions, etc. Five hundred of the annuity is to be paid in money. They make no reservation of the soil; but are allowed to occupy their present locations during the lives of the signers of the treaty--and their grounds and buildings are not to be encroached upon by the whites, or others, except as may be necessary in the construction of highways or bridges for the public use. They are to be held responsible for the acts of individuals of their tribe, as is also the Government for the acts of white citizens."

The site of Milwaukie, as Lot Whitcomb saw it, was flat but covered with virgin forest interlaced with brush and ferns. Whatever inroads settlers made into this wilderness were made by clearing the timber and bushes by sweat and the hardest kind of work, grubbing, sawing, axing and shoveling. When the first log cabins in Milwaukie took shape, it was along streets laid out on paper, but which in reality were cluttered with stumps and the ragged roots of underbrush. Mud in the rainy season and dust in the dry season were inescapable factors. There were no sidewalks except the trails made by perambulating neighbors. Domestic animals, especially hogs, had the privilege of public thoroughfares. Movement about the pioneer village was confined to daylight as much as possible. Anyone venturing out at night must perforce carry a lantern--for the most part consisting of a container with oil or fat in which floated a wick of rush or some similar conveying substance. Of sanitary arrangements there were none, except the accepted and common outhouse and, perhaps, an occasional cesspool. Water came from wells dug on the premises of the individual owners and pumped to the surface by hand pumps. Most backyards had open fire spaces for the making of soap, laundering, and often the baking of bread. Years later, even, conditions were much the same. Mrs. Minerva Thessing, Oatfield, of Lake Grove (Oak Grove?), Oregon, who was born in Yamhill County, January 7, 1852, daughter of Dr. Johann Heinrich Thessing (WPA files) describes Milwaukie when she was a little girl:

"I remember when as a child my father, Dr. Thessing, sometimes brought me to Milwaukie on his business trips. Milwaukie was then only

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a pioneer post in the wilderness. Along what was Main Street hogs wallowed in the mud during the rainy season, and dried themselves by rubbing up against the houses along the sidewalks, while the tinkle of cowbells could be heard all night.

"Many of the foreign residents were opposed to spending money on civic improvements, so anyone forced to be out at night carried a lantern to avoid the holes in planking and avert a broken leg. When Mrs. Seth Lewelling, of the famous cherry tree family, circulated a petition throughout the county, that horses, hogs and cattle should be kept off the streets she was severely censured for doing something considered as strictly a man's prerogative. Incidentally, among farmers there was a tacit agreement that the result of the petition would in no way affect the highways outside the city limits, and none of their wives signed without their husbands' permission.

"With the establishment of the Lewellings' nurseries, Milwaukie began to develop a place in Oregon's early history. It became a gathering place of various cults and people of culture and progressive ideas, including those studying political issues.

"Back of that, I remember, the law was largely Judge Lynch. A shooting scrap called for three or four years imprisonment, while horse thieves were promptly hung, if caught. Lawsuits were rare, and differences over line fences were often settled by a 44 Colt, where at least one of the participants usually lost permanent interest in corner stakes.

"Differences between man and wife were adjusted by calling in the preacher, thereby avoiding litigation, alimony and lawyer's fee. If one wanted to talk to anyone in Portland, he or she took a day off and went there. With neither gas nor ether, if you had a tooth pulled, you sat down on a wooden bench and yelled to high heaven from the time the pliers or bullet mould was inserted until the molar was out. I think my father brought the first dentist outfit to the country...."

Milwaukie post office was established on February 11, 1850, with Lot Whitcomb as postmaster; Nathan P. Hawkins became postmaster on January 19, 1853, and Robert E. Randon on December 17, 1853. At first mail arrived and departed by boat. For a time the 'Lot Whitcomb' was mail steamer. When Oregon roads allowed of steady travel, mail for local points went by stagecoach. A daughter of E. Ross, postmaster of Milwaukie from 1867 and on, says of the mail in those days:

"We had the post office 17 years. When we first had it in 1869 and in the early '70's, the mail came on the Oregon-California stages. One of my early recollections is of seeing the stage drive up in front of the post office with a flourish, for the stage company used the best of horses and had good drivers, and it was quite an impressive sight to see the stage coming down the road full tilt and to see the skill with which the driver brought his horses to a stop in front of the door."

Even in the 1870's Milwaukie had few street improvements,

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according to the OREGONIAN of March 2, 1872, page 3, column 2:

"The Milwaukie people had a sociable Wednesday evening, at which they raised \$65 for the purpose of constructing sidewalks."

The town was agitating for incorporation in 1901 (OREGON CITY ENTERPRISE, Dec. 13, 1901). However incorporation did not take place until 1903. Water mains were not in evidence until 1904--according to the OREGONIAN of July 10, 1904, page 30, column 4:

"Water in the Mains.--The New Plant for Milwaukie is now Nearing Completion. --Water is now running through the new mains laid from the pumping station on B. M. Fishh's place, east of Main Street. The mains are wooden, steel-wrapped, and hold the water well, and are expected to hold the water without leakage after they have been filled a few days. A number of residents have trenches ready from their homes on Main Street to the pipes and will take water as soon as connections can be made.

"Altogether there will be 7000 feet of water mains ranging from one to four inches. There is an abundance of water from the well that has been sunk. By experiment it has been found that the water cannot be exhausted by the pump running at full capacity. The power is supplied by a turbine wheel on Mr. Fisch's place, so the cost of operating the works will be very small. It would probably have been impossible for anyone to have put in water works in Milwaukie, with steam power, for the present at least.

"The city of Milwaukie has reserved the right to purchase the plant at the expiration of five years if the people so desire. It is expected that the pioneer town will receive quite an impulse from the new waterworks. Much of the success of the movement may be attributed to the efforts of Mayor William Schindler. The cost of the plant was about \$5,000."

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VIII. Cultural Affairs

People of pioneer Milwaukie lived in a wilderness where any sort of diversion or amusement had to originate with themselves, therefore pastimes and entertainments were of the simple sort that run to dancing, quilting parties, house raisings and social drinking in taverns. Occasionally itinerant singers and performers happened along, as shown by this notice in the Western Star of December 5, 1850:

"The Sable Wanderers, gave a concert at the Willamette Hotel on Tuesday evening last, but owing to the short notice given of the concert, and the unpleasant state of the weather, the attendance was not so general as it otherwise might have been."

A "Young Man's Lyceum" was organized early and met, according to the Western Star, on November 18, 1850, to debate the subject: "Are the Representatives bound in all cases to obey the instruction of their constituents?" C. Hopkins, D. Trullinger, J. Trullinger and J. L. Brown took the affirmative side, while Dr. D. F. Campbell, S. L. Campbell and William C. Ross took the negative. Judge Isreal Mitchell presided and the negative side won. The next debate was arranged to be on the question "Has Theology conduced to the happiness of mankind?" with the affirmative dispitant S. L. Campbell and the negative Henderson Lewelling.

The society numbered among its members the best minds of the town, which at this time had about 500 people. The Western Star of January 16, 1851 carried this news of a past meeting:

"YOUNG MEN'S LYCEUM, Milwaukie, Jan 10, 1851. Lyceum met pursuant to adjournment, Pres. in the chair--minutes read and approved. Ballotts were cast for officers for the ensuing term and resulted in the election of D. Trullinger, President; J. L. Brown, Vice-President; O. W. Nixon, Secretary; J. Trullinger, Treasurer; H. B. Campbell, William Ross and L. A. Ross, Financial Committee; H. Luelling and J. L. Brown, Monitors.

"The question for discussion was then read: 'Do the modes of punishment recognized by law tend to prevent crime and promote morality?' Messrs. Hunter, J. L. Brown, S. C. Campbell and I. Mitchell, affirmative.

"Messrs. H. Luelling, William Ross, J. C. Trullinger and O. W. Nixon, negative. The question was discussed with animation until a late hour when it was amended to read: 'Do the penalties inflicted by arbitrary law tend to prevent crime and promote morality?' and referred to the next meeting for further investigation.

"On motion the time of holding its meetings of the Lyceum was changed from Wednesday to Friday evening. On motion, the secretary was requested to forward an abstractt of the proceedings to the Western Star.

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On motion, adjourned to meet Friday evening, the 17th.

"D. Trullinger, President O. W. Nixon, Secretary."

On January 30, 1851, page 3, column 1, the Western Star carried this notice: "THE YOUNG MEN'S LYCEUM - Meets every Friday evening. Question for discussion, Friday evening, 31'st, 'Have females the right to exercise the Election franchise?' Affirmative, O. W. Nixon and others. Negative, C. Hopkins and others. O. W. Nixon, Secretary."

The cause of temperance found advocates almost as soon as Milwaukie was founded, due, probably, to the bucolic age and the absence of restraint on drinking, except what accepted decency and custom imposed. The Western Star of February 27, 1851, page 3, column 2, carried this notice:

"A Temperance Meeting will be held at the school house in this place, on Saturday evening, March 1st. An address is expected from O. W. Nixon, Esq. and music will be given. The citizens are expected to attend."

While on May 29, 1851, page 2, column 2, the Western Star had this news item: "Temperance - By a vote of the Oregon City Temperance Society, held May 3, 1851, all Ministers of the Gospel in Oregon are respectfully requested to present the subject of Temperance from their pulpits on the second Sabbaths in June and July next."

That the movement was a lasting one is proven by the fact that on October 19, 1867, the Oregon City Enterprise, page 3, column 1, informed the public that: "Among Milwaukians who enjoyed a temperance address at Milwaukie, delivered by J. H. Mitchell, of Portland on October 4, 1867, were J. H. Lambert, E. Ross, A. J. Borland and John Packer."

On July 23, 1853, page 2, column 6, the Oregon Weekly Times had this notice, sponsored by two liberal and progressive Milwaukians:

"Milwaukie, July 19, 1853.

"John Bonser and Henderson Luelling have agreed to invite reformers - those who have or wish to obtain knowledge of the unchanging Laws of Nature - Who have or wish to acquire a knowledge of A. J. Davis' writings, and the sublime truth therein explained- to meet at Milwaukie on Saturday the 13th of August at ten o'clock A.M., to hold a free and social meeting, and take such measures as may be deemed proper, to promote the spread of knowledge. Come, true reformers. Let us see what can be done to awake Oregon from the sleep of formality.

John Bonser, Henderson Luelling."

As to the sort of amusements and entertainments popular during the early 1850's in Milwaukie, Mrs. Minerva Thessing Oatfield of Lake Grove, Oregon, is enlightening.

"Yes, we used to dance a lot in the early days. All square

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dances, and when we had nothing else to keep time to, we clapped our hands in rhythm. Often we used a comb with paper over it, in the manner of Jew's harp. If you were clever at it, you could make fair dance music. The children were put to bed, and when they wakened and cried the fathers and mothers took turns holding them, leaving the other free to dance...

"We used to attend revival meetings in the early days too. Probably some of us young folks enjoyed them as much as the dances. Angelo and Peter Hardison were two young scamps. They acted as solemn and pious - and maybe they would be scheming all sorts of deviltry. Once when they were sent to meet the preacher, and either set him on his way or bring him home - it doesn't matter much - they got him ahead, out of sight; then in the dark they chased him up a hill and pursued him, yelling for help, under the idea that he was beset by highwaymen. Later, to all appearances, they came upon the scene and rescued him.

"When shouts of 'Glory to God' and 'Amen' were coming from all over the room, and people were filling up the mourners' bench, while the preacher was exhorting everybody to 'Come up and be saved', those two rascals would hold the hymn book and sing the loudest of anybody, the Gospel hymns of 'Come to Jesus' or 'River of Jordan'. 'River of Jordan' always seemed to be in the only available aisle, and everybody seemed to be wading down its length to the mourners' bench."

That Washington's birthday was celebrated much as now is plain from this item in the Oregon Weekly Times of February 14, 1852:

"Anniversary Ball at Milwaukie.

"We learn that the young people of Milwaukie will celebrate the anniversary of Washington's birthday, with an anniversary Ball on Monday evening next, at the new Hall in that place."

Thanksgiving day in the early 1850's was not on any permanent date. The Oregon Weekly Times of November 20, 1852, page 2, column 3, contains this proclamation:

"Just as we were going to press last week, we received a copy of the Governor's proclamation appointing the 9th day of December next as a day of public thanksgiving. This time-honored custom of thanksgiving, we are not sorry to see embraced in Oregon. To us, it brings back early recollections of boyhood, of friends, and happy homes, when our annual thanksgiving day was looked upon as the happiest day of the year."

Fourth of July celebrations came regularly, in some form or another. Excursions by steamer were popular. The Fourth of 1854 was enlivened by a ball, according to the Oregon Weekly Times of July 8, 1854, page 2, column 4:

THE BALL AT MILWAUKIE

"The Ball at Milwaukie on the evening of the 4th is spoken of by all as having been a very fine affair. Several ladies and gentlemen from this city were in attendance - and there were some forth Milwaukie

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ladies who honored the festivities of that occasion with their presence. The Dance was held in the new and spacious hall - and the tables under the superintendence of Mrs. Roberts and Mrs. Barnes, were amply and tastily spread. Cherries and other fruit from Luelling and Meek's garden, together with blackberries from the forest, were delicious."

Another Fourth of July Ball is described in the Oregon Weekly Times of July 5, 1856, pag2, column 5:

"A grand ball came off at the 'Veranda Hotel', at Milwaukie on the evening of the 3rd, on which occasion fifty couples, comprising the beauty and fashion of Oregon City, Portland and Milwaukie, participated. At twelve o'clock, midnight, the brilliant assemblage set down to a sumptuous table prepared by the gentlemanly proprietor, Mr. William Collins, and did ample justice to the viands. The company then returned to the hall where the festivities of the dance were spiritedly maintained until a late hour in the morning. The Germania Brass Band discoursed their sweetest notes on the occasion. Much credit is due to the manager for the extremely pleasant manner in which everything transpired to the satisfaction of all."

Weddings were seized upon as occasions for good times and fun, and if the wedding was held on a holiday, so much the better. The Oregon Weekly Times of December 11, 1852, page 2, column 2, advertises a special wedding occasion:

"Wedding & Cottillon Party

"Mr. James Herbit and Miss Elizabeth Barker,

"will be married on CHRISTMAS EVE., at the City Hotel, Portland, Oregon after which will be given one of the grandest COTILLON PARTIES of the season.

"The best music in the country has been secured. A good conveyance has been secured for the Ladies.

Managers

James Herbit	G. D. R. Boyd
J. P. Smith	J. L. Hensley
Calvin Swindle	J. Hardy
R. Atwater)	
C. B. Twoggod')	Oregon City
J. Cooper)	
P. C. Dart)	
W. P. Doland)	Milwaukie
Thos. Waterbury)	

"No gentleman admitted without a Lady."

It is a well known fact that early marriages were customary in Oregon in the 1850's due to the fact that a married man had a legal right to take up two half sections of land instead of just one. The Oregon Statesman of May 3, 1859, page 2, column 6, chronicles one of these pre-valent child unions:

MARRIED

"On the 20th inst., by Rev. J. H. B. Royal, Erratus S. Gray,

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to Miss Mary A. Campbell, aged about 14 years, all of Milwaukie."

Art and needle-craft as domestic pastimes were not neglected, according to an account of Milwaukie entries at the Oregon State Fair in the Oregon Argus of September 21, 1863, page 1, column 7:

"The State Fair - Fifth Day...A rich and splendid stand cover by Mrs. S. Luelling took first premium."

A boost for the public spirit of Milwaukie in contributing to the welfare of Civil War soldiers is contained in the Oregonian of December 26, 1863:

"Good for Milwaukie - The glorious little town of Milwaukie has contributed \$305 to the Sanitary Fund. Sanitary Fund Receipts - From Milwaukie by H. W. Eddy coil, \$305 as follows: Standard Mills, \$200; Messrs. Newell, Warriar and Mullins, \$3 each; Messrs. Miller, Lambert, Wait, Rohr, Luelling, J. Kellogg and Armstrong, \$5 each; Messrs. B. R. Smith, Broughton, Reed, K. Kellogg, Moore, Mrs. Eddy and Mrs. McWilliams, \$2.50 each; Messrs. Garrison, Failing, Ryan, Cash and H. Wood, \$2 each; A. F. Miller, Mrs. E. Kellogg, \$1.50 each; G. Miller, E. Newell, Mary Ann, Clara, Joseph, Leo and John Newell, Charles, Owen and Elisha Kellogg, J. W. Graham, T. Baird, J. Mill, S. G. Hamlin, a stranger and a passer-by, \$1 each; ten persons 50¢ each and two 25¢ each."

Next year the Oregonian published this notice in the issue of January 23, page 3, column 3:

SANITARY AID SOCIETIES

"Milwaukie

"Editor Oregonian:

Several friends of the soldiers residing in Milwaukie Precinct organized a Sanitary Aid Society at the Clackamas Baptist Church on the 6th of January with the following officers: T. Talbott, Pres. & Treasurer; Mrs. Mary Capps, Vice-Pres; Dr. Adair, Secretary. T. Talbott, A. P. Smith, Ann M. Welch, Mary Phillips, Emma Capps and Dr. Phillips were appointed to solicit funds. Between forty and fifty enrolled themselves as contributing members, all actively laboring for the welfare of the soldier, sick and wounded in the service of his country, especially is this true of the women concerned, who are never weary of doing good and trying to relieve suffering. You may expect a good monthly report from them, for neither bad roads, inclement weather, nor an occasional frown from Copperheads and Secesh, will hinder them from doing their duty. Your Secretary.

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IX. The Milwaukie Library

In 1889, Alfred Luelling is said to have started Milwaukie's first circulating library. A number of books were placed in the law office of Thomas Lakin, Justice of the Peace, on the southeast corner of Main and Washington Streets. This library was in operation only a few months when the building burned and with it Milwaukie's library.

In 1910 Mrs. George Wissinger and Mrs. James Reid and others obtained permission to use a room in the old city hall for library purposes. This library functioned until the new grammar school was built in 1916 when the books were turned over to the school.

Again a gap until 1926 when a group of interested people met at the home of Mrs. Edith Hazen once more to plan a free library for Milwaukie. Mr. and Mrs. Wm B. Perry offered space in the Perry Pharmacy at Main and Monroe. Volunteers built shelves and under the general supervision of Mr. and Mrs. Perry, with some additional help, this library continued until 1934. In that year School Supt. Wilbur Rowe led a group of business men to petition the City Council for use of the Council Chamber for a library. This being granted, he organized a book drive, out of which 2000 books were found usable and placed on the shelves. Through the aid of SERA Maggie Johnson was appointed librarian. She was the first paid librarian in Milwaukie; for all former ones were volunteers. The following year, Mrs. Dorothy Winters was chosen librarian.

In 1936 the Mayor appointed Milwaukie's first Library Board: Mrs. Rosa B. Eckenberger, Mrs. C. F. Richardson, Mrs. Edgar B. Piper, S. L. Burton, Mrs. E. W. Kirkpatrick, J. Earl Jones and Jessie Hodge Millard. When in 1937 a new City Hall was built, plans provided for both a jail and a library, but available funds were not sufficient for both, so the Council voted to omit the jail and give room for a library. As of today (1965) Milwaukie has no jail; the library seems to have been a good substitute! Silver teas, hobby shows, book drives and fines were an inadequate source of revenue, and in 1942 the city and the county each contributed \$35 a month toward the librarian's salary. This was on a month-to-month basis and it was not until the following year the City Council placed the library on the city budget.

Mrs. Dorothy Winters died suddenly in 1940 and Mrs. Ruth Smith was named to succeed her. In 1943 Mrs. Katharine Mason became librarian; at her resignation in 1947, Mrs. Anna Durning was appointed to serve. After Mrs. Durning's death in 1950 Miss Anna Lindgren was called to become librarian, resigning finally in 1960. Mrs. Nancy Howard's tenure was from 1960-1963, when the present librarian, Mrs. Jean Hein, was chosen.

In 1952 "The Friends of the Milwaukie Library" was organized. This group of interested citizens seeks to supplement the work of the duly appointed board. A number of civic organizations promote the



(Above) School, built 1893, served as Elementary, later as High School.
(Below) Early School, built 1858, with later addition.

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library through this channel. Activities of this group include an annual fund raising tea and sponsorship of the Summer reading program. The present officers of this organization are: President, Dr. Clyde Martin; Vice-President, Mrs. Ted Loder; Secretary-Treasurer, Mrs. R. B. Shook; Directors, Mrs. James Routson, Ernest Freeman and Mrs. Lesley Clark:

Endowments and Memorials.--Many individuals and groups have contributed to the library through memorial gifts. Among these are: the Thomas Roberts Endowment Fund which yields an average of \$250 a year; the Wilbur Rowe Memorial, dedicated to the Children's section; the Mayor Fred Sperr reference books memorial; the Maggie Johnson Memorial for children's books. Mrs. Thomas Roberts bequeathed \$500 for children's books. The First State Bank, in celebration of its fiftieth anniversary, set up a \$5000 Trust Fund for the library. Other organizations, Boy Scouts, P.E.O., Garden Club, Historical Society, Business Women's Club, Jaycettes, and individuals, have given books in memory of members or loved ones.

County and State Library Cooperation.--The Milwaukie Library is a branch of the Clackamas County and State systems. Part of the Librarian's salary is paid from County funds. Cataloging, preparing books for the shelves, and other clerical work, is done in the County Library. From 400-450 books from the County Library are placed on the shelves each month. Books may be requested from both the County and State libraries through the local library.

Statistics (1964).--Books on the shelves, 14,000; circulation, 96,000; card-holders, 6509, and total budget, \$36,673.

Library Board.--Since the first library board in 1936 a distinguished roll of citizens has served in this capacity. The present Board is: Mrs. Irwin Adams, Mr. Ray Renfrow, Miss Elsie Franz, Dr. James Howard, Mrs. Arlie Brown and ex-officio, Mr. Wm McDonald.

In 1961 Mrs. Florence Ledding, step-daughter of Seth Lewelling, and long-time civic and political leader, bequeathed her home and property at Twenty-first and Harrison to the City of Milwaukie. Her will specified that the property shall be inalienable and shall be used for library purposes only and shall never be used in whole or in part for any other purposes ". She suggested that the Library be called the Ledding Library as a memorial to her husband, Herman F. Ledding, and herself. Five thousand dollars were also given for the purchase of books, as well as many volumes from their considerable collection. In 1963 a \$150,000 bond issue was passed and the work of remodeling the old home, and building a modern library was begun. Late in 1964 the move into the new building was accomplished. Formal grand opening was held on Sunday, January 17, 1965.

Thus after seventy-five years, the continuing dream of the pioneers and a succession of like-minded citizens is coming to fruition, in a full time library for Milwaukie.

History of Milwaukie

X. Schools

Milwaukie's first school was built with some of the first lumber from Lot Whitcomb's sawmill, which he donated, with a lot on which to erect the structure. Hector Campbell was the first teacher (Oregonian, June 7, 1903, page 15). Later Professor O. W. Nixon was employed (Scrap Book 41, page 145, Ore. Hist. Society, Portland).

The first annual report of the Milwaukie School Board runs as follows, according to the WESTERN STAR of November 28, 1850:

"Milwaukie School District No. 1:--Bounds--Commencing on the Willamette at the southwest corner of the W. K. Kilborn claim, run east three miles, then due south five miles, or so far as to include the Orrin Kellogg claim, thence west to the Willamette River, thence down the center of the channel to the point of departure. Approved as above. Attest, R. S. Holland, Clk. of Probate Court.

"Repost of the District Directors of School District No. 1 for the years '49 and '50. In compliance with the requisition of the Common School Law, establishing the Board of District Directors and prescribing their duties, they respectfully submit the following Annual Report:

"Previous to the organization of the School District in Milwaukie, the proprietors of the town erected a school house sufficiently large and convenient for the accomodation of the scholars at the time it was built and donated, with the lot on which it stands, to the citizens of Milwaukie, to be used as a school house as long as it should be convenient, and then to dispose of the same for the purpose of erecting a larger and more convenient house. We have had a good school for three terms and a fourth is now in progress and near its close. The first term of twelve weeks closed Feb. 15, '50. The average attendance during the term was 30; whole number of scholars, 40. The second term of twelve weeks closed June 8th; the average attendance was 35, whole number of scholars, 50. The third term of seven weeks closed Aug. 26; the average attendance 25, whole number 35. At the close of the second term, the Directors thought best to have a short term of seven weeks in order to alter the time of commencement to the usual time of year. They accordingly engaged a female teacher for the above term. The wages of the teacher for the first two terms was \$200 each, and the third term \$75, amounting to \$475, which we raised by subscription.

"The branches taught in the school have been Orthography, Reading, Writing, Arithmetic, Geography, Philosophy and History. In commencing the fall term, the Directors called a School Meeting to take into consideration the expediency of supporting the school in accordance with the common school law of the territory. It was agreed to by the District.

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"We believe we have cause to rejoice in the progress of improvement which has been made by the scholars of the past year, particularly in reading and orthography. In this respect we believe the school will equal those in the Eastern States, and all that is required for this school, and all others in the territory, to make them equal to any in the States, is to have all the provisions of the common school law in full operation. The whole number of scholars in the District at the present time, between the ages of four and twenty-one years is 91 in view of the increasing number of scholars in the District, the Directors would recommend the propriety of taking immediate measures for procuring a suitable site, and erecting a large and commodious house, suitable for the accomodation of the District. We regard as highly important that part of the common school law, which makes it the duty of the district Directors to report annually to their several districts, and also to transmit copies thereof to the Commissioner. By means of these reports, and the returns with which they are connected, together with the abstract prepared therefrom, the most valuable information which gives life and vitality to our school system is spread throughout every part of the Territory. By these means the views of each district becomes a radiating point, from which emanate the beams of improvement.

"By order of the Board, Saml. L. Campbell, Clerk.

"Milwaukie, Nov. 25, 1850."

Milwaukie's only boarding school for girls was opened in 1861, according to the Oregon Argus of August 17, 1861:

"New Schools - By reference to another column in this week's paper, an advertisement will be noticed of the prospective opening of new schools at Oswego and Milwaukie, under the superintendence of Bishop Scott, of the Episcopal Church. The success attending the former school at Oswego, under the supervision of the same gentleman is a sufficient recommendation of these institutions to the attentions of the parents and others interested in the welfare of the youthful generation.

"Spencer Hall, Milwaukie, Oregon, A Boarding-school for Girls: Will be opened on Monday September 9, 1861.

"These schools will be organized and conducted under the supervision of the subscriber, to whom any communication may be addressed, until the time of the opening, at Oregon City. Thomas F. Scott, August 17, 1861."

Bishop Scott had begun negotiations for a girls' school at Milwaukie in 1859, but it was not until 1861 that the property was secured and the school opened. Spencer Hall was named for Captain Spencer who gave Bishop Scott a generous sum for the establishment of the school. He was an uncle of Miss Catherine Wolfe who later contributed so freely to the founding and maintenance of St. Helen's Hall at

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Portland. Spencer Hall functioned successfully for a year or two under the direction of Miss M. L. Foster. The school year was divided into quarters, the fee for each quarter being \$60. The attendance averaged between 25 and 30 pupils.

Miss M. L. Foster resigned her superintendency of Spencer Hall during 1864 and Bishop Scott, aided by Mrs. Scott and a few others managed the institution. For a time they made their home at the school, Mrs. Scott acting as matron and both she and the bishop assisting in the instruction of the students.

In 1865, Miss Jane Gray came to Spencer Hall as Principal, in which year the list of trustees published in the school catalogue ran:

"Rt. Rev. Thomas F. Scott, D. D., President ex officio. Clergymen: Rev. St. M. Fackler, Rev. John McCarty, D. D., Rev. Johnston McCormac, Rev. J. R. W. Sellwood, Rev. John Sellwood.

"Laymen: L. Ellsworth, E. Hamilton, Dr. H. V. V. Johnson, Benjamin Stark, Rev. A. H. Steele.

"Among the twenty-three pupils there were these four from Milwaukie, Helen M. Hathaway, Henrietta Miller, Sarah Miller, Eunice I. Torrence.

"The faculty were: Miss L. H. Blackler, principal teacher, Miss Esther F. Robbins, instrumental music and drawing, Rev. John W. Sellwood, vocal music.

Miss Jane Gray."

The girls' school closed in 1866 and never reopened. The property was sold several years later and with the proceeds a fund was created, known as the Spencer Library Hall fund for supplying a library for St. Helen's Hall at Portland. Bishop Scott died in 1867 and next year the Rt. Rev. B. Wister Morris became missionary bishop for the diocese.

Milwaukie Elementary Schools

The first school in Milwaukie stood on the block on which the Seth Lewelling House was erected. The land was donated for the school. The venture was inspired largely by Hector Campbell, who, with his family, had, on September 10, 1849, arrived in Milwaukie after a long journey from Massachusetts. He became the first teacher and served for three years until elected to county office. Fifty pupils were enrolled in the school, which may have been the very first public school of its kind in Oregon, if not on the entire Pacific Coast. The funds for the teacher's pay and other needs were raised by subscription.

Various buildings and sites were used in the intervening years, but in 1859 a new school was built for the now established School District

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Number 1 of Milwaukie, from funds raised by the taxing of property. This building stood on the block now occupied by the City Hall. Furniture and equipment were crude, and school books and supplies were meager, but the community amply supported its school, and the zeal of pupils and teachers became a tradition, ably followed by later generations of students and faculties, to the present day. By additions and renovations this building continued to serve until 1893.

In an election held on May 24, 1893, a bond issue of six thousand dollars was authorized for a new Milwaukie Grammer School and for improvements of the grounds. The new building was occupied in 1894 with an enrollment of 147. It contained four rooms with the upper two rooms unfurnished, but increasing school population eventually forced not only completion of the original building but additions to it. In 1907 Mrs. Emilie Shaw, the school principal, taught the first group of students, four in number, to go beyond the standard eight years of school, and thus began a high school for Milwaukie. This unit was allotted space on the upper floor, and soon grew into an accredited four year course.

When the new Milwaukie Grammer School was built in 1916, it was considered for its period one of the finest structures of its type in the entire State. School District No. 1 now had 20 teachers and a total enrollment of 500. The old building erected in 1893, housed the high school and for a time a Junior High School, but in November, 1936, it was torn down and the City Hall now stands on the site.

Although State and County school authorities had early in the century advocated consolidation, Milwaukie did not move in that direction until the 1920's. In 1924 the Ardenwald School District, which earlier had been erected upon the Willsburg area, voted to annex to Milwaukie. Other annexations in their order were: Wichita District in 1931, Harmony and Battin in 1946, Sunnyside in 1955 and Happy Valley in 1958.

Many have been the persons, beginning from Hector Campbell and O. W. Nixon, who have instructed the youth of Milwaukie, and many are the memories of happy days spent in classrooms here by teachers and pupils. Principals and teachers are remembered for their service here over the period of years, while some there were, whose good work here sent them to larger fields and more enduring fame. Superintendents with their years of tenure were: Floyd D. Moore, 1925-1926; J. W. Leonhardt, 1929-1929; Wilbur D. Rowe, 1929-1942; Victor Phelps, 1942-1945; Dale J. Ickes, 1945-1955 and Arthur Kiesz, 1955 to the present.

The present Board of Directors (1965) is: Dave Johnson, Chairman; Ivan Moore; Kenneth Leavens; Russell Bonner and Alton Wright. They and Superintendent Kiesz preside over a vast educational empire, perhaps not greatly enlarged over the original area boundaries, which were monumental, but mightily increased in physical plants, facilities and equip-

History of Milwaukie

ment, such as to make Milwaukie's schools among the finest in the entire State. Bus transportation is provided in order to move pupils into larger units for maximum efficiency, fuller educational advantages and greater economy. Milwaukie's school personnel has grown to over 200 administrators and principals and 5000 pupils. The present schools in the system are: Milwaukie Junior High, Dale J. Ickes Junior High, and Wilbur D. Rowe Junior High, Milwaukie Grammar School, Ardenwald School, Wichita School, Battin School, Harmony School, Hector Campbell School, Sunnyside School, Happy Valley School, Lot Whitcomb School and Seth Lewelling School. Three of these schools bear the honored names of early pioneers, which in a sense binds the whole fine educational heritage together, and past, present and future accomplishments conspire in a happy omen.

Milwaukie High Schools

Milwaukie High School dates from an era in which the demand for the extension of educational facilities was pressing. Its gradual development stems from the desire of the school authorities to provide near-at-home advantages for those who were finishing grammar school and sought further study. As early as 1907 the principal and teachers of the Milwaukie Grammar School began instruction of a few students, who after a year or two here, transferred to a Portland High School, Washington or Lincoln, to complete their courses. Yet high tuition and transportation costs caused many a student to terminate his education at the eighth grade level. Finally, however, for the beginning class of September, 1910, the curriculum was extended to include accredited high school graduation and diploma. It was a great moment when the first graduation exercises were held on May 22, 1914. Members of this class were: Rachel Birkemeier, now Mrs. Maurice Briggs, Olivia Johnson, now Mrs. Clarence C. Conner, Howard Cooper and Wilfred (Pat) King. Subsequent classes grew larger, but continued to occupy the upper floor of the old school building until 1925 when the present high school building was completed. The school annual "The Maroon" was first issued in 1916, and has been continued to the present.

The change was due to new legislation permitting the consolidation of elementary districts into high school units. Under this statute, Union High School District No. 5 was organized by vote of the people in the districts involved on February 28, 1925. It was composed then, and with small variations now, of the following grammar school districts: Milwaukie, East Clackamas, Concord, Rock Creek, Harmony, Battin, Clackamas, Sunnyside, East Mr. Scott, Oak Grove, and Wichita. Directors chosen for the first Union High Board were: John R. Oatfield, Philip Streib, E. P. Dedman, W. A. Garner and L. M. Phillips. These men represented every part of the district. C. C. McLaughlin was appointed School Clerk, and served in that capacity until 1954. The Board employed B. S. Wakefield as Principal. A bond election held on May 9, 1925, authorized an expenditure of \$186,000 for a new site and building.

All this was accomplished without too great opposition, but minor



(Above) Main Street at Washington, with school tower in distance.
(Below) Main Street looking North from Washington.

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incidents would seem to deserve mention. Several of the consolidating districts voted affirmatively on the assumption that the new school would be located within their boundaries, and there was considerable rivalry for that honor. Milwaukie was chosen for its central location and for the fact that the street car line furnished easy transportation for students living along its route. Even the site chosen in Milwaukie was the subject of much discussion. The grounds upon which the school was built were donated by School District No. 1, but attempts were made to discredit the location as "swamp" and "frog pond", and to have a choice made on higher ground. All was finally resolved.

Bus transportation was in the beginning crude and inadequate but finally the contract to transport students was let to local citizens, who for a number of years performed the service. The schools now own their own fleet of buses. School life as portrayed by the school annual follows a familiar pattern. Early athletic contests reveal teams, willing but hopelessly outclassed. However in all phases of student activities today, the District High Schools are making a creditable showing, and graduates are maintaining an excellence on the par with other schools.

Following Mr. Wakefield as Principal was Mr. O. D. Byers, who in turn was succeeded in 1952 by Owen Sabin, the present Superintendent. Growing school population has forced expansion. In 1957 Clackamas High School was opened in the eastern section of the district, and in 1963, Putnam High School to the south. The Milwaukie Gymnasium, built in 1936, was severely damaged by a disastrous fire in 1963, but has now been restored. Enrollments in this year of more than 3300 are taxing the present facilities.

The Board of Directors (1965) are: Edwin H. Boles, chairman, Gilbert F. Talbot, Donald F. Vaughan, Robert L. Strasser and Jess L. Lamb.

XI. Churches

As far as is known, the first church services held in Milwaukie were of the Methodist persuasion. The preacher was Clinton Kelly, affectionately known as Father Kelly. He was born at Mr. Zion, Pulaskie, County, Kentucky, June 15, 1808 (Ore. Pioneer Transactions 1887-1895, pp 52-63). His father, a manufacturer, was away from home much of the time, and Clinton and his mother managed the farm home. His mother was religious and thus Clinton got his bent towards the church. He was a school teacher and studied medicine. In 1827 he married Mary Baston and shortly afterwards was licensed to preach in the Methodist Episcopal Church. He joined the Kentucky conference in 1835. His first wife, with whom he had five children, died on June 14, 1837, and the next year he married Jane Burns and had a daughter. Jane died in July 1840. In March 1841, he married Moriah Grain, by whom he had nine children, six of whom survived. Of the children by his first wife, three survived.

In 1847 Clinton Kelly decided to emigrate to Oregon. He and his family spent the winter of 1847-48 in Van Buren County, Missouri, and on May 1, 1848 started across the plains. From The Dalles they journeyed over the Barlow Trail to Fosters, and from there to Oregon City. Kelly had along with him much equipment and many books. He spent his last money in Oregon City for storage space in which to dry out his belongings and during the winter of 1848-49 he, on the advice of Seth Catlin, paid a Mr. Baker \$50 for squatter's right to the claim that afterwards came to be known as his and in the spring of 1849 he moved onto the land. Here he was one of the first in that vicinity to turn his attention to gardening and the growing of fruit. He was also instrumental in organizing the first Methodist Church of the times. A Methodist school and meeting house was begun in the fall of 1849, on the top of Mount Tabor. It was named Mt. Tabor because a Mr. Plimpton insisted on that name, though Mr. Kelly yearned to have the building called Mt. Zion after his home town.

For years Father Kelly conducted services in Milwaukie, covering the distance from his home on foot along a trail through the dense woods. He also assisted at divine services at various points on the Cloumbia Slough from Fairview to St. John's, at Powell's Valley and at Cason's Prairie. His home was always a refuge for the poor and needy. No application for food, shelter or employment was ever made in vain. His home was also a place where friends and neighbors loved to gather. It was a large, two story log house built upon a knoll, some distance from the river, and could be easily fortified and defended. During the Indian "scare" prior to the war of 1855-56, his neighbors to the east all flocked to his place for protection. Father Kelly always had a small army of pensioners, men and boys, working for him, clearing land at considerable expense to him. His third wife died in 1863. In 1866 Father Kelly lost his house by fire that also destroyed many of his belongings. Misfortune in the shape of fire overtook him again, in 1872

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when his barn and contents, largest in the state, was lost. Kelly died on June 19, 1875, leaving to posterity two printed works on religious subjects.

The first recorded Episcopal church service in Milwaukie took place on December 10, 1851, with Rev. St. Micheal Fackler reading the service and Rev. Wm. Richmond preaching (W.P.A. files at Portland and article by Rev. R. T. T. Hicks in the Oregon City Enterprise "Territorial Days" Souvenir Edition of August 17, 1939, pages 17 & 18, columns 1, 2 and 3 and 1, 2, 3, 4.)

After the service the congregation organized the first Episcopal church with two wardens and eight vestrymen, and called it St. Johns Mission. They called on Lot Whitcomb and he gave them two lots and an unfurnished building, value about \$1,000 and this became the first Episcopal Church edifice in Oregon. The two lots were located near the present Union High School. The Rev. St. Micheal Fackler came to Oregon in 1847, took up a donation claim east of Champoeg, and there conducted services. His labors grew and on March 23, 1851, the Rev. William Richmond was sent to help him by the St. Bartholemew's parish, New York.

The present St. John's Episcopal Church of Milwaukie was dedicated and consecrated February 18, 1855. Of course, it has undergone changes, though the original structure, fastened together with wooden pins because nails were too scarce, has not been much disturbed. The structure was moved in 1862, and improved in 1869 and 1888. The church bell is said to have been donated by Lot Whitcomb and came from a steamer that sailed around the Horn. When, in 1861, the first diocesan school for girls was organized in what was known as the Veranda Hotel, the Spencer School for Girls, St. John's Church became the chapel for the institution. In those days it was not so easy for the girls to attend church when the weather was bad, since it was some distance away and the only way to it was a trail through the woods. In order to bring the church nearer the school, the church was moved in December 1862. Bishop Scott, who was consecrated first Bishop of the Oregon Country, on January 8, 1854, and who visited Milwaukie for the first time on June 11, 1854 wrote in the Oregon Churchman about the moving as follows:

"The little church which was consecrated in 1855 and stood a little out of the village, has recently been moved to a central and convenient location near the main street. The citizens generally turned out, putting their shoulder to the wheel, and making the removal common work. When completed, one of the oldest proposed three cheers for the church, which was heartily given, after which another proposed three cheers for the bishop, which was as heartily give, accompanied by the ringing of the bell."

Bishop Morris was consecrated the second Bishop of Oregon, and came in June, 1869. He lived at Spencer Hall, and was in close touch with St. John's. In his first convention address, the September following his arrival, he said: "The interior of St. John's has been greatly

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improved by enlargement of the chancel, new carpets, chairs, painting and the purchase of a cabinet organ. We still have the organ, though not in use."

In the autumn of 1888, it was decided to repair and enlarge the building. The old frame was found to be solid and good. A new roof and siding were put on, the old square windows replaced with pointed ones. A new chancel window was installed, it being the gift of the Bible class. The Vestibule and tower surmounted with a spire and cross were added, and the whole interior finished in fir put diagonally. On Sunday March 31, 1889, the church was reopened by the Rev. John Sellwood, B.D., who, though 83 years of age, still officiated every Sunday. Since that time a new basement has been added.

The Oregon Weekly Times of January 10, 1852, page 2, column 1, had this short notice:

Milwaukie Church

"We understand that the citizens of Milwaukie have completed their church (Methodist) which was dedicated last Sabbath, by Reverends Mr. Fisher and Kelly. The house is neat and commodious and speaks well for the public spirit of the citizens of that place."

On May 22, 1852, page 2, column 4, the Oregon Weekly Times bore this Camp Meeting item:

"Camp Meeting

"There will be a Camp Meeting at Rock Creek, fifteen miles above Oregon City, on the 28th of the month, to hold over the Sabbath."

While the Oregon Weekly Times of May 15, 1852, page 2, column 1, makes it public that:

"Sunday School books, any who wish the publications of the American S.S. Union, can obtain libraries, etc., by applying to Mr. A. Myers, at Mr. Lewellings near Milwaukie, O.T.

"A. H. Myers.

"Oct. 30, '52. Agent for California and Oregon."

According to the Oregon Weekly Times, August 18, 1855, page 2, column 6:

"The Oregon Annual Conference of the Methodist Episcopal Church appointed as circuit-rider for Milwaukie and Sandy, George W. Roe."

And, according to the Oregon Statesman of September 30, 1856, page 2, column 4:

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"In September 1856, the Methodist-Episcopal Conference appointed Mr. J. W. Miller to serve Milwaukie and Sandy."

The Oregon City Enterprise of August 17, 1867, page 2, column 2, says that:

"The Methodist Episcopal Conference which closed on August 11, 1867, appointed N. A. Starr clergyman at Milwaukie".

There seems to be no record of any effort being made to establish a Catholic Church in Milwaukie before Bishop F. N. Blanchard purchased lots 3 & 4, Block 27, from H. W. Eddy, W. J. Bradbury and Joseph Kellogg for the sum of \$60.00, and a small church was built that would seat about 60 persons. This Church was dedicated by Archbishop Blanchard, assisted by Rev. Fathers Fierns, Petette and Barlow on July 23, 1864. This church site was at the corner of Washington and 21st streets, where the service station of Joe Bernard now stands.

Archbishop Blanchard was the first bishop in the Oregon Country, arriving in 1838, and he was Bishop and Archbishop until his death in 1885. He is buried in the Pioneer Cemetery at St. Paul close to the site of the first church erected in 1836 of huge logs by the French Canadian settlers. This church was washed away in the awful flood of 1862-3.

The ST. JOHN THE BAPTIST Church was made a mission and was served from Oregon City for several years, later from St. Francis until the Benedictine Fathers took over the mission when it was served from Sacred Heart until it was made a Parish early in 1912--and a priest who was out here seeking to improve his health was appointed--so Father Hugenroth was the first pastor. He bought one acre of land where the Convent and Church now stand, but when the church was about one-half finished Father Hugenroth became seriously ill and had to retire and the Rev. Father Daum completed the building. All work on the building was in charge of Charles Mullen. The church was dedicated June 23, 1912, by Archbishop Alexander Christie, assisted by Rev. Father H. J. McDivitt and the Pastor, Rev. Father Daum, who stayed only a short time.

The next Pastors were the Rev. Fathers Dolphin and O'Neal. On March 15, 1915, Rev. Father John Bernards became Pastor and served 26 years on active and 2 on inactive duty, assisted by Rev. Fathers Carl Wachter and William Delplanche. The beloved Priest and civic leader passed to his reward October 11th, 1946. Rev. Father Michael Raleigh was appointed and served until he was sent to Oregon City. Later Rev. Father John Larkin became pastor, assisted by Rev. Father Cachel Brennen. The present pastor (1964) is Rev. Father Carl Wachter.

In early 1919 a two room school was built and the Sisters of St. Mary took charge with 60 pupils. The school grew so rapidly that more land was bought and a building of 12 classrooms, auditorium and cafeteria was built. This building became so overcrowded that a new

History of Milwaukie

modern-type building--the first unit of a large modern school--has been built. This unit cost \$140,000.00...Mrs. Maggie A. Johnson, long a member of the Church.

Rev. J. W. Heininger, a representative of the general missionary society of the Evangelical association, organized a congregation in Milwaukie in 1878. Meetings were held upstairs in an old colonial-type building on the site of Perry's pharmacy. First regular pastor was Reverend Axthelm, under whose ministry the congregation purchased another colonial-type building which was remodeled with living quarters for the pastor on the ground floor and a sanctuary upstairs. All services were held in German. Among the founders were the Birkemeier, Lehman and Schmackle families.

The Milwaukie church became a mission of the Oregon Conference when it was organized in 1883. Other communities served included Beaver-creek, Damascus, Canby, Harmony and Highland.

A new sanctuary was dedicated in 1907. Members of the congregation marched from the old church to the new one in procession. *** A new and larger church has now been built on 27th Street.

Date of the organization of the German Methodist church is uncertain. Descendants of the non-existent congregation recall events of the early days when services were in German. Services were held in what is now the VFW post quarters on Washington Street.

Pioneer German and Swiss families combined their efforts in the building of the church. Notable among the group were the Boss, Henneman, Kuehl, Wetzler, Tscherner, Bottemiller and Broetje families. ---Oregon City Enterprise-Courier, September 14, 1950, Section Three, Page 5.

The numerical and area growth of Milwaukie has brought other churches and other denominations into the city and the surrounding region. New buildings and facilities have been built, and congregations are growing in numbers.

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XII. Voices of the People

Milwaukie early took an interest in politics. This is not to be wondered at since the bold and adventurous and virile minds of the pioneers chose this place in which to settle. Even in 1850 Milwaukie had its spokesmen in public gatherings. According to the WESTERN STAR of December 5, 1850, the Territorial Legislature convened at Oregon City on Monday, November 30, 1850, with William T. Matlock and Hector Campbell as members of the House of Representatives. On the Standing Committees for the Session, Campbell was appointed to those on Elections, Military Affairs, Commerce and Printing; Matlock on those on Ways and Means, Judiciary, Engrossed Bills and Incorporations.

The WESTERN STAR of May 8, 1851, reports that at a meeting held at the school house on Tuesday, the 6th inst., with S. L. Campbell presiding and O. W. Nixon as secretary, John Orvis Waterman, editor of the 'Western Star', was nominated for the office of Representative in the Legislature; Hector Campbell for Probate Judge; D. Trullinger for County Commissioner; G. Trullinger for assessor; J. L. Brown for Justice of the Peace for Milwaukie Precinct, and Tho's Waterbury for Constable.

However, John Orvis Waterman got engaged in other most important business. Overnight, with the assistance of his partner and Professor O. W. Nixon, he moved his printing plant to Portland and forsook Milwaukie forever. He declined the newly tendered nomination (Western Star, May 29, 1851), being busy with getting out the next consecutive number of his newspaper now named the OREGON WEEKLY TIMES, June 5, 1851, page 2, column 1, in Portland, Oregon.

On May 8, 1851, the WESTERN STAR announced that "the polls will be open at the school-house for Milwaukie Precinct, on the first Monday of June next, at nine o'clock, forenoon, and continues open until 6 P.M."

At the June elections, 1852, these were the returns, according to the OREGON WEEKLY TIMES of June 12, 1852, page 2, column 2: "Election Returns--Clackamas County--Milwaukie Precinct. Democratic Ticket: Thompson, 30; Rees, 29; Campbell, 39; Whig ticket: Wm. T. Matlock, 100; J. D. Wait, 97; Lot Whitcomb, 84. Sheriff, W. L. Holmes, 69; Dement, 60."

Lot Whitcomb, as a rule, was sought for political office rather than seeking it; yet he advertised his candidacy as legislative representative in 1854, by this notice in the OREGON WEEKLY TIMES of November 4, 1854, page 2, column 6:

"To the People of Clackamas County: I offer myself as an independant candidate for the office of Representative, believing that justice has not been done to our county. I will, if elected, try to make the Legislature remember that there is such a county, which is entitled to consideration. Its rights and just claims never have been, and I trust never will be, bartered away by me, however slightly they

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may be regarded by my opponents. I am heartily opposed to any division of the county. If I receive your votes, my past services in your behalf are a guarantee of my future efforts; and I hope, if I am elected, you will never be ashamed of, or regret, your choice. ----LOT WHITCOMB."

The OREGON WEEKLY TIMES of April 21, 1855, page 2, column 1-4, noted that:

"In the Clackamas County Democratic Convention held at Oregon City on April 7, 1855, Milwaukie seated four delegates--E. Olcott, W. W. Cook, C. Deardorf and William Meek. In the Territorie Democratic Convention convened at Salem on Wednesday, April following, the County seated six delegates, among them Wm. Meek, of Milwaukie. John Orvis Waterman, editor of the Oregon Weekly Times, served as one of the two Secretaries pro tem."

The Clackamas County Democratic Committee, which included in its number Wm. Meek, of Milwaukie, called their county convention for May 10, 1856, at Oregon City, seating three delegates from Milwaukie: Cyrus Suttle, J. D. Garrett and Lot Whitcomb. F. C. Cason of Milwaukie presided.

At the Clackamas County Democratic Convention at Oregon City, April 8, 1857, ...Wm. Meek was one of the three elected to the County Democratic Committee, and Hector Campbell one of five elected as delegates to the State Constitutional Convention.

The Civil War crystallized political opinion to a great extent and Milwaukie was largely for the Union cause. The OREGONIAN of May 26, 1866, page3, column 2, has this item:

"At Milwaukie.--The Candidates of both parties in Clackamas County addressed the people at Milwaukie yesterday. The audience was large and consisted almost wholly of Union men, there being but three or four Copperheads in that town and precinct. Great enthusiasm prevailed. The Canvass promises to be a warm one in Clackamas. So far the Union candidates have had a decided advantage in the debate, Clackamas will give two hundred majority for the Union ticket."

When Henderson Luelling was coming west in 1847, he was converted to Spiritualism. Many members of the family became converts. Seth Lewelling's son by his first wife had died, and Seth became a Spiritualist, believing he would be able to converse with the boy. Martin V. Rork was organizing Farmers' Alliance associations in the Willamette Valley, and in 1890 he founded one in Milwaukie, the first in Clackamas County. At this meeting Alfred, eldest son of Henderson Luelling, was chosen Chairman. At first the meetings at Milwaukie were held in Good Templars' Hall, but this burned down, and later the Alliance met in Seth Lewelling's house, a large building with sliding doors connecting the two largest rooms, making it possible to seat about 50 people.

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In this house the Spiritualist meetings were held. To one of these Mrs. Durkee, the wife of a professor in Portland, brought William Simpson U'Ren, a young man, who claimed to be a medium. At this time he was not in good health, so the Lewellings befriended him and allowed him to stay with them. He remained with the Lewelling family until spring, when he was taken into partnership by Seth Lewelling.

The Farmers' Alliance was a secret organization, non-political, but it did discuss matters of current importance. It was the custom of Alfred Luelling to read to the assembled farmers articles from interesting books. Harvey Gordon Starkweather gives this account of the proceedings:

"Milwaukie is entitled to the honor of creating the organization that, after ten years of agitation and education, secured the adoption of the initiative and referendum in the Constitution of Oregon. At a session of the Milwaukie Farmers' Alliance at the home of Seth Lewelling, Alfred Luelling read portions of the book 'Direct Legislation in Switzerland' by J. W. Sullivan of New York. The members present realized at once the great power the adoption of this system would confer upon the people and advised that it be taken up with the state convention of the Farmers' Alliance and the State Grange, this was done and persistently followed until the measure was finally approved by the people. One of the first steps of this movement was the purchase and distribution of 1000 copies of Mr. Sullivan's book at the publisher's cost price of \$1.25. Following that 50,000 copies of an eight page pamphlet were issued explaining and advocating the adoption of the principle. Times were hard and the people had very little money; these pamphlets were all folded, sewed and mailed by the women of about twelve families living in the town of Milwaukie. Some of the men of the same families usually were delegates to the county and state Republican, Democratic or Peoples' Part conventions in those days and always obtained resolutions endorsing the principle of the proposed amendment. There was always someone from Milwaukie attending the meetings of the State Grange and Farmers' Alliance urging the adoption of favorable resolutions. In fact the people of Milwaukie and vicinity were prime movers in proposing and securing adoption of the initiative and referendum in Oregon."

In Oregon had grown up a class of men who made nominations. These men were dishonest and corrupt. There were many able men in private life, but few could be found in the legislature. In this body were "briefless lawyers, farmless farmers, business failures, bar-room loafers, Fourth of July orators and political thugs". The larger part of these men were ignorant, illiterate, lazy, politically and personally immoral. These conditions were discussed by the Luellings and U'Ren in their meetings in Milwaukie, but little practical headway was made until they read Sullivan's book, as described above. Many writers have testified to the corruption and the inefficiency of the government of Oregon. The Luellings represented all the forces of unrest, that were soon to blossom into the Populist Party, Farmers' Alliance, Grangers, Knights of Labor, Labor Unions, greenbackers, Socialists; many ideas

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regarded as Socialistic, such as government ownership of railroads, public ownership of natural resources, etc., found hearty endorsement here. Women participated in the proceedings almost as generally as men. The source says further:

"The fact that the Populist Party met in Oregon City, seat of Clackamas County, shows the influence of Seth Lewelling and W. S. U'Ren. The agitators for the I. and R. did not waste any time. On April 13, 1894, they organized the I. and R. League. After a meeting of the Republican Club in Milwaukie, thirty-seven Republicans, Democrats and Populists joined in forming the League to agitate for direct legislation. Officers chosen were R. Scott, President; Alfred Luelling, Secretary; F. Burkheimer, Vice-President; F. C. Barlow and W. S. U'Ren were elected lecturers. The above league shows how the agitation for the I. & R. had permeated the old parties. The first organization had been formed in the Lewelling home in 1891, and in 1894 we find men from all parties forming an association to agitate for the reform.

Too great credit cannot be given Seth Lewelling, the one man who had the means to finance such an undertaking. In his business as a fruit grower and nurseryman, he had amassed considerable wealth. This was used in sending U'Ren about the state, in printing handbills and other propoganda. Probably at the beginning of all such reforms there is usually such a man as Seth Lewelling, an enthusiast who is willing to mortgage his property to the last dollar in order to succeed."

As representative of the Direct Legislation League, U'Ren had direct entrance to all conventions. He appeared before the Clackamas County Democratic Convention, held in Oregon City on April 7, 1894, and succeeded in having the I. & R. plank included in their platform.

The seat of war was in Milwaukie. Women took the stump. Mrs. Sophronia Lewelling, wife of Seth, was influential as a speaker at meetings of the Alliance and the Grange. Miss Florence Olson, stepdaughter of Seth Lewelling, a teacher, with others of her profession was active. Naturally there were some expenses. These were paid by Seth Lewelling as long as he was able. The petition of 1894 was taken to Salem by U'Ren, who went there to lobby for the bill. He established headquarters there and buttonholed legislators until he thought he had sufficient votes to pass the bill. However, it was defeated. In 1896 the friends of reform were more determined than before to compel the legislature to pass the I. & R. They thoroughly organized Clackamas County. With J. D. Stevens, the Luellings and U'Ren did their work so thoroughly that the entire populist ticket was elected in that county. In August 1896, U'Ren called on John H. Mitchell to make an agreement over the senatorship. He offered to trade Populist votes for Mitchell's help on the I. & R. Mitchell seemed favorable then, but in November, just before the session at Salem, he told U'Ren he could not support the measure. It was then that U'Ren lined up his forces with Jonathan Bourne and Joseph Simon, knowing that these two wanted to defeat Mitchell. They

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made a trade. Bourne, though not a wealthy man, seemed to have plenty of money to run his hotel headquarters and for entertainment of his friends. Someone was evidently anxious to keep Mitchell from being elected Senator. Many have said that Corbett furnished the money, but such statements are always difficult to prove. U'Ren's political enemies say he received \$80.00 as his share, but this is only hearsay.

With regard to his further activities, Cecil T. Thompson says of U'Ren: "When U'Ren came back to Clackamas County at the close of the legislative session of 1897, he was assailed as an enemy of Mitchell and the Populist ideas of government. He was blamed for the holdup session and the failure of Populist doctrines to be put into laws. He ran for the state Senate in 1898 but was beaten. Mitchell, Stevens and the Luelings stumped the country in opposition to him. Evidently Mitchell was getting sweet revenge."

It was not until in 1902 that the Initiative and Referendum became a part of the law of the State of Oregon

(NOTE - A fuller, authoritative history of the Initiative and Referendum and of Milwaukie's part in their development, is the work of Mr. Cecil Thompson. It may be obtained at the Milwaukie Public Library.)

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XIIL Outstanding Figures

Among notable pioneer men and women not heretofore, or only briefly, mentioned, are James McNary, Fenon Rogers, A. P. Smith, Isam Caufield, W. R. B. Cotton, Fandal C. Cason and William T. Matlock, whose land claims lay along the southern boundary of Milwaukie, also Daniel Hathaway, who had a claim to the East, and Socrates H. Tryon, whose claim lay across the Willamette near that of William S. Torrence. There were, besides, H. P. Campbell, Hector Campbell, Israel Mitchell, Noah Hubler and Dr. Adair.

Israel Mitchell came to Milwaukie in the wagon train of which Lot Whitcomb was captain. He was a man of many accomplishments and at different times was a civil engineer, surveyor, ferryman and Judge. In 1849 he built a home on what is now Front Street (now McLoughlin Boulevard) in which he and his family lived until 1851, when his wife insisted on having their children go back to the farm. He moved his family to near Tigard and there established the village of Mount Sylvania, of which he became the postmaster. His Milwaukie home was sold to Elisha Kellogg in 1851, and Kellogg leased it to Noah Hubler for tavern purposes. When Seth Lewelling arrived, he leased the place from Hubler, giving the men a job in his nursery. In 1852 Seth Lewelling bought the place from Kellogg, and it is now historically known as the Lewelling House. On the lawn there still stands the great Babylonian weeping willow tree planted by Lewelling's wife, Clarissa, in the long ago, and traditionally a shoot from one at Mount Vernon. Noah Hubler died at Milwaukie, September 10, 1915. (Oregon Journal, Sept. 11, 1915, page 5, column 2). The Lewelling House was torn down in 1940 and the weeping willow was destroyed.

Hector P. Campbell arrived in Milwaukie from New England, September 10, 1849, and took up a donation land claim. He was the first school teacher in Milwaukie, and taught the first public school in the state. He and his family brought with them from the East a passion for learning that had always characterized that section of the United States. In reply to a taunt concerning the poverty of the New England soil, Campbell replied: "They build school houses and raise men." His zeal so aroused the Milwaukie people that it resulted in the erection of a school house on the block occupied by the Luelling family, and its donation, with the lot on which it stood, to the school district, on the 30th day of November, 1849."

On September 3, 1911, page 4, columns 3-4, the OREGONIAN carried this obituary: "Veteran's Death Sudden.--Hector B. Campbell, who was found dead in his summer house at New Era, Tuesday, by his friend, Thomas Anker, was a native of Chester, Mass., born January 4, 1829. He crossed the plains to Oregon in 1849, and was intimately connected with the history of the Western Territory. He was a veteran of the Indian wars, and served in the Klickitat War.

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His father, H(ector) Campbell, was one of the first school teachers in Oregon, and his sister married Alfred Luelling, a nephew of Seth Lewelling. In 1870 Mr. (H. B.) Campbell went to Connecticut, where he remained until 1891, and came again to Portland in that year. In this city he has made his home with his son-in-law and daughter, Mr. and Mrs. George F. Lichtenthal, of 291 East 48th Street.

"The funeral was held from Finley's Undertaking Chapel Thursday, and burial was in the Milwaukie Cemetery. He is survived by Mrs. Campbell, his sons, Horace G. Campbell, of LaCener, Wash., Louis Campbell, of Milwaukie and H. B. Campbell of this city, and his daughters, Mrs. George Lichtenthal, and Miss Grace Campbell."

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XIV. Milwaukie Willows Traced to England--And Beyond

All the weeping willows of Great Britain and America owe their existence to a fragment of a basket used as a container for figs sent from Smyrna to Lady Suffolk, in England, early in the 18th century. Alexander Pope, the satirical poet, who was present when the gift arrived, drew out one of the withes and remarked, "Perhaps this will produce something we have not in England." He had it planted on the bank of the Thames at his villa at Twickenham, where it sprouted and grew into a fine weeping willow tree.

Years later, a young British officer, leaving for the American colonies, plucked a twig from Pope's willow, and carried it, all wrapped in oiled sild, throughout the Revolution. At the end of the war he presented the twig to John Parker Custis, son of Martha Washington. Planted on the Custis estate of Abingdon in Virginia, the withe took root and became the ancestor of all weeping willows in the United States. A. Hyatt Verrill -- "Wonder Plants and Plant Wonders."

The story is that a withe from one of these trees was planted in Iowa --from Iowa a twig was carried to Woodburn, Oregon. Mrs. Seth Lewelling of Milwaukie one day rode to Woodburn to visit. As she started home her riding horse was restless and her host picked a willow switch for her. Arriving home late she stuck the twig in to the ground by the front door and hurried in to prepare supper. It grew and was the direct ancestor of the willows in the Milwaukie area. "The Milwaukie Review", Thursday, September 9, 1954.

It may be that the family tree of the Weeping Willows had an earlier beginning. The species are very like the varieties which grew along the Tigris and Euphrates rivers, and are recalled in the Biblical passage from Psalms 137: 1-2: "By the rivers of Babylon, there we sat down, yea, we wept, when we remembered Zion. We hanged our harps upon the Willows in the midst thereof." What an illustrious ancestry is suggested here: From Babylon to Syria, to England, To Virginia, to Iowa, to Woodburn, to Milwaukie. The Lewelling Willow was cut down in 1940 but numerous progeny remain in the community to preserve its memory.

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XV. Luelling's Trek

History of the Luelling's crossing of the plains, original spelling Luelling, Llewlllyn.

NOTE--This excerpt is taken from accounts written by members of the Luelling family, quoting from the diaries detailing the journey to Oregon. The original sentences and spellings have been little changed.

Henry Co., Indians, near Newcastle where great, great grandfather Meschach Luelling lived and where he and his brother John had nurserys and orchards and from there he moved many shrubs, vines and trees, and such as nursery stock. Which he sold to other nurserymen in Iowa and Missouri.

In the fall of 1845 Henderson my great grandfather, father of Alfred Luelling, my grandfather, began to talk of moving to Oregon and during the following winter and spring, disposed of part of his property, and purchased work cattle and made preparations for the journey. Having some difficulty in selling his land, he decided to wait until the next Spring and then take a good variety of grafted trees. When spring came he procured a stout wagon, 12 inches deep and of sufficient length and breadth to set in the wagon box, side by side and these boxes were filled with a compost consisting of pulverised charcoal and earth into which 700 trees and shrubs were placed, they were the best varieties in cultivation in that section. The trees were from 20 inches to four feet high and protected from stock & light through strong strips of hickery, belted on to posts set in staples on the wagon box. Three good yoke of oxen were hitched to the wagon.

All other arrangements being completed we started. A few days after crossing the Missouri river we took part in the organization of what is known as the Lot Whitcomb, Co. and travelled with us for a few days, when it broke up, we fell in with Capt. John Bonner and their train and traveled with it to a point on the Platte river.

Henderson and his son Alfred decided to bring their nursery through in their own time. It was pronounced by some as a very hazzardous undertakeing to draw that heavy load across and over the rocky mountains. It was necessary to water the trees every few days after the dry weather set in if possible to procure the water, hence the load of that wagon maintained its maxiam weight all the way across. But to every discouraingeing criticism, Henderson invariably answered that as long as he could travel without endangering the safety of his family, he would stick to it. The last time anyone tried to discourage him about the nursery was on the Platte river, when the Rev. White suggested they leave the trees as the cattle were getting weary and footsore, that the increased weight of the load would kill them. Henderson told them "no",

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that the Oregon country needed those trees and that he would go on alone, so Henderson and his son Alfred decided it was best not to travel in too large a company, so from then on they traveled in small trains as much as possible (4 wagons). Instead of guarding all night we put bells on our cattle, and watched them evenings until they had fed or would lie down and then would hear the first twinkle in the mornings. After losing two oxen on the Sweetwater, one by poison and the other by inflammation, caused by sore feet, we traveled pretty much alone.

Our cattle began to improve and two loads of provisions and feed were becoming lighter. After passing over the great back bone of the continent at Pacific Springs, we crossed the desert to Green river passing Soda Springs, and thru the sandy sage brush district we passed Fort Ball crossing the Snake river then through Malhuer and Powder river valley. There we met Dr. Marcus Whitman and he pioleted us over by way of Birch and Butter creek. He stayed over night with us, and in the conversation he and Henderson had there was a great bond of sympathy between them, the Dr. telling them in his earnest manner some of his pioneer experiences and his hopes and fears in regard to the rights of our government on this coast, and the influence that had been brought to bear against it. He expressed high appreciation of the effort Henderson and his son Alfred were makeing to introduce grafted fruit trees into this country. His clear and ready discription of the various sections of the country and characters in the west which he had visited was enjoyed by the company, while to the younger ones it was the most wonderful curiosity to look upon a man who with his family had dared to live almost alone in an Indian country for nearly ten years. We little dreamed that a tragic end for he and his family was so near at hand, that those he had labored so unselfishly to benefit should be the ones to commit the crime.

A daughter of Henderson Luelling once said he took more care of the trees, than he did of the family, whether the family had water or not the trees were always watered. They leaved out and blossomed on their journey and some of the bushes bore berries.

At one place on their journey they camped in a valley where there was a large band of Indian chiefs, they came to their camp and Mrs. Luelling made oatmeal mush, and Mr. Luelling gave them beads, and trinkets but on no account gave them ammunition. At another place two educated Indians, messengers from Dr. Whitman, seeking to persuade them to go to Grande Rounde to settle, but Henderson could not be persuaded from going to the Wilamette valley. Sometime after that a Christian Indian told Henderson that the "trees saved the lives of them and their party". He said the Indians believed that the Great Spirit lived in trees, and seeing a man crossing the wilderness with a wagon load of them, they thought he must be under the Special care of the Great Spirit, and so they did not harm him. Doubtless his Quaker kindness confirmed this in their minds.

Their meeting had been in Sept. On the 29th day of Nov., 1847

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Dr. Whitman and his and others at the Mission had been slain by Indians, inflamed against them by renegade white men and half breeds.

There we changed the trees to a lighter and better running wagon by removeing two boxes to the other wagon, doubleing up the teams in a way that enabled us to get along quite comfortably, thus we continued our journey reaching the Dalles about the 1st of Oct. Here Henderson and his son Alfred joined with others and constructed two boats to bring the wagons and other goods as well as their families to the long wished for Willamette valley. The boats were completed, loaded and started down the Columbia river about the 1st of Nov. They went down as far as Wind river, where they were unloaded, and used to ferry our cattle and horses over to the north side of the Columbia, and reloaded and taken to the upper Columbia, again unloaded the wagon set up hauled to the lower cascade, the boats haveing been set adrift at the upper cascade, went bumping and tossing down the seeting current and were captured below, there they were reloaded and washed down the Columbia river to a point opposite Fort Vancouver, reaching there the 17th of Nov. The first trees were taken out of the boxes when the boats were ready to start from the Dalles and wrapped in cloths to protect them from the various handlings and frosty nights. Henderson and his son Alfred helping in every way he could spent some time looking around the country, and about the 10th of Dec. 1848 moved to a log cabin opposite Portland. Lester Stephens addition to East Portland. From that point we took another look, a place upon which to make a home, finally bought and moved to a place joining Milwaukie on the 5th of Dec. 1848. The trees were planted and that was the foundation of the first orchard of grafted trees in the Oregon country. Many names familiar to us were among those trees. Among the apples were the Red Astrachan, Rambo, Golden Sweet, Red June, Baldwin Russet, Northern Spy, Pippin & Yellow Newton, and the pears were Bartletts and Seek no Farther.

They were very fortunate on the entire trip, escaped all stampedes only one half day's delay owing to an axle tree breaking, and were favored with good health all the way across. Henderson Luelling was the man who in the face of danger and great labor first brought grafted fruit trees to the Pacific Coast, comeing from Iowa two years before the gold rush days in 1849.

From this very nursery and one planted a little later at what is now the S. W. corner of Hopkins St. & Fruitvale Ave. Calif. Henderson and his son set forth hundreds of thousands of trees all over Calif. Alfred and his wife gave the name Fruitvale to this beautiful section of Alameda Co. and their 1st and second daughters were the first children of American parents in the limits of Fruitvale proper on August 1st 1857.

Henderson was the father of the fruit tree industry of the Pacific coast, which has passed \$150,000,000 a year mark. It has already out distanced its competitors gold measured in gold, and when the Panama canal gets its work and the Asiatic races come into their own, its developments will cast in the shade all the golden dreams of Aladin.

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Henderson built the first residence in Fruitvale Ave. and sold it later to Govenor Weller, and then sold it later to Hugh Diamond. A tribute was paid to Luther Burbank then liveing and present at the meeting in memory of Henderson, long since passed away, the Womans Society of Fruitvale and vicinity, that united in a program of music ans speeches appropriate to the occasion.

Henderson Luelling was the son of Meshach, a Quaker, member of the California Friends Church in N.C., he was born 1809 and died in 1878. Alfred Luelling was born in Randolph Co., N.C., Nov 30, 1831, died Nov. 11th, 1904 In Oregon City. He married Mary E. Campbell at Milwaukie Oregon, April 16th 1851. She was born July 27, 1834 in Chester Mass., died August 23, 1919, Orofino, Idaho. Meshach Luelling was born 1770 Dec. died 1840 New Castle, N. C. Welsh descent & Quaker faith, was a physician and nurseryman in 1825, pioneered from New Castle to Henry Co Indiana with ox team, bought land & cleared it & planted orchards with the help of his sons, four of whom became nurserymen. He practiced his profession within a few days of his death of pneumonia. He made his rounds on horseback with leather saddle bags containing medicine for his patients.

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XVI. Milwaukie Cemeteries

In looking up facts on pioneer burial places in and around Milwaukie, we find that many of the early settlers who took up Donation Land Claims or bought large acreages, would have a burial plot at one corner of their property for relatives and neighbors in that vicinity.

The first burial, in what is now the Milwaukie Cemetery, located on the west side of Milwaukie Ave. between Milwaukie and Sellwood, and containing one acre of the William Meeks D.L.C., was Mary, the wife of William Meeks who died December 9th 1850.

The following notes were taken from the diary of Seth Lewelling.

"December 9, 1850. 'Mary Meek was taken worse at 6 o'clock and continued getting worse. She quietly sunk away and breathed no more. In the afternoon Henderson and John and I looked out a location for a graveyard and John and I commenced digging.'

"December 10, 1850. 'Still foggy and damp. Finished the grave and attended the funeral.'

"March 7, 1851. 'Elizabeth (wife of Henderson) Lewelling deceased at 12 o'clock, retaining her senses till the last.'

"March 7, 1851. 'The corpse was interred at 2 o'clock by the side of Mary Meek.'"

The graveyard mentioned is the one acre tract in the William Meek D.L.C. where the people of this locality have buried their dead since that time.

The tract was finally deeded to the public July 21, 1869. Signed by William Meek, his wife Fidelia and Henry Eddy and wife, Jane. Jane Eddy was a daughter of Henderson Luelling, as was also Mary Meek.

It is probable that the second burial in the Milwaukie Cemetery was that of Captain Frederick Morse, who was killed by the explosion of a cannon while celebrating the launching of the "Lot Whitcomb" at Milwaukie on Christmas Day, 1850. (No date of funeral found, probably about December 27, 1850.)

Other pioneer families buried there were Seth Lewelling and his first wife, Clarissa, and three of their children, Alice, Elva and William Lewelling. Also his second wife, Sophronia Olson Lewelling. (The spelling of the name "Lewelling" and "Luelling" occurs interchangeably on this family burial plot).

Alfred Luelling, his wife, Mary Campbell Luelling, and two children.

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George and Sarah Wills and Jacob and Lorena Wills, who took up Donation Land Claims of 640 acres which comprised Willsburg, now Ardenwald and adjoining areas. Hector P. Campbell, Donation Land Claimant, and first school teacher in Milwaukie. Edward Ross and wife, May, who were among the first portmasters of Milwaukie. This office also served Willsburg and vicinity. Henry Roberts, one of the founders of Roberts Bros. store in Portland.

This cemetery, still being used (1964), has approximately 500 adult and 400 children's graves. Very few of the graves are unknown and unmarked. The plat of the cemetery is on file at the Clackamas County Court House. It is administered by a Board of Directors.

When the Lot Whitcombs came to Milwaukie in 1847 and filed a Donation Land Claim, they set aside two tracts of ground of one acre each for grave yards. One plat included what is now the northeast corner of 32nd and Wister Streets where the graves of a mother and baby, with a stone marked "Willie" still remain.

The other plat was north of Washington Street between 28th Street and the small creek. Lot Whitcomb was buried in this tract and after a number of years his remains were removed to Lone Fir Cemetery in Portland.

Another burial in this tract was that of Rev. John Sellwood, who owned and laid out the townsite of Sellwood between Milwaukie and Portland. Reverend Sellwood, who came to Milwaukie in the early 1850's, displayed scars on his head where he had been scalped by Indians and left for dead, but was found by friends and saved. The remains of Reverend Sellwood were removed to the Milwaukie Cemetery when this plat was discontinued. So far as known all others were moved elsewhere.

A Cemetery started on the Owen Kellogg Donation Land Claim, but owned by Michiel Oatfield, one quarter mile east of what is now Oatfield Road and View Acres. Among the people buried there were Dr. John Thessing, his wife, Amanda, and four of their children, Mrs. Olive (Thessing) Armstrong, Walter, Amanda and William. Dr. and Mrs. Thessing were the parents of Mrs. Michiel Oatfield.

Harvey, (Infant son of Michiel Oatfield).

Hathaway Kellogg, and Mrs. Charles Bunnell. Many others whose names are unknown were removed to other Cemeteries when this plat was closed about 1897.

Another graveyard on the Pioneer Risley property, located on the west side of River Road at the corner of Oak Shore Lane. Jacob Risley and his wife Mary and three of their children were buried there. Mrs. Risely died about 1888 and Mr. Risley in 1902. When Charles Risley died a few years ago, these bodies were all removed to River View Cemetery in a family plot. -----Phoebe M. Plimpton

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XVII. Honey Bees in the Northwest

Mrs. John Majek read the following to members of the Milwaukie Historical society at one of their regular meetings, causing quite a surprise by the facts presented: "According to Ezra Meeker's book, 'Seventy years of Progress in Washington', the early imigrants to the Oregon country did not find any bees west of the Rocky Mountains.

Charles Stevens of Milwaukie, Oregon Territory, wrote a letter dated June 27, 1853 to his sister and brother in Illinois, which in part reads as follows: "There is one thing that I have always wanted to mention but it has always slipped my mind, and if you ever come to Oregon, you must not make any calculations on keeping bees, for they cannot be raised here. The winters are not cold enough to keep them in. They come out of the hive to fly about and a little shower of rain will catch them and in that way the whole swarm will soon be destroyed."

The first attempt to introduce bees in Oregon was by Dr. Wood of Polk County. This was about the year 1852. He was bringing them across the plains and the journey was just about completed when he lost them all by upsetting the wagon.

The Oregon Statesman dated Tuesday August 1, 1854 published the following news item: Something new---- John Davenport, esquire, of this county, has just returned from a visit to the States and has brought with him a hive of honey bees, an enterprise hitherto supposed impracticable. The bees are apparently in good health and not less in numbers than when hived for the journey. Mr. Davenport states that they subsisted entirely upon their own honey made last year. The hive in which they were confined is of the ordinary size, three sides being made of wire guaze and the fourth of boards. It yet remains to be seen wether it is possible to keep them through our long and wet winters. If anybody can do it we presume Mr. Davenport can."

We have been unable to find any records as to whether or not this hive of bees perished. In May 1852 Ezra Meeker crossed the Missouri river on his way to the Oregon country. William Buck, an intrepid enterprising pioneer, was his partner on the plains until they reached the forks of the road--one road leading to the Oregon country and the other to California. Here the partners separated, Ezra Meeker going to the Oregon country and William Buck to California.

William Buck returned east and on November 5, 1855 left New York with 36 colonies of bees. The shipment was made from New York by steamer, carried across the Isthmus of Panama and re-shipped by sea to San Francisco. On arrival he had 18 colonies.

In February 1856 he started out again from New York with 42 colonies, shipment made by the same route as the first one, and he managed to get through with seven colonies. A third trip was made in 1857 and he arrived at San Francisco with 83 colonies, about half of which he saved.

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One morning in 1856, a man informed Meeker, while he was eating breakfast, that four colonies of bees, addressed to him, had arrived at the dock at Steilacoom. Meeker said that if the bees had landed at his door from mid-air he could scarcely have been more surprised and he hardly finished his breakfast being so eager to ascertain more about this strange shipment.

The mystery was soon solved by a letter from his old time partner of the plains, "Billy" Buck, which also gave a brief account of his venture and success.

Shortly after this shipment, Buck sent a few swarms to a Mr. Knowles, then living in Oregon and afterwards in Cowlitz valley, Washington. The price of a hive of bees at this time was \$100 to \$125. From these shipments has sprung the great business in the Pacific Northwest of garnering hundreds of tons of honey annually where none was secured before, besides pollinizing thousands of acres of seeds and fruits.

Thomas T. Eyre, a pioneer of 1843 who settled in Marion county says in a letter published in volume 1, number 1 of the Oregon Farmer, issued in August 1858, "All who have reared bees in Oregon are well satisfied that this is a good bee country--- abounding in honey dew, blossoms, wild and tame, to make an abundance of honey with a long season to gather it in as they begin work in February. It is a well known fact that bees in the Atlantic states use from 15 to 25 pounds of honey through the winter-- and sometimes starve at that-- while in Oregon they use from 7 to 9 pounds."

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XVIII. Milwaukie Grows Up

The thriving city of Milwaukie, lying between rivals, Oregon City and Portland, made its bid for major status in the early Oregon era. By the 1860's it was apparent it had failed. Several reasons have been suggested for its decline--the death of Lot Whitcomb in 1857, a navigational hazard in the Willamette River in the vicinity of Ross Island, and the building of the Canyon Road, up Tanner Creek, to Portland's hinterland. Milwaukie countered by maintaining a ferry across the Willamette (1850), free at times, to provide transportation for wheat to the Whitcomb mill, and to serve as a link with the rich Tualatin Valley, but this venture did not succeed in stemming Portland's dominance of the back country market. However, a ferry was maintained at Milwaukie for a number of years. Milwaukie's fruit and other commercial enterprises continued, and the town and population grew slowly. It was incorporated as a city in 1903.

It contributed to the war efforts in both World Wars. The shipbuilding boom in the second conflict brought a demand for low cost housing for the influx of workers who were entering the region, and two such developments were established in Milwaukie. With the war's passing the utility of the housing project diminished and other uses for the land were sought. The solution was the platting of the Milwaukie Industrial Park, and the building of warehouses and distribution centers there. Several national and branch companies maintain establishments in this area. Under the watchful eyes and the careful promotion of the Milwaukie City Council and the North Clackamas County Chamber of Commerce, growth has been consistent throughout the whole surrounding countryside. City boundaries have been extended and Milwaukie has become the largest city of Clackamas County.

A number of celebrations have been held to commemorate the pioneer past. In 1947 a centennial emphasized the importance of the coming of the Luellings with their grafted fruit trees. The Milwaukie Founders' Centennial of 1950 recalled the platting of the original townsite and honored the men who gave impetus to the early industry of the region. Fifty years of municipal government were celebrated in 1953. Milwaukie cooperated fully in the Oregon Statehood Centennial in 1959. In addition to the enjoyment they afforded the citizens of Milwaukie, they had important promotional effects, since they attracted attention to the area and its advantages.

Milwaukie's suburban relationship to Portland has been beneficial to both, providing room for the expansion of industry and for the building of homes. In it all the smaller community has maintained its individuality and its existence, and its future importance seems assured.

Early roads were poor, and while Milwaukie maintained a close relationship with the Sellwood community, Portland and Oregon City seemed

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far away by land. River transportation however supplied the need at the time. Later the River Road linked the three communities. The Oregon and California Railroad Company, organized by the colorful Ben Holliday, began building from Portland in 1869, and late in that year had reached Milwaukie and farther South. Eventually this line was extended to San Francisco. It is interesting to note that the first station agent in the Milwaukie office was Margaret McCann, afterwards Mrs. Maggie A. Johnson, an active civic leader, and for many years a member of the Milwaukie Historical Society. ***** "There was great rejoicing in Brooklyn, Sellwood and Milwaukie in 1892, when the Steel brothers, George and James, who practically composed the East Side Electric Railroad company, announced that they would connect these points with both Portland and Oregon City by means of an interurban electric railway, the first of its kind in the United States. The work of grading, laying rails and stringing overhead wires was completed in the fall of 1892, and February 16, 1893, a special interurban electric car moved out of its terminal at Second and Madison streets in Portland on the first through trip to Oregon City. 'In 15 minutes the car had reached the suburbs of Brooklyn' wrote the Oregonian's reporter. 'In 25 minutes Sellwood was reached, and soon after, Milwaukie, once the business center of this section, the newspaper of which spoke of Portland as "a little place below here in the woods." Great changes have come to pass since that time and now Milwaukie is to feel the thrill of life from the electric current, the reporter spoke prophetically. In that year, 1893, Milwaukie, like Rip Van Winkle, began to awake from her long sleep. From that date to the present time, Milwaukie's progress from a little old pioneer village much the worse for wear, to the flourishing industrial and residential suburban city of today has been steady and constant." ---Oregon City Enterprise -Courier, September 14, 1950, Milwaukie Centennial Edition, Section Three, Page 12:

"Milwaukie was little more than a struggling village of less than 100 people when it donned long pants by obtaining its first independent, home-owned bank, the First State Bank of Milwaukie. It was founded in 1909 and now is celebrating its golden anniversary, starting February 2, (1959). Up to that point Milwaukie area merchants, farmers and workers had been almost wholly dependent on Portland for banking facilities -- the famous old Ladd and Tilton, organized in 1859; the old Ainsworth National, organized in 1885 by a pioneer Milwaukian, Capt. J. C. Ainsworth, and others; the historic Wells-Fargo & Co., which until 1905 handled gold dust and issued negotiable paper; the original U. S. National, organized by another pioneer shipbuilder of Milwaukie, Jacob Kamm, and others; the old First National and Lumbermen's National. Some Milwaukie people depended on the old Latourette bank of Oregon City.

The memory of pioneer days when the Whitcombs, Luellings and other founders of Milwaukie depended on barter (among themselves and with the Indians) was still fresh in Milwaukie minds 50 years ago. The pioneers had virtually no currency, what they had being represented in gold dust from the California and southern Oregon mines, a few scattered Bea-

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ver coins (\$5 and \$10 coins issued by the provisional and territorial governments), U.S. minted gold and Spanish silver. They had no banks, storing their hard-earned wealth in boxes which they hid under beds and in false ceilings of their homes.

With this background of need, and despite the 1893 and 1907 panics, Philip Streib, Portland brewmeister and hotel owner and Milwaukie subdivider of 1904, decided to give Milwaukie its own bank. With A. L. Bolstad, N. B. Harvey, W. F. Lehman and Fred Birkemeier, the original board, he started the First State Bank of Milwaukie in a modest little building at the northwest corner of Main and Washington, now the Kellogg building. Capitalized at first at \$10,000, then at \$25,000, the bank went into business with Mr. Streib as president, Mr. Bolstad, a former Dakota banker, as cashier, and Mr. Streib's daughter, Elizabeth Streib (Franz) as assistant cashier. Thus the First State Bank of Milwaukie, now one of the leading banks of the Willamette Valley, was in business.

Early stockholders included Clyde B. Aitchison, later interstate commerce commissioner, Dorothea Oatfield, J. Baumgartner, John F. Risley, later a director, E. T. Elmer, Milwaukie grocer, Phil T. Oatfield, later a director and vice-president, W. H. Counsell, later a county commissioner, William Vaetz, who built the old bank building, William Shindler, and Karolina Streib, A. H. Zanders, now president, Elizabeth Franz, J. Franklin Risley and John R. Oatfield, later directors, E. W. Kirkpatrick, long-time attorney for the bank, L. C. Hart, old time hardware dealer, M. E. Ferrier, B. M. Fisch, Victor Risley and J. A. Kucks, prominent rancher. Among the earliest depositors, besides the directors and stockholders were Mrs. B. M. Fisch, Ralph Cooper of Cooper's market, Mrs. E. J. Hoesly (Hoesly Furniture Store) and Mrs. Pearl (George) Wissinger, widow of a pioneer merchant.

Mr. Zanders came into the bank in 1913 as clerk and young man of all work. He became cashier when Mr. Bolstad died in 1915, becoming president in 1932, shortly before Mr. Streib's death in 1933. In 1919 Elizabeth Streib married Joseph Franz, one of the founders of the Franz bakery, Portland. Mr. Streib's grandson, Robert W. Franz, now president and cashier, came into the bank in 1948, after graduating from Columbia Preparory, Portland, and University of Notre Dame as a finance major. His granddaughter Elsie M. Franz, now assistant cashier, came into the bank in 1943, after graduating from the University of Oregon as a business administration major." "As We Remember" It by Tom Humphrey, Editor-at-large, The Oregon Journal, 1959.

The Pioneer State Bank of Milwaukie, began in 1956, by local business men, has now become a branch of the Security Bank of Oregon. Other banks and investment houses have been attracted into the area.

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XIX. Milwaukie City Government

The early promise of a bright future for Milwaukie was not to be realized immediately. Lot Whitcomb's town, despite agricultural and industrial prestige and activities, did not grow into the metropolis of its founder's dreams. It became and remained a typical pioneer village. Out of it came a notable cultural, educational and political leadership, recognized throughout the entire area, but no master hand or spark was present to lift it to greatness. Thus it stood through its first half century, while its neighbors attained growth and distinction.

It was problems and dangers which finally energized the community. The ever present hazard of the powder houses which had been built along the railroad, coupled with the realization of the miserable conditions of streets and townsite, aroused the citizens to the needs of incorporation. The original petition, signed by a number of townspeople in 1901 began the action, at last to result in city status on February 4, 1903.

The first Council consisted of Mayor William Shindler, Owen J. Roberts, president, Casper Kerr, Gottlieb Keller and James Reid. The recorder was F. H. Lechler; the first treasurer, Charles McCann and the first marshall, Jess Keck. The first "city hall" was in rented quarters at the southwest corner of Main and Jefferson Streets.

At the first Council meeting on June 2, 1903, action was started on a number of matters, one of which was to culminate in Ordinance Number One, under date of July 3, 1903: "Providing for the regulation of the storage of gunpowder, dynamite, giant powder, nitroglycerine and all other explosive materials and to prevent its storage within the limits of the Town of Milwaukie." The provisions of this act resolved a potentially dangerous situation. Hoboes, travelling along the railroad, were erecting makeshift shelters for themselves and lighting fires beside the powder house, and apprehension grew that a major disaster could occur.

The neglect of the years descended on the Council like an avalanche. There was no money, a need the city officials met by a donation of \$1 each to get the city into business. A poll tax of \$2 was soon authorized and collected. Sidewalks needed to be built; streets must be improved; sewers and street lights must be provided; fire protection was desperately needed. A volunteer department with man-drawn hose carts was organized in 1904. There was no municipal water system. Policing of the municipality demanded attention. The solution of these and other problems formed the grist for the City Hall mill for the coming years.

Ordinances providing for the manner in which street improvements were to be made, prohibiting the riding of bicycles on sidewalks, punishment of disorderly persons, curfew, regulation of the roaming of livestock on the streets, soon followed.

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Fire protection, from the formation of the volunteer unit of 1904, using horse or man drawn hose carts, proceeded through the stages of paid firemen, supplemented by an organized unit of citizens trained and ready for emergencies, to the full-fledged and efficient fire department of the present day.

City water distribution had the attention of the Council early, and in 1904 a franchise was granted to F. W. Birkemeier and B. M. Fisch to build tanks, lay mains and provide water. Thirty years later by vote of the people Milwaukie established its own deep well system which has been enlarged and extended to provide an adequate supply of water to its residents.

Street lighting was arranged in 1906 and sidewalk construction and street paving followed in order. Franchises for telephone, gas and electric services were approved, and the Beaverton and Willsburg railway was authorized to lay 'tracts' along Milwaukie streets.

City police had a dual problem of control, that of the local citizenry, and also of those persons who came from the outside, and whose activities were often questionable. Ordinances often dealt with intimate matters of conduct in places of amusement and elsewhere. Violators were lodged in 'private' jails for a time, and afterwards in the county jail in Oregon City. Milwaukie never maintained a city jail, and when in the building of the new City Hall the choice had to be made between providing for a jail or a library, the library won.

It was in 1938 that Milwaukie built its own City Hall, standing on the site of the early city schools. The previous home of the city fathers was a building on Monroe Street. In 1944, after a lengthy study of city government forms, the citizens voted for the city manager type. Milwaukie was one of the first of Willamette Valley cities to establish an adequate sewage disposal plant and system.

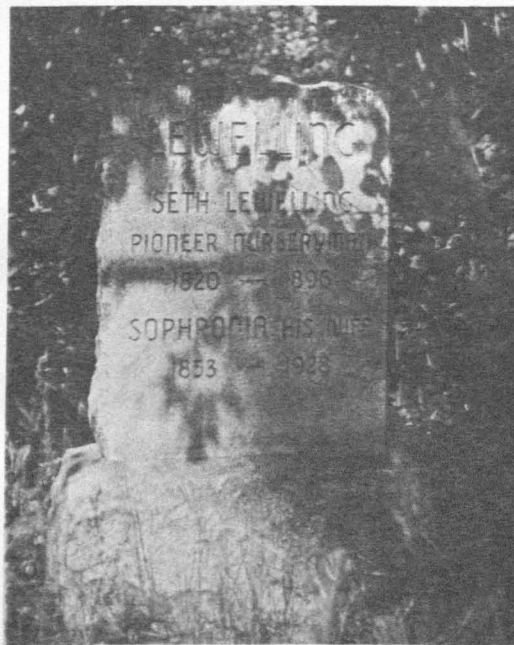
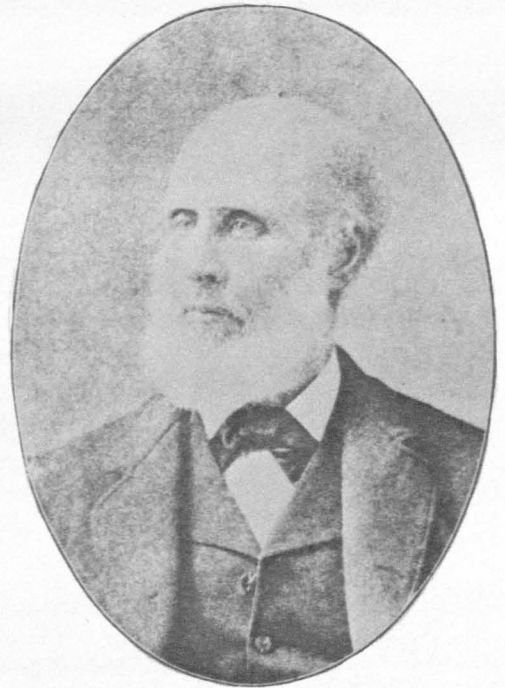
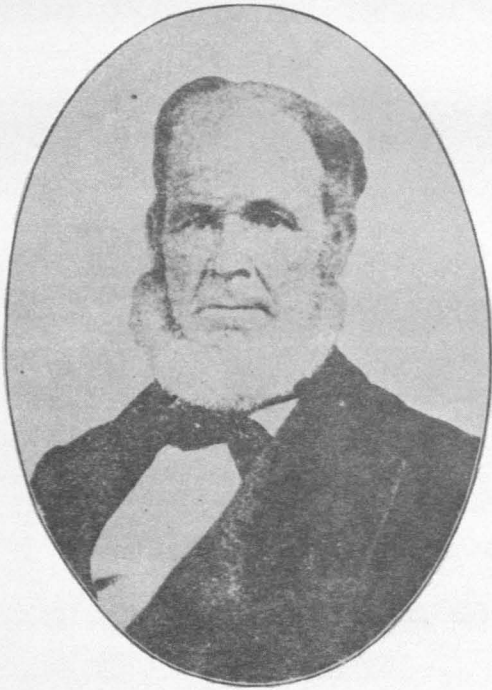
The year 1950, one hundred years from its founding, Milwaukie was a city of but little more than 5000 people. Within the few intervening years, by orderly annexation and growth, its area and population have trebled, and the end is not in sight. A major city covering a large part of northern Clackamas County can now be confidently envisioned.

The following Mayors have served Milwaukie: William Shindler, Philip Streib, E. T. Elmer, Guy C. Pelton, John Snyder, A. F. Cowell, J. J. Miller, J. M. Mason, Willard Sanders, Earl S. Burdick, Fred O. Roberts, Fred Sperr, Leonard B. Mullan, Earl E. Clay, Joseph M. Bernard Jr. and George P. Haley. City Managers have been: Luis D. Kelsey, Jack Taber, Fred Sperr, Tom Telford, Earl S. Burdick, Leonard B. Mullan, and Max Thompson. Mayor Haley presides over a Council composed of Robert Richmond, Walter Freeman, Dr. Paul J. Slominski and Donald W. Graf. City personnel and services are growing. Fire Chief is Robert C. Wickham; Police Chief is Frank W. Brittingham; Recorder-Treasurer, R. E. Osborne;

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City Attorney, V. George VanBergen; City Engineer, J. Wayne Daigle; Water Commissioner, William Hoffman; Street Superintendent, Fred Kobs and Municipal Judge, Robert Mills. Roger Hollingsworth heads the Planning Commission and Mrs. James Routson is Chairman of the Parks and Beautification Committee.

City employees are now under a Civil Service system adopted in 1964. The city fathers have throughout the years been conservative and frugal in the matter of finances and the city has long enjoyed one of the lowest tax rates in the State. Budget requirements are increasing, but with a small bonded indebtedness, the position of the city is very favorable.



(Upper Left) Henderson Luelling (Upper Right) Seth Lewelling
(Below) Gravestone of Seth Lewelling in Pioneer Cemetery.

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XX. North Clackamas County Chamber of Commerce

The North Clackamas County Chamber of Commerce was organized as an Oregon non-profit corporation on August 3, 1955, the principal office being located in the City of Milwaukie, Clackamas County, Oregon.

Prior to the incorporation, there existed in North Clackamas County the Gladstone Chamber of Commerce (Charles Garlick, President), and the Milwaukie Chamber of Commerce (Richard E. Groener, President). Both chambers were organized on a strictly volunteer basis, having no physical facilities and no paid staff. The officers and directors of both organizations, realizing the advantage of maintaining one strong unit, dissolved the two chambers and merged their efforts and membership to form the North Clackamas County Chamber of Commerce, with Richard "Dick" Groener serving as the interim President.

The new Chamber became area in its scope, encompassing some 30 square miles of territory, including the incorporated Cities of Milwaukie and Gladstone, the communities of Ardenwald, Carver, Clackamas, Barton, Damascus, Boring, Jennings Lodge, Oak Grove, Southgate Wichita, 82nd Ave.-- Cascade, and McLoughlin Blvd. Directors were elected from eight separate districts, including Directors-at-large. The new Board leased office facilities and engaged a paid staff. Robert W. Franz became the first Chamber President, and R. V. "Chick" Hiltibrand (deceased) the first Manager and Corporate Secretary.

The Chamber since its inception has been headed by a succession of prominent local businessmen serving as its presidents, beginning with Robert W. Franz (1955-1957), Charles Renard (1957-58), Peter I. Kolik (1958-59), Barney McClain (1959-60), Bud J. Curtner (1960-61), Orville Robinett (1961-62), Lyle N. Omdahl (1962-63), and Irwin S. Adams (1963-64). Two Managers have followed R. V. "Chick" Hiltibrand...his son, Marion D. Hiltibrand and the present Chamber Manager, Robert R. Blyth. Membership Secretary to all three Managers has been Betty M. Kolik.

The North Clackamas County Chamber has evolved into a constructive, effective and influential organization, having considerable impact upon the business, economic, political and social affairs of the large area served. More than 500 members give it financial and practical support as an investment in the future of the entire community. The secret of the Chamber's success has been and is the willingness of influential individuals to use, voluntarily, their time and talents in attaining Chamber Goals as a part of their civic responsibility.

The North Clackamas County area at present contains approximately 100 industries in its rapidly expanding industrial complex, with several new plants under construction or on the drawing boards. More than 80% of all foods for the State of Oregon and Southwest Washington are distributed

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from North Clackamas.

The number of residents is over 46,000 or 40% of the entire population of Clackamas County. Homes passed the 16,000 mark some months ago with several new major home and apartment projects now under construction. (1964)

North Clackamas County is one of the first, if not the fastest growing area industrially, economically and residentially in the Portland metropolitan area.

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XXI. The Name Llewellyn? Luelling? Lewelling?

Few pioneer families seem to have had any name difficulties. It was left to one Milwaukie family to present puzzling situations, which are confusing at times to the point of distraction. It all began in Wales. There the name was spelled Llewellyn, pronounced shortly L-wel-in. When the family migrated to North Carolina, being Quaker, a simpler form was sought, and presumably the spelling chosen was Luelling. But even from this far-away period the variations began. There were three brothers Llewellyn, named Shadrach, Meshach and Abed-nego, after the three Israelites of fiery furnace fame. At least Shadrach appeared in the Federal Census in Indiana, whence the family had moved out of their distaste for slaver as Lewelling. Again in Salem, Iowa, where we find Meshach and his sons pursuing their profession as nurserymen, an article in the Iowa Historical Magazine in praise of their horticultural efforts, uses the name Lewelling. Henderson Luelling, it was, with his son, Alfred and other members of his family, who brought the travelling nursery to Milwaukie in 1847. This branch of the family, even to the present day, use the name Luelling, with but few exceptions. The gravestone on the family plot in the Pioneer Cemetery, give mute evidence of the uniformity of the spelling.

But with the other brother, Seth, who is so closely associated with events in early Milwaukie, the story is a dizzy kaleidoscope. In business and personal matters, the name spellings shift from one to the other with surprising rapidity, and with no seeming reason. Land transactions, early and late, as recorded in the Clackamas County Courthouse, favor Lewelling. Personal signatures seem to run to Luelling. Advertisements for his nursery business record him as Lewelling. Federal and school census notations list the family as Luelling. This may be a natural error since the census takers may have presumed a knowledge of the spelling and wrote it without inquiry. This is borne out by the fact that Seth's wife, Clarissa, is so recorded in the 1870 Census, but in the 1880 Census is listed as Clerecy. The old house bore the name Lewelling. The Cemetery records have Clarissa and the earlier children bearing the name Luelling, whereas Seth, his second wife, Sophronia Vaughn Olson and the latter children, sleeps under gravestones inscribed Lewelling. And his will, at his death in 1896, has this same spelling. Newspaper articles run the whole gamut with confusion compounded even within the same story. The School Board of School District No. 1, in naming a new school, found the evidence supported the spelling Seth Lewelling.

What explanations can be offered for this state of affairs? Sometimes the name spellings were a matter of choice. This is seen throughout the whole story of this family from Wales to Milwaukie. At times a new or different name is desired. There are stories which have survived the years of a tiff between the two brothers which resulted in the two names. Late in life pressures especially from his second wife

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may have influenced Seth to change the spelling. And it may be that pure chance or carelessness or accident were the arbiters of history.

We present day Milwaukians must live with our dilemma. It would seem fitting that we should not compound the error but should agree on a spelling to which we can all adhere. The school and the Friendship Room at the local Portland Savings and Loan Building should always bear the name Lewelling. The Milwaukie Historical Society recognizes that within its present history there will be discrepancies, but raises its feeble voice in favor of a uniform usage. For Henderson and his descendants the name is Luelling, but let us write it Seth Lewelling.

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XXII. Milwaukie Highlights

As you go about Milwaukie there will be constant reminders of our illustrious founding fathers. On the front lawn of the City Hall, the Memorial Stone records the names and accomplishments of several of the early comers:-- the Luellings and their travelling nursery; Lot Whitcomb and his town and industrial organizations; Hector Campbell and his school; and others. Just inside the front door of the City Hall is the record of the first City Council, and a memorial to Milwaukie's honored war dead. Dominating the parking area to the rear is the flowering peach tree, sent from China by Anson Burlingame in 1869. The cornerstone of the Seth Lewelling House is here also. The old Seth Lewelling House stood on McLoughlin Boulevard at Jackson Street, but was torn down in 1940. The original Bing Cherry tree stood in the middle of Main Street in front of the Masonic Temple, the site however is unmarked.

Follow out River Road to the north and you come to the Pioneer Cemetery, where lie most of the early settlers of the area. Turn back to the Waverley Golf Club road and you may see the three pear trees and the Gravenstein apple tree, originals of the Luelling travelling nursery, still standing on the Golf Club grounds.

Along Milwaukie's water front are Johnson Creek, Kellogg Creek and lake, and the sites reminiscent of the early activities there:--the Whitcomb sawmill, the Standard Mill, the ship building area from which was launched the "Lot Whitcomb" and other vessels, and the terminus of the ferry across the river. Here also stood the Fellows cabin, first habitation in Milwaukie. In the little highwayside park is the Father DeSmet memorial, marked by the Willamette Chapet, D.A.R., in 1937.

Adjacent to the Safeway Store is the new City Library, memorial to the Leddings, the site bequeathed to the City by Mrs. Florence Olson Ledding, stepdaughter of Seth Lewelling. The waterfall on the Junior High School grounds is fed farther up along the watercourse by the Minthorn Springs. Up Harrison Street a dozen blocks is the beautiful dogwood tree, largest and oldest of its kind in the world, now recovering the damage it received in the 1962 Columbus Day Storm. It gives to Milwaukie its distinction as the "Dogwood City". The old Episcopal Church built in 1851, which stood on the southwest corner of Twenty first and Jefferson Streets, has been removed from Milwaukie.

From the original city plat of Milwaukie, still existant, comes the present presidential nomenclature for our east-west streets, but many of the proposed street designations and other features of the old plat have been replaced by those of a later vintage. However around Milwaukie are many street names drawn from the pioneer families, a few being Lewellyn, the Welsh spelling, Campbell, Hector, Whitcomb. McLoughlin Boulevard gets its name from Dr. John McLoughlin of Hudson's Bay Company fame.

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The School Board of School District No. 1 have employed pioneer names for some of their schools:-- Hector Campbell, Lot Whitcomb and Seth Lewelling. Thus is kept alive the spirit of Milwaukie's founders. For Milwaukie and a wider area, on this subject of names, Mrs. Janet Waldron Witter has done an exhaustive research and given fuller treatment in her "Places Names in Clackamas County," which the Milwaukie Historical Society plans to issue as a brochure.

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XXIII. Milwaukie Bibliographical Comments

This is not an attempt to furnish a bibliography of Milwaukie sources. It is inserted as an aid to persons who wish to adventure further into the study of Milwaukie history. Many of them are newspaper or booklet materials not readily available. The Oregon Historical Society Library, the files of the Oregonian, the Oregon Journal, the Milwaukie Review, the Oregon City Enterprise-Courier, are rich sources of stories and pictures of Milwaukie throughout the years. The Milwaukie Historical Society encourages this research, which the student will find very rewarding for himself and others.

History of Milwaukie, Oregon, By Charles Oluf Olson

The Milwaukie Review: Founders' Centennial Edition, September 1950, Stories and Pictures of Milwaukie Founders' Centennial, and earlier days.

The Oregon City Enterprise-Courier: Milwaukie Centennial Edition, September 14, 1950.
Stories and Pictures of Milwaukie's Founders' Centennial, and earlier days.

Calendar, 1959, First State Bank of Milwaukie, 1959.
Pictures of Milwaukie's scenes with appropriate captions.

As We Remember It, by Tom Humphrey, 1959
Booklet issued by the First State Bank of Milwaukie on the Occasion of its Golden Anniversary, 1959.

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Reprint of a series of articles in the Oregon Journal, 1959.

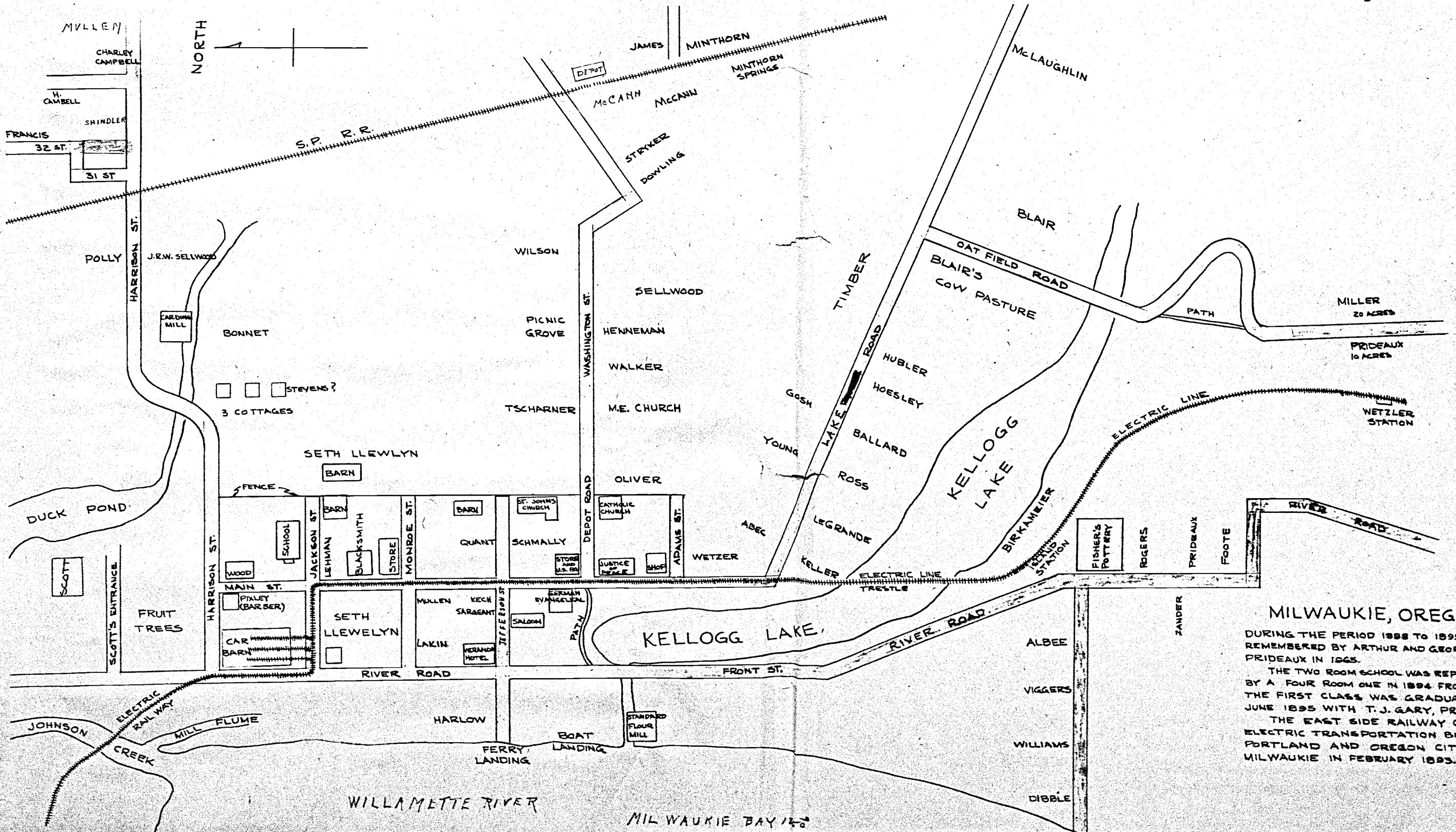
The Initiative and Referendum, by Cecil Thompson.
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A History of Public Elementary Education in Milwaukie, Oregon, 1849-1960, by Arthur W. Stein.
Master's Thesis, Eastern Oregon College, August 1961.

Markers of the Makers of Oregon History, by Clackamas County Historical Society, Oregon City, 1961
Markers in Clackamas County, with a special section on Milwaukie.

Here Is How Milwaukie Looked 80 Years Ago; Chart to Be Included in History Book



MILWAUKIE, OREGON

DURING THE PERIOD 1888 TO 1895 AS REMEMBERED BY ARTHUR AND GEORGE PRIDEAUX IN 1965.

THE TWO ROOM SCHOOL WAS REPLACED BY A FOUR ROOM ONE IN 1894 FROM WHICH THE FIRST CLASS WAS GRADUATED IN JUNE 1895 WITH T.J. GARY, PRINCIPAL.

THE EAST SIDE RAILWAY CO. BEGAN ELECTRIC TRANSPORTATION BETWEEN PORTLAND AND OREGON CITY THROUGH MILWAUKIE IN FEBRUARY 1895.