

# Lane County Historian



Miniature of a one-and-one-half ton truck which operated in Eugene circa 1900-10

Photograph by the author

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## LANE COUNTY PIONEER - HISTORICAL SOCIETY

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Vol. X - No. 3

Eugene, Oregon

December 1965

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# LANE COUNTY PIONEER-HISTORICAL SOCIETY

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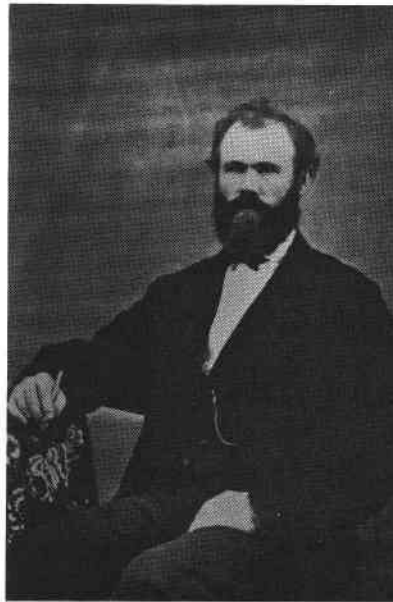
740 West 13th Avenue

Eugene, Oregon

Alfred L. Lomox, Editor

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James Newton Gole, Editor of the  
State Republican, Eugene, 1862-63

# *The Kincaid Family Celebrates Christmas*

(Adapted from "Christmas in Oregon Territory, 1853" by Leonore Gale Barette)

Memories of the sparkling days of childhood come in one's mind at Christmas with a sharper poignancy than at any other season of the year. Our homes and churches are made colorful by the sprigs of holly and their glistening red berries, and our homes and churches made fragrant with the pungent evergreens of our western country.

Particularly appealing to a small child was the story my mother (Elizabeth Maria Kincaid) related so many times of the first Christmas her family spent in Oregon. Mother was ten years old when her parents, two brothers and two sisters made the long journey over the Old Oregon Trail in 1853.

The Thomas Kincaid family left their home near Indianapolis, Indiana, in February, 1853 in a covered wagon drawn by three yoke of oxen. With them were some steers, cows for milk, loose stock, two horses and a carriage, and the family dog. On September 29, 1853, after seven long months on the road, they arrived at Foster's, twelve miles from Oregon City. After a few days' rest the journey was resumed by way of Comer's Ferry on the Santiam, Spore's Ferry on the McKenzie, and a ferry across the Willamette where the Coburg Road bridge is built.

On October 11 they drove their weary animals into what is now Eugene. There was not a house on the townsite, only stakes to mark the ownership of lots and blocks which had been platted the year before. There were a few houses outside the town lots, a small store at the ferry, Eugene Skinner's house on the west, and Hilyard Shaw's home

where the University of Oregon is now.

The next move was to locate a homestead, which Grandfather Kincaid did in what is now the southern suburban area of Eugene. He and his oldest son, Harrison, then seventeen years old (founder of the Oregon State Journal, 1864), went to work building a log cabin with puncheon floors and a fireplace and chimney constructed with the abundant field stones. They worked from daylight to dark oftentimes by pitchlight. By early December a one-room log cabin and a large storeroom on the north were ready for occupancy. Later, another cabin was built adjoining the storeroom.

Beds were made from trees trimmed into poles and fastened to the wall. The soft and fragrant tips of fir boughs were placed in the bottom of the frames as a foundation for the wool mattresses on which the family had slept on the overland journey. Gay colored quilts which had been used as wrappings for cherished dishes and other treasures were unpacked from the big chest and the dishes carefully removed and arranged on shelves built in the rough wall.

They were now at home and Christmas was drawing near. Grandfather and Grandmother, remembering the joyous and merry times in the old home in Indiana with its full larder and storehouses to draw on, churches and stores within a day's driving distance, and their own friendly parents and relatives living nearby, felt they must try to make some small observance of the day to give the children a bit

of happiness and to express their own thanks to God for a safe journey and the beginnings of a new home in this golden and fruitful land.

They were hard put to know what to do. The only food was flour, potatoes, bacon, dried fruit, and a little brown sugar. Their money was practically all spent.

Grandfather and Grandmother and the older children went into conference. They decided to plan a little celebration for the younger children, John, then seven years old, and Mary Alice, four and one-half years. Rebecca Ann, who was thirteen, and my mother Elizabeth, who was ten, together with Uncle Harrison, said they felt they were too old for Christmas festivities but would plan something for the small brother and sister.

A few rods from the cabin was a flowing spring which supplied the family with water, and on one side of this Harrison had built a screen of fir boughs and small trees; it made a lovely little green wall. In the middle of this he set a small stump and hung a little hatchet, and with it inflated pig bladders which he had obtained after helping to slaughter a neighbor's hogs. At each end of the screen he put in long sticks wound about with string-like flexible pieces of pitchy wood like the old pitchlights which were used at political meetings in pioneer days.

Shortly after dusk on Christmas Eve the children heard loud clangs, big brother knocking on an iron from the old wagon. They all rushed out to the spring where the pitchlights were burning brightly, sending up sparks and giving off the resinous, tangy odor which no one can ever forget who has looked on the old torches.

Harrison had made a little mask of fir twigs and attached to it a long

beard of dry grasses which he had collected in the nearby brush and woods. He looked more like an elf than Santa Claus, but the children shouted with laughter when they saw him. Pop! pop! pop! went the pig-bladder bags, the children drawing close, laughing and dancing. Even the big girls skipped about sharing in the fun and finally joined in singing a song Grandfather had started. The pitchlights burning and crackling threw off sparks and that pungent fragrance. Reluctantly the children finally went inside where Grandmother had hurriedly set the crude homemade table lighted with tallow candles. She used the few pretty dishes she had and managed somehow an extra treat for dinner, or supper as they called it then.

Grandfather had brought in a fat grouse and Grandmother had made some little cakes. She had contrived a few little figures from potatoes with sticks for legs, and for their faces she scraped the skin from the tubers and had tiny buttons for eyes. They wore jaunty little hats made somehow from bits of paper and leaves. These centered the table and the children admired them with Ohs! and Ahs! and wide eyes.

For Mary Alice there was a small doll, dressed in a wide skirt with white pantalettes gathered in about the ankles, as the little girls wore them in the early 1850's. This had been made by Grandmother and Aunt Rebecca out of scraps and what else no one will ever know! It was a real doll, not just a rag doll. For little John, Grandfather surprised him with a small cane with a dog's head which he had carved.

After supper, Harrison put logs in the fireplace to build up a big, crackling fire. Grandfather took down his worn Bible and read again

the old, old story of the Three Wise Men, the Shepherds Who Watched Their Flocks by Night, the Manger and the Birth of Christ. Never were the chapters more reverently read and absorbed than in the crude, little log cabin over one hundred years ago.

On that Christmas evening the Kincaid family had been in Lane County, Oregon Territory for only seventy-five days, but they had a snug, warm little cabin, a beautiful hill claim with timber and clear,

sparkling water; they had stock and planned to get more; a friendly little dog; the children were in splendid health; and a small school had just been started within walking distance over the hills.

That faraway Christmas night ended with Grandfather playing old carols on his violin, the happy children joining in singing the words. Grandfather and Grandmother looked at each other with firm chins, but there were tears in their eyes.

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## *Harrison Kincaid Takes Sides*

Eugene's first newspaper of any consequence was the *People's Press*, launched by B. J. Pengra in the fall of 1858. It was a Republican paper which ran counter to a rather strong Democratic sentiment in the community in those pre-Civil War days. It survived for three years, long enough to provoke one of the near-tragic incidents of territorial journalism.

In those days Eugene was the seat of a small institution of higher learning known as Columbia College, whose president, Ryan, was an ardent Southern sympathizer, and it was he who furnished the fireworks of the incident. Eugene's pro-southern *Democratic Herald* had been printing his editorial con-

tributions. The replies, published in the pro-Republican *People's Press*, were personal enough to upset Ryan, who shot and wounded editor Pengra.

The editorials had not been written by Pengra but by young Harrison R. Kincaid, a student at the college, and at the time working in a bookstore owned by his brother-in-law, James Newton Gale.

Ryan left Oregon to become a Confederate soldier; Columbia College soon thereafter closed its doors; and Kincaid five years later was to become editor of the Eugene *Oregon State Journal* and one of the state's eminent journalists.

(Adapted from History of Oregon Newspapers, George S. Turnbull)

# THE OREGONIAN

DEVOTED TO THE POLITICAL AND GENERAL INTERESTS OF THE PEOPLE.

VOL. II. EUGENE CITY, OREG., APRIL 4, 1863. NO. 12.

## THE STATE REPUBLICAN.

Published every Monday by J. NEWTON GALE.

**Terms of Subscription.**  
The *Republican* will be published at \$1 per year in advance. It will be sent to subscribers at the rate of one year in advance. It will be sent to subscribers at the rate of one year in advance. It will be sent to subscribers at the rate of one year in advance.

**Advertisements.**  
Advertisements for one square will be charged at \$1 per week. Advertisements for one square will be charged at \$1 per week. Advertisements for one square will be charged at \$1 per week.

**The Law of Newspapers.**  
1. Subscribers who do not give express notice to the contrary are considered subscribers for one year. 2. Advertisers under the provisions of this act are liable for the contents of their advertisements.

**STAMP DUTIES.**  
There seems to be some misapprehension in regard to the particular kind of Stamp required for a particular transaction. The original Act does require each and every kind of transaction to be stamped with a stamp denoting that particular branch of business.

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**Marriage of Bond, to secure a Debt.**

From \$100 to 1,000	10
" 1,000 to 5,000	20
" 5,000 to 10,000	30
" 10,000 to 15,000 or fraction	40
" 15,000 to 20,000 or fraction	50
" 20,000 to 25,000 or fraction	60
" 25,000 to 30,000 or fraction	70
" 30,000 to 35,000 or fraction	80
" 35,000 to 40,000 or fraction	90
" 40,000 to 45,000 or fraction	100
" 45,000 to 50,000 or fraction	110
" 50,000 to 55,000 or fraction	120
" 55,000 to 60,000 or fraction	130
" 60,000 to 65,000 or fraction	140
" 65,000 to 70,000 or fraction	150
" 70,000 to 75,000 or fraction	160
" 75,000 to 80,000 or fraction	170
" 80,000 to 85,000 or fraction	180
" 85,000 to 90,000 or fraction	190
" 90,000 to 95,000 or fraction	200
" 95,000 to 100,000 or fraction	210

**Death of Grant—Where the consideration is more than \$100 and less than \$500.**

From \$100 to 500	10
" 500 to 1,000	20
" 1,000 to 1,500	30
" 1,500 to 2,000	40
" 2,000 to 2,500	50
" 2,500 to 3,000	60
" 3,000 to 3,500	70
" 3,500 to 4,000	80
" 4,000 to 4,500	90
" 4,500 to 5,000	100
" 5,000 to 5,500	110
" 5,500 to 6,000	120
" 6,000 to 6,500	130
" 6,500 to 7,000	140
" 7,000 to 7,500	150
" 7,500 to 8,000	160
" 8,000 to 8,500	170
" 8,500 to 9,000	180
" 9,000 to 9,500	190
" 9,500 to 10,000	200

**Death of Grant—Where the consideration is more than \$500 and less than \$1,000.**

From \$500 to 1,000	10
" 1,000 to 1,500	20
" 1,500 to 2,000	30
" 2,000 to 2,500	40
" 2,500 to 3,000	50
" 3,000 to 3,500	60
" 3,500 to 4,000	70
" 4,000 to 4,500	80
" 4,500 to 5,000	90
" 5,000 to 5,500	100
" 5,500 to 6,000	110
" 6,000 to 6,500	120
" 6,500 to 7,000	130
" 7,000 to 7,500	140
" 7,500 to 8,000	150
" 8,000 to 8,500	160
" 8,500 to 9,000	170
" 9,000 to 9,500	180
" 9,500 to 10,000	190

**Death of Grant—Where the consideration is more than \$1,000 and less than \$1,500.**

From \$1,000 to 1,500	10
" 1,500 to 2,000	20
" 2,000 to 2,500	30
" 2,500 to 3,000	40
" 3,000 to 3,500	50
" 3,500 to 4,000	60
" 4,000 to 4,500	70
" 4,500 to 5,000	80
" 5,000 to 5,500	90
" 5,500 to 6,000	100
" 6,000 to 6,500	110
" 6,500 to 7,000	120
" 7,000 to 7,500	130
" 7,500 to 8,000	140
" 8,000 to 8,500	150
" 8,500 to 9,000	160
" 9,000 to 9,500	170
" 9,500 to 10,000	180

**Death of Grant—Where the consideration is more than \$1,500 and less than \$2,000.**

From \$1,500 to 2,000	10
" 2,000 to 2,500	20
" 2,500 to 3,000	30
" 3,000 to 3,500	40
" 3,500 to 4,000	50
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" 6,000 to 6,500	100
" 6,500 to 7,000	110
" 7,000 to 7,500	120
" 7,500 to 8,000	130
" 8,000 to 8,500	140
" 8,500 to 9,000	150
" 9,000 to 9,500	160
" 9,500 to 10,000	170

**Death of Grant—Where the consideration is more than \$2,000 and less than \$2,500.**

From \$2,000 to 2,500	10
" 2,500 to 3,000	20
" 3,000 to 3,500	30
" 3,500 to 4,000	40
" 4,000 to 4,500	50
" 4,500 to 5,000	60
" 5,000 to 5,500	70
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" 6,500 to 7,000	100
" 7,000 to 7,500	110
" 7,500 to 8,000	120
" 8,000 to 8,500	130
" 8,500 to 9,000	140
" 9,000 to 9,500	150
" 9,500 to 10,000	160

**Death of Grant—Where the consideration is more than \$2,500 and less than \$3,000.**

From \$2,500 to 3,000	10
" 3,000 to 3,500	20
" 3,500 to 4,000	30
" 4,000 to 4,500	40
" 4,500 to 5,000	50
" 5,000 to 5,500	60
" 5,500 to 6,000	70
" 6,000 to 6,500	80
" 6,500 to 7,000	90
" 7,000 to 7,500	100
" 7,500 to 8,000	110
" 8,000 to 8,500	120
" 8,500 to 9,000	130
" 9,000 to 9,500	140
" 9,500 to 10,000	150

**Death of Grant—Where the consideration is more than \$3,000 and less than \$3,500.**

From \$3,000 to 3,500	10
" 3,500 to 4,000	20
" 4,000 to 4,500	30
" 4,500 to 5,000	40
" 5,000 to 5,500	50
" 5,500 to 6,000	60
" 6,000 to 6,500	70
" 6,500 to 7,000	80
" 7,000 to 7,500	90
" 7,500 to 8,000	100
" 8,000 to 8,500	110
" 8,500 to 9,000	120
" 9,000 to 9,500	130
" 9,500 to 10,000	140

**Death of Grant—Where the consideration is more than \$3,500 and less than \$4,000.**

From \$3,500 to 4,000	10
" 4,000 to 4,500	20
" 4,500 to 5,000	30
" 5,000 to 5,500	40
" 5,500 to 6,000	50
" 6,000 to 6,500	60
" 6,500 to 7,000	70
" 7,000 to 7,500	80
" 7,500 to 8,000	90
" 8,000 to 8,500	100
" 8,500 to 9,000	110
" 9,000 to 9,500	120
" 9,500 to 10,000	130

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# The William Gale Family

Leah C. Menefee

In the spring of 1853 Dr. William Gale, a Kentucky-born Campbellite preacher, homeopathic physician and farmer, gathered up his family, married and single, and left the middle west to begin the long journey across the plains to the Oregon Country.

At the Malheur river, where the west-bound Oregon Trail forded this stream, Dr. Gale and his company chose to take a new cut-off to the upper Willamette valley, led by a man named Elijah Elliott. They were some three weeks longer on this short-cut than had they remained on the main traveled route to the Barlow toll road south of Mt. Hood. And they suffered, with over one thousand others who followed Elliott on the cut-off, many hardships including actual starvation at times.

With Dr. Gale on this journey were his wife, Mrs. Rebecca Jones Gale, with some of her relatives, as well as two married Gale daughters and their husbands. These were Martha Gale Hockersmith, aged 27 years, and her husband, Jackson Hockersmith, and Malissa Gale Kennedy, wife of P. Kennedy. Mrs. Kennedy died on Green river during the trip west and was buried there. She was only twenty years old and left her husband and a newborn son to accompany the Gale train to Oregon.

The Gale party was known as the "Rough and Ready Train" according to a narrative written later by Joseph Marion Gale, and printed in 1893 in the Tacoma, Washington *Weekly Ledger*. Gale wrote that the party was so named because the men were all well armed and pre-

pared for any eventuality of plains travel. Among its members were also two unmarried daughters, Phebe Ann, who was to marry Colonel Frederick Folsom in Lane County, and Rebecca Elizabeth, later first wife of Judge J. J. Walton of Eugene.

There were also five Gale sons in the Rough and Ready train. The oldest was William Jones Gale, aged 25, and the next was James Newton Gale (usually known as Newt), who was 22 years old. Their brother, Joseph Marion Gale was seventeen and there were two younger brothers, Henry Harrison Gale, aged seven years and Thomas Moore Gale, who was five years old.

Among these five young Gale brothers were four who were destined to become noted early Oregon and Washington journalists. It is probable that no other family of pioneer days contributed so many editors to this field of endeavor. William Jones Gale did not enter the newspaper field, but resided near Junction City, Oregon, where he died at the age of 31 in 1859.

By the time the Gales had arrived, newspapers were being established in the Oregon Country wherever there were sufficient settlers to warrant them. The first newspaper in the region was the *Spectator* established at Oregon City on February 5, 1846. These early sheets carried less of what is today termed news than they did of articles, editorials and clips from other newspapers supporting whatever political philosophies were held by the editors or financial backers of each newspaper. Edi-

tors engaged not only in bitter name-calling bouts in the columns of their papers, but at times these affairs became highly personal and frequently broke into actual shooting affrays on the streets of frontier towns.

Many of them were short-lived (the newspapers, that is), passed into oblivion, or moved on to other locations. Both advertising and subscription rates were low and frequently were paid in produce such as eggs, cabbage, hens and pigs. Nevertheless, there always seemed to be other eager pioneers ready to begin publishing anew. George Turnbull's *History of Oregon Newspapers* is authority for the statement that the life of a pioneer newspaper in Oregon seldom exceeded one year. This was the environment in which the four Gale brothers, namely, James Newton Gale, Joseph Marion Gale, Henry Harrison Gale, and Thomas Moore Gale, discovered as they settled in various parts of the Oregon Country.

Early newspapers in Lane County were B. J. Pengra's *People's Press*, strongly Republican (1858), and the *Democratic Herald* (1859) variously edited by Col. W. W. Chapman, Anthony Noltner and Joaquin Miller, the poet, which expressed strong Southern sympathies.

When James Newton Gale, most noted of the brothers, first arrived in Oregon in the fall of 1853 he was newly married, having taken as his bride Nancy Ann Coonrod on January 9, 1853, in Appanoose County, Iowa. He had been born in Posey County, Indiana, on January 11, 1831, and was therefore only 22 years old when he crossed the plains to Oregon with his parents and brothers and sisters.

When the Gale party passed down the Middle Fork of the Wil-

lamette River, Eugene Skinner was busy plotting a town at the foot of the butte which bears his name. The town, named Eugene, now is a university and industrial city of approximately 75,000 population. But in 1853 some emigrants claimed they drove through it without realizing they were traversing the streets of a future metropolis.

Having taken land claims near each other in the western part of Lane County, the Gales lived there until James Newton Gale rented from Hilyard Shaw a sawmill which he ran for several years. Much of the lumber used in constructing Eugene's first buildings came from this mill. James Newton Gale also served in the Rogue River Indian War in 1856 in Captain Daniel W. Keith's Company C of the Second Regiment of Oregon Mounted Volunteers. His brother, Joseph Marion Gale, was in the same company.

While James N. Gale was at the wars, his wife, Nancy Ann, died leaving him with one living child, a daughter Caroline. Two sons had died. He remained a widower for some years. Later he entered the mercantile business in Eugene where he owned a stationery and book store on Willamette Street directly across from the present United States National Bank building.

On September 8, 1859, James Newton Gale married Elizabeth Kincaid, daughter of Thomas Kincaid and Nancy Chodrick Kincaid, also pioneers of 1853. (See "The Kincaid Family Celebrates Christmas," this issue)

According to Mrs. Leonore Gale Barette of Eugene, daughter of James and Elizabeth Kincaid Gale, her parents combined their wedding trip with a buying expedition to Salem where they purchased supplies for the store in Eugene be-



fore settling down to their new life in the growing Lane County town.

In January 1862, while James Newton Gale was still engaged in his book and stationery store, assisted by his brother-in-law, Harrison R. Kincaid (later to become one of Oregon's most eminent journalists and editors), Gale was chosen to be the editor of the newly founded *State Republican*. The paper had been established in Eugene by Hilyard Shaw who felt that in Mr. Gale he had found an editor who would keep the Republican flag flying in a community which had many southern sympathizers.

In 1863 James Newton Gale and his family moved to Salem where the *Oregon State Republican* and the *Oregon City Argus* were consolidated as the *Argus-Republican*. Here Gale remained a year or more and then went to Portland where he started the *Portland Daily Union*. Dispatches from the Civil War front were so costly his financial resources could not stand the expense of supporting the *Union* for long. The paper's demise brought out comments that if he could have held on a few months longer he would have managed to run the young *Oregonian* out of business.

Gale was now approached by a group of Astoria businessmen who wanted a newspaper in their town. Here he edited the *Astoria Marine Gazette* for a year, but the inclemency of the climate affected his wife's health, and the family moved to Olympia, Washington Territory, where he and Elijah Gunn founded the *Transcript*. When this was sold, Gale established the *Temperance Echo* and then the *House Guardian*. He was at all times very active in the temperance movement.

Presumably the last two publications were as equally unsuccessful as some of the other publishing ventures, but he persisted and

founded the *New Transcript*. But ill health continued to plague him, and he gave up this last enterprise to become postmaster of Olympia under President Hayes in 1878. He served for six years until removed when a Democratic administration took over in Washington. James Newton Gale died in Olympia, Washington, in 1889, age 53, a fine newspaper man and an able and dedicated citizen of his day.

Meanwhile, his brother, Joseph Marion Gale, of whom less is known, also entered the newspaper field. Prior to his death at age 77 at Orting, Washington, he had served in two Indian wars, the Civil War, been a teacher and a newspaper editor and authored numerous articles in several papers. He had married Eliza Jane Moody at Walla Walla, Washington, in 1865. Both were from Eugene, and at the time he was a lieutenant in the Civil War.

The two younger Gales, Henry Harrison, and Thomas Moore, by 1867 had served their apprenticeship under their brother, James Marion Gale, and were in Roseburg, where in May they established the first newspaper, the *Ensign*, in that community. It was a four-page weekly, priced at \$3.00 a year. After the plant burned in 1871 with a suspicion of incendiarism, the Gales had the business running again by January 6, 1872.

Meanwhile, in March 1870, William Thompson had established a militantly Democratic paper called the *Plaindealer*. One June day, 1871, the rival editors met on the street and exchanged gun shots, in which both Thompson and Henry H. Gale were wounded, and both recovered. Through 1873 and 1874 they were editing a four-page independent paper in Eugene City. In 1876 H. R. Gale became editor of

the *Grant County Express*, then changed to *Grant County Times*.

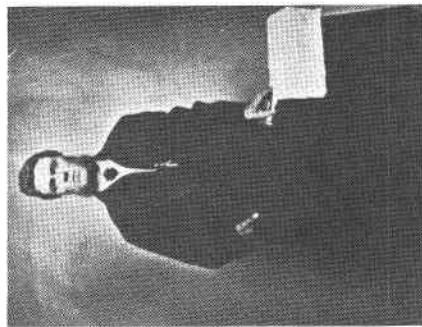
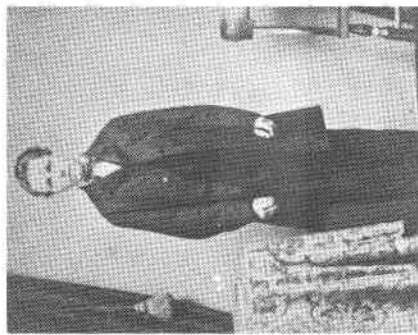
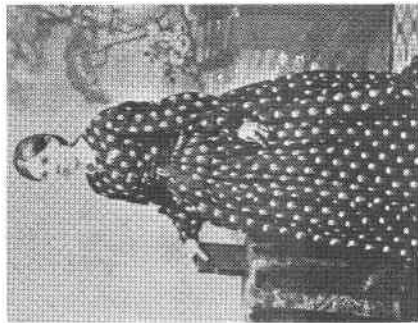
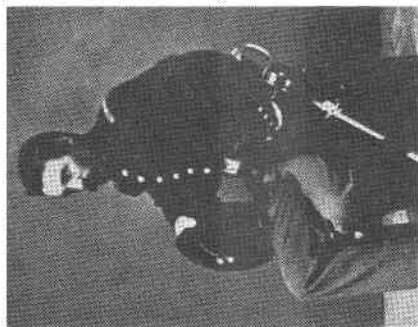
Gale never quite recovered his health after the gunfight, but continued, nevertheless, in the newspaper field to become editor of the *Washington Chronicle*. On November 25, 1878, he died on a boat enroute down the Columbia River to Portland where he had planned to continue to San Francisco to benefit his health.

Thomas M. Gale married Clara Cook, niece of Mrs. Eugene Skinner, on May 4, 1872.

*The Historian* acknowledges with thanks Mrs. Leonore Barette's assistance in the preparation of the above history. As the surviving daughter of James Newton Gale she has written and had privately printed several delightful booklets containing reminiscences of early Oregon.



Dr. William Gale and wife, Rebecca Jones Gale



Mrs. William Gale, Mather  
Elizabeth Gale Walton

Joseph Marion Gale

Martha Gale Hockersmith

Thomas Moore Gale

Cal. Frederick Falsam and Phebe Gale Falsam

Henry Harrison Gale

# *Miniatures As Historical Documents*

Ivan L. Collins

A few remaining carriage-houses and backyard barns stand empty and forlorn, awaiting the inevitable crush of the wrecker's crane; the hundreds of wagons and carriages which once scraped hubs on busy Willamette Street have passed into oblivion; the ponderous "chuckle" of heavy wheels lurching against the axle collars have faded into the historic past.

The now traffic-choked Eighth Avenue once echoed with the frantic hoof beats of "Old Dick," the faithful white horse of T. H. Williams' Bakery, who, taking one startled look at some elephants in a passing circus parade, and, without waiting for the driver, tore down the street with the wagon clattering behind, spreading a trail of baskets and fresh bread all the way back to the bakery.

The "new" Bangs' Livery Stable (still standing at Eighth Avenue and Pearl Street) housing 125 horses and dozens of "rigs," was once the center of commercial and pleasure driving in Lane County.

Then, in a few short years, a whole way of life was changed. The wagon gave way to the evil-smelling automobile; the hitching posts around the Court House sprouted into parking meters; the blacksmith shops were replaced by garages and repair shops; and taking the place of the often beautifully appointed harness shops were the automotive supply houses. Even the once popular Bangs' Livery Stable became an automobile agency.

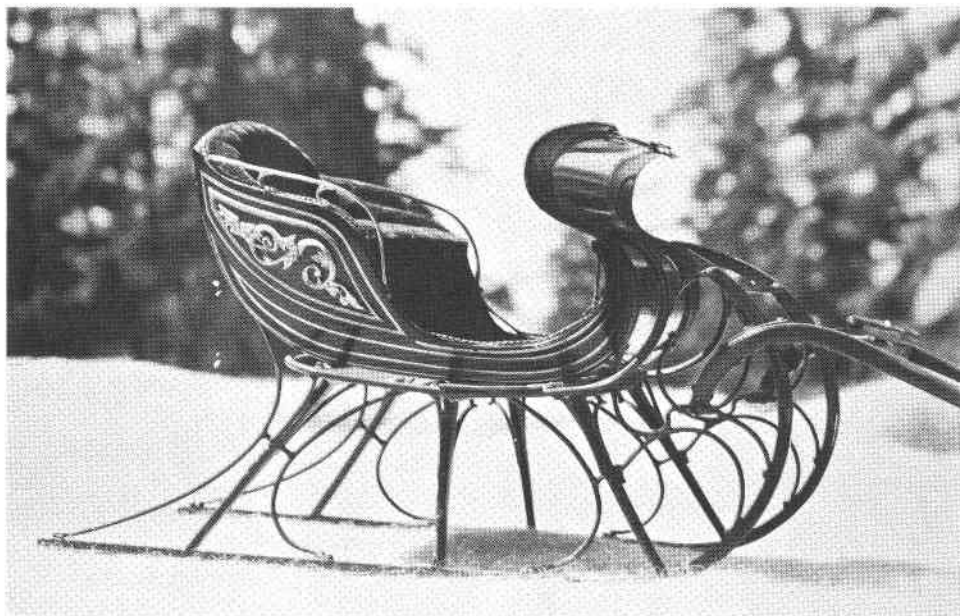
Not since the development of the wheel had there been a comparable advance in transportation in so short a time.

Perhaps it was the suddenness of the change that caused a bypass of any comprehensive record of the horse-drawn era and its vehicles. Half the function of the wagon was the horse. With the horse taken away there remained only an inanimate object and a very perishable one at that. Out of usage, then, wagons became mere objects to be disposed of. They were burned for scrap iron or pushed back into a corner to slowly disintegrate.

A sincere effort has been made by many museums throughout the country to gather and preserve significant and representative types as limited space permitted. The sheer bulk of the vehicles has frustrated the best efforts of even the largest museums. The reluctance of accredited museums to undertake any form of restoration work because of budgetary or skilled personal limitations has, in most cases, often left worn and disreputable-looking vehicles in such condition as to present a somewhat less than accurate picture of the horse-drawn era.

In this space age much is heard of the term "miniaturization," particularly in the field of electronics. By skillful and accurate reproduction in miniature scale it has become possible to install devices and systems in hitherto impossibly small spaces.

Miniaturization is not a new process. It is older than recorded history. A considerable portion of knowledge of early civilizations has been gained from the study miniatures uncovered in archaeological excavations. Not only the primitive wheels and carts of prehistoric Asia, but the later Egyptian wheelwright and many other craft shops



Small-body cutter used in winter sport-racing

Photograph by the author

were carefully reproduced in miniature and placed in the tombs. The fact that these miniatures were largely executed as items of religious significance, or as toys, or a prehistoric artist's means of self-expression, makes them no less valuable as a historic record.

Formerly, the term "miniature" was applied only to small paintings and originated with the art of decorated manuscripts. The word was derived from the Iberian *minium* which referred to a mineral used in coloring the initials of early illuminated manuscripts. The term is now also used to describe three dimensional representations in small scale. While the word "model" can be applied to a miniature, the term is less definitive. A model may be a creation even larger than the original subject, while the word "miniature" more accurately describes a small representation.

As a child, man lived in a world which was dominated by things

larger than he: large people, large furniture, and large animals. The child turns to a world of small toys and small things which he can dominate. Perhaps it is man's subconscious reluctance to grow up and his memories of a childhood fascination for things small that will draw him to a careful study of a well-done miniature when the full-sized prototype might elicit only a passing glance.

Miniatures, if accurately done on a three-dimensional basis, are unequalled as a medium to reflect the environment in which man makes his living and enjoys his pleasure.

If a miniature is to have any validity as a historical record it must be created within the same framework of discipline as written history. The line between the actual and the fictional is often very thin, but in neither field can they be allowed to overlap. In the specialized subject of horse-drawn transportation the temptation to

improvise is ever present, especially when the very nature of the work is in itself an improvisation.

Equally important in the historical miniature is legibility. That is, the scale of the miniature must be large enough to permit not only the basic design of the subject, but variations in types of construction, the advent of new inventions and materials, to be easily understood by the viewer. The Lord's prayer has been engraved on the head of a pin, but it could hardly be said to have much practical value.

Many different scales of miniature reproduction are used by museums throughout the country. Dioramas emphasize an entire scene or sequence rather than individual items. Ships and other large subjects are necessarily limited to smaller scales. The scale of  $\frac{3}{4}$  inch to the foot is the most universal scale used by museums.

The scale used by the Museum of Historic Wagons in Miniature at the University of Oregon is  $1\frac{1}{2}$  inches to the foot or exactly one-eighth actual size. Thus, a six-foot man standing beside a wagon would be nine inches tall; a four-foot diameter miniature wagon wheel would be six inches in diameter. A complete wagon would be from eighteen inches to twenty-four inches long. This scale permits a record of over fifty types of horse-drawn vehicles to be shown in less space than would be required for two or three full-sized subjects.

In miniatures of  $\frac{1}{8}$  size, the occasional introduction of carefully induced wear and indicated usage becomes a practical method of helping the viewer to visualize not only the original wagon and its use, but perhaps something of the social and economic conditions which dictated the design.

A problem which constantly confronts the miniaturist is that the

very detailed and technical nature of the work may lead the viewer to become intrigued with intricate bits of minute workmanship to the exclusion of an understanding that such workmanship presents, in perspective, the lost arts of the carriage designer, the wheelwright, and the blacksmith.

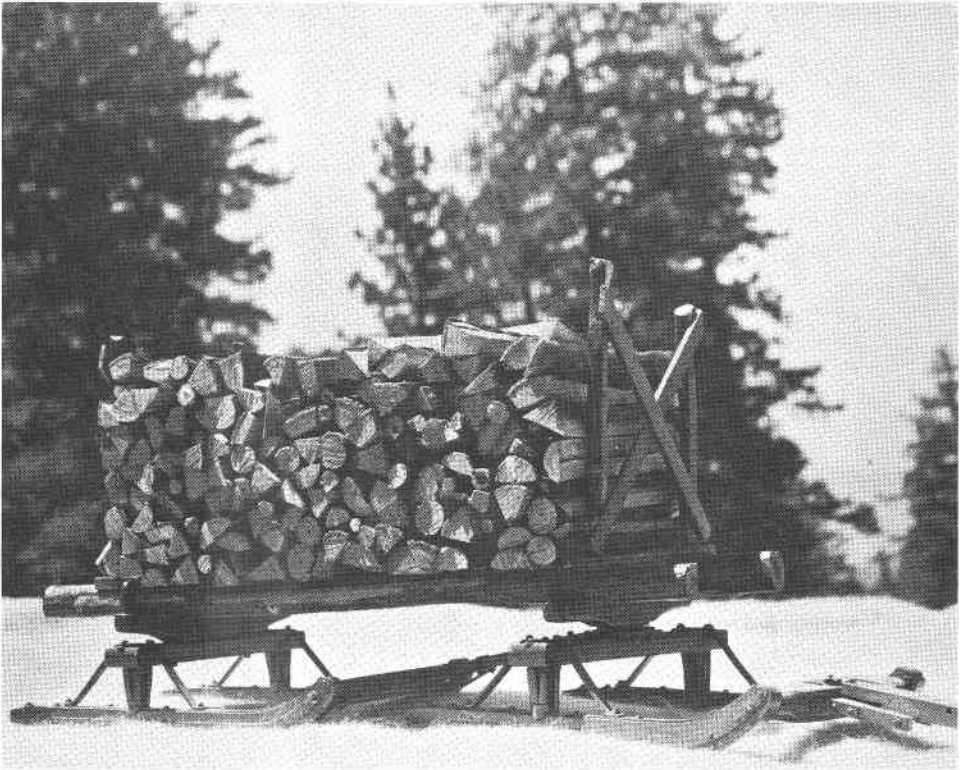
The historical miniaturist endeavors to execute the work so well that the viewer will sense, as he views the accurately designed and beautiful miniatures, that *this* is the way our people lived; *these* are the vehicles that carried them west pushing back the frontiers; *these* are the servants that built their roads, hauled lumber for their houses, and took their products to market; *these* are the friends that made their lives gracious and pushed back loneliness. *These* are the creations of American minds and hands that brought this country to the threshold of its greatness.

The miniatures in their colorful showcases roll back the pages of history and in that sense become valuable historical documents.

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(Ivan L. Collins, author of the preceding article, is Director of the Museum of Historic Wagons in Miniature. He has devoted approximately thirty years to the study of horsedrawn transportation and the creation of over fifty wagons in the nationally-known collection now housed in the Erb Memorial Union at the University of Oregon. What began as an avocation has become a major project financed under a University of Oregon research grant.

Mr. Collins has published one book entitled "Horse-Power Days" and is currently doing research on another. —Ed.)



Bobsled used for hauling wood or as a delivery vehicle

Photograph by the author

A party of between 1,000 and 2,000 persons was induced by Elijah Elliott to leave the regular Oregon Trail and to follow him along a proposed cut-off from Malheur River to the Middle Fork of the Willamette. They reached the Deschutes and Crooked Rivers after great hardships, and ultimately found their way to the Willamette Valley. From *A General History of Oregon*, Charles H. Carey. See The William Gale Family, page 51, this issue.

## Pioneers of Lane County and the Years of Their Arrival

(From History of Lane County, Walling, 1884)

- 1846—Elijah Bristow from California, Wesley Shannon, Eugene F. Skinner, William Dodson.
- 1847—James M. Spores, Elisha W. Griffith, W. L. Davis, Ephraim Hughes, George Gilbert, Ashland O. Stevens, Isaac Stevens, ..... Ware, ..... Snook, Russell T. Hill, Luther White, A. Coryell and Louis Coryell.
- 1848—William Vaughn, Thomas J. Vaughn, John Q. Vaughn, T. D. Hinton, B. M. Richardson, John Richardson, Amos Richardson, James E. Richardson, Mrs. Benjamin Richardson, Mrs. Sarah Richardson, Mrs. Josephine Inman, T. G. Hendricks, Thomas Cady, David Chamberlain, Lafayette Hendricks, Albert Hendricks, J. T. Callison, Peter Herb, Mitchel Wilkins, B. Ferguson, John Ferguson, Charles Roth, Walter Monteith, James Lemmons, S. E. Bristow, Mrs. A. K. Bristow, William Russell, J. J. Vandervert, J. M. Shelly, Mary Callison, Mrs. S. A. Skaggs and Mrs. S. J. Winter.
- 1849—Robert Pattison, P. C. Noland, J. H. Bristow, J. M. Hendricks, John Vallaly.
- 1850—W. N. Griffith, William Pattison, George H. Armitage, D. M. Risdon, James Heatherly, Steven Jenkins, John McNutt, Z. Sweet, Daniel Smith, Mathew Smith, Chris Smith, Marion P. Martin, James Huddleston, M. H. Harlow, F. Dudley, Hyson (Hynson) Smith, A. J. Zumwalt, William Luckey, Mrs. William Luckey, J. S. Luckey. M. H. Harlow started for Oregon 1850. Arrived 1851, note.
- 1851—John Smith, William S. Tandy, Robert R. Tandy, H. G. Hadley, Alexander A. King, A. J. Harlow, Hosea Milburn, Dr. Miller, Clinton Looney, James Hunsaker, Charles B. Sweet, Mrs. G. H. Titus, Jesse Cox, Mary F. Cogswell, C. W. Boren, A. J. Babb, Elizabeth Keeney, A. L. Humphrey.
- 1852—John Whiteaker, Elias Stewart, John Stewart, David Miller, D. R. Lakin, Dr. A. W. Patterson, A. R. Smith, C. Walker Young, Jacob Gillespie, Isaac Zumwalt, John Neeley, James A. Hayes, R. B. Hayes, W. H. Baber, M. M. Gillespie, W. H. Barber, J. W. Stewart, Hulins Miller and family, D. Harkins, Richard Hickson, Ira Hawley, Henry W. Taylor, Alexander Taylor, Joseph P. Taylor, William H. Small, Royal H. Hazelton, Alexander Taylor, Joseph P. Taylor, William H. Small, Royal H. Haselton, William Shields, James P. Shields, David Mosby, Edward W. Stewart, Carroll J. Sears, George L. Gilfrey, John T. Gilfrey, John Cochran, John Partin, William Curran, John Curran, R. G. Callison, S. M. Titus, Mrs. Jane Zumwalt, George Soverns, T. G. Gilfillan, Martha A. Hendricks, Mathew Wallace, Evaline Wallace, R. M. Callison, Mrs. M. Callison, John Brown, James G. Mitchell, Jane Mitchell, L. B. Rowland, Elizabeth Rowland, Rebecca Fisher, Eliza Mathews, Thomas Mathews, Samuel Baughman, J. H. D. Henderson, Mary E. Henderson, M. T. Awbrey, Mrs. T. F. Awbrey, Bart H. Allen, A. D. Burton, A. W. Hammitt, Mrs. S. B. Eakin Jr., Mrs. M. McCall, Mrs. M. A. Parks, A. S. Powers, B. F. Powers, Mrs. B. W. Young, E. Poindexter, Mrs. D. C. Gilfry, J. P. Chesher, Joseph Davis, Aden G. McDowell, Barnet Ramsay, John Wooley, James McCabe, Gilmore Callison, T. E. Sheldon, Presley Scott, Henry Hayes, Dr. J. K. Bristow.



1853—Archibald Simmonds, E. P. Coleman, D. H. Coleman, Mary Coleman, Mrs. Elizabeth Gillespie, Thomas Barbre, C. E. Chrisman, Oscar F. Knox, James H. McFarland Sr., James H. McFarland Jr., Joseph G. Gray, David C. Wallace, Hester Tucker, William M. Bogart, Vincent S. McClure, John Stoops, James Parker, E. P. Williams, Mrs. H. Williams, Blessington Rutledge, John Bowers, Allen Bond, Benjamin Mulkey, Thomas McCulloch, J. J. Butler, Charles C. Simmons, John Milliorn, Thomas Belshaw, Maria Belshaw, John C. Bushnell, Edward A. Atkins, Alexander Goodpasture, William M. Cummins, A. S. Patterson, H. C. Huston, Judge H. N. Hill, A. A. Hemenway, V. Hemenway, Philip Cantrell, B. J. Pengra, W. B. Pengra, Mrs. L. S. Pengra, Nelson Davis, Jesse Mann, James M. Wallace, Wm. Arthur, Thomas Edwards and family, Patrick Gordon, B. L. Powers and five sons, Mr. Gager, John S. Smith and four sons, William M. Whitney, Joseph A. Sharp, Daniel D. White, Silas Lane, William W. Shortridge, James A. Shortridge, Samuel Dillard, Sylvester E. Veatch, James H. McFarland, William N. Crow, D. B. Cartwright, Alexander Cooley, John Cooley, Josiah S. Cole, William H. Long, William A. Kelly, Greenburg B. VanSchoiack, Benjamin Moss, Alvin Hughes, Daniel Stanton, Edward P. Redford, John F. Walker, William Kelsey, Mrs. A. L. Babb, Alice Massey, H. R. Kincaid, Philip Mulkey, A. Mathews, Margaret J. Mathews, J. W. Matlock, Mrs. M. J. Bristow, William J. Coleman, A. J. Cruzan, Mrs. M. C. Cruzan, William P. Gardber, Mrs. Nancy Kincaid Riddell, W. T. Campbell, George Belshaw, Mrs. C. Belshaw, J. D. Matlock, Susan Matlock, Miss M. Freeman, J. A. Winter, A. S. McClure, William Coleman, James Parvin, Mrs. S. Parvin, James Sanford.

(Walling states that the following were then, in 1853, living in Lane County)  
L. Howe, Fielding McMurray, Robert Robe, G. R. Caton, William Breeding, John Rowe, William C. Spencer, R. P. Boise, Gideon Richardson, Thompson Hinton, Henry Owens, Parker Bryan, Joseph Bailey, W. H. Brice, William McCabe, William McCall, Thomas Clark, James Robertson, "old man" Gay, C. Morris, Thomas Mulholland, D. Harper, Silas Brown, W. H. Click, Robert B. Cochran, John Cogswell, Joseph Meador, Thomas Kincaid, John S. Kincaid, J. L. Brumley, George Humphreys.

(The above list is known to contain errors of years, spelling and omissions of names of Lane County settlers. Mrs. Donald F. Menefee, the Society's genealogist, has requested that descendants of the families named herein and other families not mentioned to write to her at 1991 Madison Street, Eugene, correcting errors and contributing other data for the Society's records. —Ed.)



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