

Lane County Historian



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A GALA CELEBRATION, JULY 4, 1864

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Daye M. Hulin, Editor

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COVER—Scattered throughout Lane County are mementoes of the Coast Fork Rangers, the McKenzie Rangers, the Lancaster Light Horse Cavalry and the Eugene City Infantry Company. Pictured here are the hand-made flag, bearing thirty-five stars, the gun and the swords of the Lancaster Light Horse Cavalry. These articles were furnished by Clarence Pitney, a grandson of a member of this organization.



Miss Myra Calef, Honorary Life member of the Lane County Pioneer Historical Society and the first registered nurse in Lane County.

A Gala Celebration, July 4, 1864

Leah C. Menefee

In late years the celebration of the Fourth of July has become largely a holiday devoted to family gatherings at the coast or at lakes and streams where there is swimming, boating or fishing to pass away the time that is not spent in consuming great quantities of food.

True, the flags come out in the business districts of each town and even wave brightly and patriotically from staffs in front of a few private homes, but the emphasis has largely passed from the public celebration of the freedom of a new nation to that of a private family holiday during which great numbers of Americans are killed or injured annually in various "holiday" pursuits.

It was not always thus, however, especially in western towns where horse races down Main Street were sources of great delight to young and old on the Glorious Fourth of July. And Eugene, in fact, had a peculiar talent for celebrating the Fourth of July in fitting fashion for many years.

Indeed, patriotism in Lane county was never higher than at the time when the Civil War was being fought a continent away and men were mobilizing locally, with the expectation that they, too, might have to either battle southern sympathizers in the upper Willamette valley or travel off to the battlefields of the east.

Federal troops in the Pacific Northwest on December 31, 1860, consisted of 1742 officers and men, largely occupied in controlling various bands of Indians, according to Glen T. Edwards, a graduate student at the University of Ore-

gon, who wrote a thesis on the *Oregon Regiments in the Civil War Years*.

On January 15, 1861, Mr. Edwards writes, the departments of Oregon and California were merged into the military Department of the Pacific, with headquarters in San Francisco.

In the same year, 1861, the Federal troops were removed entirely from the northwest and sent east, leaving hastily-called California and local units to protect the northern settlements and settlers from Indians who were quick to sense the situation. From then until muster out in 1866 Oregon and Washington men with the California units were on their own throughout the northwest.

On September 12, 1861, after repeated requests to furnish cavalry, Col. Wright in San Francisco called upon Governor John Whiteaker of Oregon to call out volunteer cavalry and soon Lane county had several units drilling in various parts of the county. It is interesting to note among the names on the rosters of these units those of men who had already had military experience in the Indian wars of the territory in 1853-55.

Some of the militia units of the 1860's were later integrated into the Federal service and became Companies "A," "D" and "E" from Eugene and "F" from Springfield, according to a 1961 letter from the office of the Adjutant General of Oregon.

"The only unit from the Eugene area which was on active duty during the Civil War," according to this letter, "was Company 'H,' First

Oregon Volunteer Infantry." This service was mainly against Indians in eastern Oregon.

During the years 1861 to 1866 there were several reorganizations of units and changes of officers. Some of these reorganizations were not popular with the men of the various volunteer units and some, who felt they had enlisted to go east to fight, felt somewhat aggrieved to find themselves on the sagebrush plains of eastern Oregon chasing the elusive Indians.

Stephen Rigdon was appointed a recruiting officer for these volunteer units in 1861 and soon organized the Coast Fork Rangers in his own home area of Pleasant Hill, according to Mrs. Irene Holdridge Holcomb, historian of the Rigdon family. It is probable that this unit later became part of Company E, 3rd Regiment, 2nd Brigade, Oregon Militia.

In the other direction from Eugene, the Lancaster Light Horse Cavalry was organized in 1863 and drilled by Capt. Frederick Folsom. Drills were held on its own parade ground.

Up the McKenzie river, A. S. Powers was captain of the McKenzie Rangers. Their drill ground is unknown at present, but was on Camp Creek. And in Eugene, in 1864 was the Eugene City Infantry Company, also known as Company A of the 3rd Regiment, 2nd Brigade, Oregon Militia. Officers in all cases were elected by the members of the group commanded by them.

Notices began to appear in the *State Journal* of Eugene. On March 19, 1864 was announced:

"The Lancaster Light Cavalry Co. D, 3rd Regiment and 2nd Brigade of Oregon Militia, will drill at the parade ground one mile below Mr. Brice's house on the last Monday (30th day) of April, 1864."

(signed) Lester Hulin, Ord. Sgt.

On April 9, 1864, in the *State Journal* was an item headed "Military," which said, "The Coast Fork Rangers will drill near the residence of Capt. Buoy, on the Coast Fork, on the 5th and 6th of May next."

(signed) G. A. Mathews, Ord. Sgt.

May 1864 came and in the issue of the *State Journal* for May 7th, appeared the following:

"The Eugene City Infantry Company, known as Company A, 3rd Regiment, 2nd Brigade, Oregon Militia, will hold an election at the Court House on Tuesday, May 10th, to elect officers. A general attendance of members is requested.

(signed) Joel Ware, Ord. Sgt.
By order of Colonel Commanding 3rd Regiment, 2nd Brigade, Oregon Volunteer Militia."

The McKenzie group was also busy, for on June 18th in the *State Journal*, it announced a drill to be held on Saturday, June 25, 1864, on the drill ground on Camp Creek. This was signed by A. S. Powers as captain. J. G. Phillips was "Ord. Sgt." and there were then 35 men in that company.

And then, on a Monday in 1864, the Lancaster Light Horse Cavalry rode over to Eugene and drilled there. Captain Folsom commanded and the group was reviewed by Mayor Underwood. At this time it was announced that "It is the intention of Captains Folsom, Rigdon and Powers to meet here with their respective companies for a general parade on Saturday, July 4th." And with this announcement was born the really exciting Fourth of July celebration reported in the *State Journal* and quoted in full herewith:

The celebration at this place last Monday was a complete success, not only in the number present, but in the harmony, good feeling and general satisfaction

which prevailed throughout the long and appropriate exercises, which charmed the multitude from early morn till late in the evening. The booming of cannon aroused "the sleeping world," and at an early hour the streets were lined with vehicles, decorated with American flags and crowded with persons of every age and sex. The crowd soon began moving into the open space in front of the St. Charles Hotel and before 9 o'clock, the throng of persons on foot, horseback, in wagons and carriages, moving to and fro in the midst of waving banners, presented a gay and lively scene, such as our town has never witnessed before.

The different military companies . . . The Eugene City Infantry, Lancaster Cavalry, Coast Fork Rangers and McKenzie Light Horse Cavalry, formed in line. Flags were then presented by the ladies, Miss Pierce presenting the flag on behalf of the ladies of Eugene, to the Infantry Company, received and responded to by Mr. Gilbert, on behalf of Capt. Smith and the Company; Mrs. Vulgamore the flag from the ladies of Grand Prairie, to the Lancaster Cavalry, responded to by Capt. Folsom. The other companies received flags from the hands of fair donors, but they were not presented here.

The procession was then formed. Following the officers of the day, young ladies and little girls, beautifully uniformed, dressed in white, with scarves of red and blue, represented the States of the Union, the Territories, the Presidents of the United States, and the counties of Oregon, each of the seventy-five carrying an appropriate emblem, bearing the name of the State, Territory, President or

County that she represented. Then came the military companies, followed by a long line of citizens, making a column of more than half a mile in length and numbering not less than 2,000 persons. Thus formed, the procession, under the direction of J. B. Underwood, Marshall of the day, marched through the principal streets and into the grove, near the river, on the east side of town, where seats and tables had been prepared for the more important exercises of the day. Arrived here, the program was carried out as per previous announcement, excepting that Honorable J. H. D. Henderson officiated as Chaplain, vice Rev. Mr. Lewis. The Declaration of Independence was read by J. M. Gale. Judge Williams then delivered the oration. It was not a mere eulogy of our ancestors and a tissue of high sounding words, so common with Fourth of July orators, but an able, argumentative speech, referring not only to past history, but to the present state of our country and dealing with great national questions which so deeply interest the American people at the present day.

An excellent dinner was then served and after about 2,500 people had partaken, there were still plenty of provision left, so liberal had been the contribution and preparations in the culinary department. Collections were taken up for the Sanitary Fund. Toasts were then read and responded to by volleys fired by the Infantry Company. After having thus spent a day of general rejoicing, the company dispersed, some going home, while others remained to enjoy the ball in the evening at the St. Charles Hotel. As the sun went down be-

Eugene City Feb'y, 25. 1865

To the County Clerk of Lane County

In accordance with the laws of the State Militia I herewith hand you a list of the names of the members of the Lancaster Light Horse Cavalry Company D. Third Reg. Ind. Brig. O. M. M. who have regularly performed military duty for the year 1864.

	Names of Members	Names of Members
1st. Lieut.	G. W. Larison	B. F. Lewis
2nd "	Allen Bond	J. H. Lewis
1st. Sergt.	J. G. Phillips	S. B. Cranston
2nd "	A. A. Bushnell	J. R. Leury
3rd. "	W. A. Potter	W. L. Davis
4th. "	A. S. Bushnell	J. H. Green
1st. Serjnt.	W. R. Davis	B. S. Heyland
2nd "	Chas. Cummins	A. D. Heyland
3rd. "	B. S. Sharp	Lester Hurlin
Ensign	J. F. Lafferty	W. W. Hough
	E. S. Atkins	A. M. Lafferty
	S. F. Atkins	W. L. Lakin
	O. R. Bean	J. W. May
	A. W. Bond	J. H. Morris
	A. S. Butler	Anasus McCormack
	A. G. Bushnell	S. E. McLeser

Wm H. St. Mc Cleese
L. J. Mc Vey
Charles Mc Vey
J. A. Pitney
Charles Simmons
J. M. Sharp
L. H. Sharp
C. B. Sovers

John Sumnerville
W. B. Tucker
E. L. Warren
A. W. Waters
M. E. Walker
John Williamson
A. S. Zumwalt
T. L. Zumwalt.

I hereby certify on honor that the above list is
correct and true. Geo. W. Larison
Lieut. Commanding

State of Oregon County of Lane sp.

I A. A. Skinner County Clerk of said
Lane County hereby certify the foregoing to be a
true and correct copy of the original List now
remaining on file in my office

In testimony whereof I have
hereto subscribed my name and
affixed the seal of the County Court
of said Lane County this 1st.
day of March 1865 A. A. Skinner.
County Clerk

yond the dark mountains that guard old ocean's wave, the sound of cannon and volleys of musketry, echoed a parting salute to the eighty-eighth anniversary of a great nation. The day and its pleasures will long be remembered by those present. May they ever meet with as happy circumstances on all similar occasions.

Following the gala Fourth of July celebration in Eugene, the three mounted units went to the State Fair in September 1864, where they competed in drill. This competition was won by the Lancaster



Synder H. Saylor of the Coast Fork Rangers.

Light Horse Cavalry, largely recruited from the Grande Prairie section, a muster roll of which is printed herewith. Folsom was promoted to Lt. Colonel on the Brigade staff and Thomas Monteith became Colonel of the 3rd Regiment on the same day.

In 1864 Stephen Rigdon resigned from command of the Coast Fork Rangers, his place being taken by Synder H. Saylor, a Lane county pioneer of 1853. Rigdon then took on recruiting duty throughout western Oregon and his name appears as recruiter on the muster roll of Company H from Roseburg and Yoncalla to Eugene, as he enlisted men into this unit.

Acknowledgements: Glen T. Edwards, Martin Schmitt of the University of Oregon, J. M. Nighswander, Oregon Historical Society and Oregon State Archives.

OREGON STATESMAN,
Saturday, March 20, 1852:

Mails leave Salem . . .

15 mi to Syracuse, Jacob Couson, P.M.

15½ mi to Santiam, R. T. Hill, P.M.

12 mi to Kalapooia, H. H. Spandling, P.M.

21 mi to Santiam Forks, Jacob Spores, P.M.

6 mi to Skinners, E. F. Skinner, P.M.

10 mi to Pleasant Hill, E. Bristow, P.M.

Mail leaves Salem every Thursday at 6:00 p.m. and arrives at Pleasant Hill by 6:00 p.m. on Saturday. Returning, leaves Pleasant Hill at 6:00 a.m. on Monday and arrives at Salem by 6:00 p.m. Wednesday.

John Jacob Hampton, an Oregon Pioneer of 1845

Information Compiled by a Great-Granddaughter, Fay Hampton Robertson

Today's Westerns would have been enjoyed by John Jacob Hampton, his sons and grandsons. They could have relived much of their past and no doubt recalled to mind events almost forgotten. The John Jacob Hampton and the John Douglas Hampton families had a very prominent part in settling and developing the Willamette Valley and Central and Eastern Oregon. The writer can recall, as a young girl, seeing her father and uncles round up the yearlings, cut and brand them, stock and pack up the covered "grub wagon," load the pack horses, tie together the string of extra mounts and start out for the grazing lands east of the Cascades. Each fall after the stock had been fattened and marketed, they would return to their homes and care for their horses, put in crops and raise and buy new stock for the next year's trek to market.

This all began back in Lincoln County, Kentucky, October 15, 1804, when John Jacob Hampton was born. He was the grandson of a Virginia native who became an early day resident of Kentucky. There is no record among the family of when or from where the first Hampton came to America. They were very likely of English ancestry. Jacob migrated from Kentucky to Lafayette County, Missouri, where he married Elizabeth Fickle November 9, 1828. Elizabeth Fickle was born in Lee County, Virginia, September 8, 1809. After their marriage they resided in Missouri for some years where Jacob was engaged in the building trades, building and contracting in Lexington, Missouri.

Eight of their eleven children were born during this time. Then Jacob caught the Oregon Fever, as the urge to migrate west was termed.

All winter men and women planned for an early spring take-off to Oregon, the "Promised Land." Already the wagon owners had chosen their leaders who were to be in command of the different trains. May 1, 1845, was the day set for departure, and the three trains, T'Vault, Herron and McNary, left St. Joseph, Missouri, one after the other and continued to travel and camp with each other



Elizabeth Fickle Hampton.

across the country to Fort Boise. They were three months reaching the fort. All were tired and many were weak and ill from having dysentery. Little did they know what trials lay ahead. Determination and a firm faith in their ability to conquer the way with God's help kept them going. This faith and strong determination to win out gave the immigrants a push and drive as to make them seem almost super-human, though ragged and ill as most were by the end of their journey.

George Francis Brimlow, in his book, *Harney County Oregon and Its Range Land*, mentions John Jacob Hampton on page 16.

"In the fall of 1845, 800 immigrants, giving ear to Stephen Meek, a Mountain Man and Guide, forsook the Oregon Trail at the crossing of the Malheur River (near Vale, Oregon). In following Meek's cut-off westward, in an attempt to reach the Willamette Valley more quickly, they defied the parched wastes with 200 wagons drawn by oxen and 2,000 cattle in herd. This ill-fated train of 1845 had two rugged leaders, Captain T. Vault and John Jacob Hampton. Families included the Riggs, the Packwoods, the Tetherows, the Bagleys, the Herrons, the Wilcoxs (Dr. Ralph Wilcox who attended the sick and the dying), the Parkers, the Warmiers, the Forrests and the Statts, who all became ancestors of later day settlers east and west of the Cascades. Each day Jesse Harriett wrote of the day's events in his diary.

"In August's last week, they went 20 miles up the Malheur, then had to climb out of the steep canyon and arduously carve a road across the mountains and hills northwestward.



Mr. and Mrs. John Douglas Hampton.

On September 6, 1945, they came into what is now Harney Valley, described by Harriett as 'one of the most sublime places I ever saw. The soil is rich and beautifully set with fine patches of grass intermingled with patches of sage.' Seemingly the party crossed the Silvies eastern bank to set up camp at the edge of Harney Lake. Indians got away with ten of their horses and whooping cough claimed the life of one infant.

"Although Harriett mentioned only this one death in his company on the Cut-off venture, it is known that possibly as many as 20 persons were buried during the period of the Harriet diary given here."

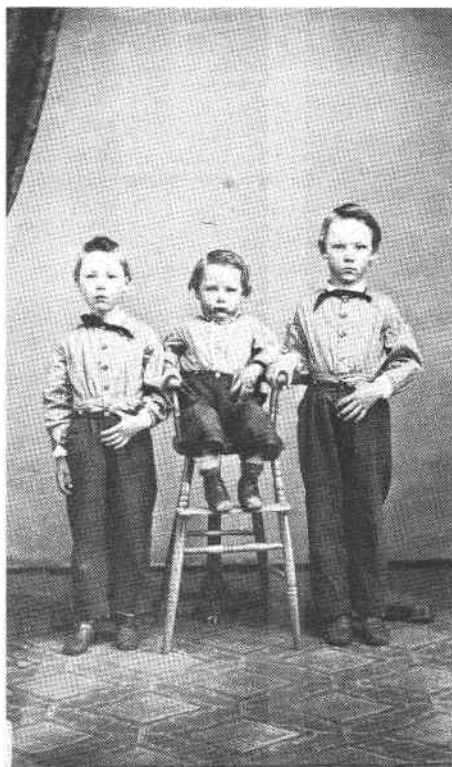
This reference concluded with the statement that Meek and the Rev. Elijah White, who were blamed for leading a "Wild Goose Chase," were sent northward to report the plight of the "Lost Wagon Train." Rescue was effected as they finally gained the headwaters of Crooked River, soon turned westward to the Deschutes, down which they journeyed with many hardships.

A reference in the *Oregon Historical Quarterly*, March 1934, Vol. 35, entitled "Route of the Meek Cut-off, 1845," by Lawrence A. McNary, gives a detailed description of the trip down Crooked River.

"September 18, 19, 20 and 21, the train was still on Crooked River and on the morning of the 22nd of September they were about five miles below the present site of Prineville and they ascended to the plateau before reaching the great gorge. The next 32 miles brought them to the break of the Deschutes River, about 11 miles northwest of the present town of Madras. Either the crossing appearing impractical or the country beyond difficult of negotiation, they turned northeast three miles and encamped at Sagebrush Springs with 200 wagons. This site was about one mile west of the present highway and four miles from its crossing of Hay Creek. The next encampment was on the now line between Jefferson and Wasco counties, at the Bolter place. The huge mountain spoken of by Mr. Harriett, on the morning of September 29, was the ascent of the plateau to the west and a few miles from the junction of the present The Dalles-California-Sherman Highways. The following three days were to the Deschutes at the mouth of Buck Hollow Creek by way of the up-

per branches of Bake Oven Creek.

"The descent of the train down the precipitous incline of Kerr Point, between Kerr Canyon and Buck Hollow, and the crossing of the Deschutes River there, were perhaps the most adventurous work and exploits of these weary travelers. The scars of the wheels, deepened and widened by wind and snow of intervening years, could still be seen in 1934 and for years later. The level flat on the east side of Buck Hollow from the bed of this stream at Kerr Canyon to the Deschutes, a distance of a mile, terminated with a perpendicular



Frank, Hugh and Horace Hampton.

wall of basalt 20 to 30 feet high at the Deschutes. The crossing was solved by the wagon beds entering the bed of Buck Hollow Creek and crossing this stream down to water level of the Deschutes. The wagon boxes were calked and the crossings made by these improvised boats which were either pulled by line from the opposite shore or behind the swimming oxen. Here, the unusually rapid Deschutes is from 30 to 40 yards wide, with a depth of more than 20 feet.

"October 4-5 were spent in traveling the distance to Tygh Valley Ridge by way of Butler and Immigrant Canyons . . . the former is now traversed by a state highway. North of Sherars Bridge is clearly marked by ancient furrows. On October 6 the train passed Fifteen Mile Creek and on to Eighteen Mile Creek. On October 7, 1845, they reached The Dalles."

After seven months of arduous and hazardous travel, John Jacob Hampton and his family reached Linnton on the banks of the Willamette River. The date was November 15, 1845. They settled first on the Tualitin Plains, in what is now Washington County. November 20, 1847, they settled on a Donation Land Claim of 640 acres in Yamhill County, about six miles below Sheridan. Jacob Hampton and family lived there until 1852, when they moved to a farm near what is now Goshen in Lane County, about six miles southeast of Eugene, near the Coast Fork of the Willamette River. It was he who named the little town of Goshen after the Biblical land of Goshen. He also named the mountain across the river from his holdings and eastward from Goshen, Mt. Pisgah. This area, however, did not prove to be the "promised land" for him, for he returned to the homestead near Sheridan after



The Hampton Home near Goshen, built about 1895 by L. N. Roney.

three years. It was said that Jacob Hampton left this area on account of the floods. He suffered damage to his buildings and losses of livestock during floods and high water each winter.

In 1871 Jacob sold the farm near Sheridan and the family moved to the upper Goose Lake country in what was then Harney County and now is Lake County. At one time his sons, Jessie Green Hampton, Andrew Jackson Hampton and William Wade Hampton had land and stock interests near to what is now the town of Burns. There is a small

town named Hampton, also Hampton Butte in this area named for them. Later they sold these holdings and moved into the Summer Lake area near Paisley.

After living near Goose Lake until late 1872 and being in failing health, Jacob and Elizabeth returned to Goshen and made their home with John Douglas, their oldest living son. Elizabeth Fickle Hampton died April 2, 1880 and Jacob died four years later. They are buried in the Hampton plot in the Masonic Cemetery in Eugene, Oregon.

GENEALOGY

There is no known Family Bible or permanent book of records of the births and deaths of the children of Jacob and Elizabeth Hampton. The following is taken from family scrapbooks and personal records:

Lilburn Hampton—b. c 1829, Mo.; d. age 18, buried on DLC near Sheridan.

John Douglas Hampton—b. 8 Sept. 1831, Lafayette Co., Mo.; m. Mary Eleanor Moore, 26 Oct. 1854; d. 3 Mar. 1899; issue: 11 children, listed later.

James F. Hampton—b. c 1833, Mo.; d. ? probably buried on DLC near Sheridan.

Eliza Hampton—b. 1835, Mo.; m. Milton Scott Riggs, 5 Aug. 1851, Yamhill Co.; d. ? buried at Burns, Ore.; issue: Frank, m. Ollie ?; Matt; Grace m. ?; Harry; Mary m. ? Farrow; had two sons; Charlie, no heirs.

Mary Hampton—b. c 1837, Mo.; m. Stanley Alexander Caldwell, Lane Co. 1855; d. 1859; issue: William Caldwell (merchant in Baker) no heirs.

Jessie Green Hampton—b. 18 Apr. 1840, Mo.; d. 8 Sept. 1907, buried in Masonic Cemetery.

Ralph Hampton—b. c 1842, Mo.; d. in early childhood.

Andrew Jackson Hampton—b. 25 Dec. 1844, Mo.; m. Mrs. Frances Elizabeth Smith; d. 21 June 1907 at ranch near Summer Lake, buried at Paisley; issue: Helen Hampton Rowe, Lester Hampton (of Lakeview).

Julia Elizabeth Hampton—b. c 1846, probably on DLC near Sheridan; m. William Moore; d. 1883, buried in Masonic Cemetery; issue: Mary, Ed, Charles, Pearl, Nellie, Frank, Belle (m. James Overton).

William Wade Hampton—b. 3 Nov. 1849, on DLC near Sheridan; d. 25 July 1936 at Paisley. Unmarried.

Joseph Lane Hampton—b. 14 Feb. 1854, on farm near Goshen; m. Sadie Follett, 1888; d. 1931 at Paisley; issue: Ruth and May, died in childhood.

Children of John Douglas and Mary Eleanor Moore Hampton:

Lucy Hampton—b. 5 Sept. 1855; d. 5 Dec. 1858.

Frank Hampton—b. 17 Dec. 1857, near Goshen; m. Rhoda Culver, 22 Mar. 1885; d. 19 Aug. 1938, in Eugene; issue: Frank, b. 2 Sept. 1886; d. 9 June 1888 in The Dalles (diphtheria).

Horace Hampton—b. 12 Jan. 1860, near Goshen; m. 19 Feb. 1885, Laura Dillard; d. 9 Aug. 1952, Eugene; issue: Lela Fay m. Earl Robertson; Hazel Raye m. Emil Silas Evenson, d. 1945; Hubert Horace m. Vera Frey, d. 1917; Susie Lucille m. Ray Cornelius, d. 1935; Julia Gladys m. Albert Winter, d. 1949.

Hugh Hampton—b. 22 May 1862, near Goshen; m. Grace Hand-saker, 1897; d. 29 Aug. 1931, Eugene.

Alton Hampton—b. 3 Sept. 1864, near Goshen; m. Maude Densmore, 1905; d. 13 Aug. 1939, Eugene.

Willie Hampton—b. 19 Oct. 1866, near Goshen; d. 13 May 1878.

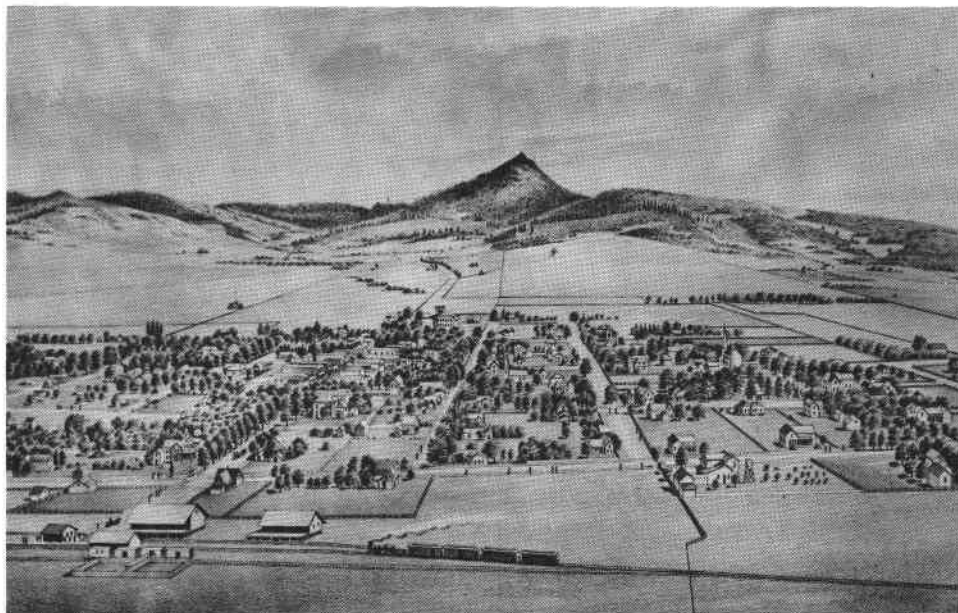
John Hampton—b. 2 Feb. 1869, near Goshen; m. Mrs. Carrie Lill Redmond 1902; d. 22 Feb. 1944, Eugene; issue: Janet, m. Ray Stein.

Nellie Hampton—b. 5 Dec. 1871, near Goshen; m. Gilbert Tyson 1907; d. 2 Nov. 1955 in Houston, Texas. Issue: Gilbert Alton Tyson.

Ferman Hampton—b. 23 Feb. 1876, near Goshen; d. 13 June 1888 (diphtheria).

Austin Hampton—b. 10 May 1878, near Goshen; m. Mrs. Agnes Lopez 1947; d. 24 Nov. 1962.

Mary Ina (Mollie) Hampton—b. 23 Aug. 1880; d. 25 May 1888 (diphtheria).



Eugene City, about 1884, a copy of a lithograph from "An Illustrated History of Lane County," published by A. G. Walling, Portland, Oregon.

A Short Medical History of Eugene

The year 1841 is designated as the time of the first immigration of settlers to Oregon. At that time there were perhaps 200 people in the Willamette Valley and another 300 scattered over the remaining area now within the boundaries of the state. It was not until 1845 that the first settlers made their way into the upper Willamette Valley... the counties now known as Lane, Linn and Benton.

Records indicate that one of the earliest doctors in this area was A. N. Foley, M.D., who practiced prior to 1860, while others who soon followed were Doctors J. H. Ramsey, L. Danforth, H. A. Davis, Gabriel Johnson, A. A. Hemenway, A. Alexander and M. Canaday.

While these doctors lived in Junction City, Harrisburg and out-lying areas of the county, William Hanchett, M.D., receives credit for establishing the first practice of medicine in Eugene in 1859. Although Andrew Patterson, M.D., had arrived in Lane county in 1852, where he taught school, surveyed and platted a greater part of Eugene City, served as Lane County School Superintendent, was a member of the Oregon legislature and pioneered in the commercial hop growing business, he did not devote full time to the practice of medicine until some time after 1860. Thus, Dr. Hanchett receives the distinction of being the first physician in Eugene. The third doctor to arrive was Abram Sharples, M.D., who came to Eugene in 1865.

There are no early records of registered nurses in Lane county. Probably among the first ones was Miss Myra Calef, who graduated

from the School of Nursing, Good Samaritan Hospital, Portland, Oregon in 1895. She immediately returned to Eugene, her home town, to pursue her career. As of this date, 1965, Miss Calef remains the oldest graduate nurse in Lane county.

The first dentist to register in Lane county was Oscar E. Smith, 1887. However, Moore, McCornack and McCready in *The Story of Eugene*, p. 46, refer to a Dr. Caldwell as the first dentist. In the early days it was the custom for dentists to go from town to town, rather than to stay in one place.



Abram Sharples, M.D.

In 1900, William Kuykendall, M. D., established the Eugene Hospital at 1245 Willamette Street. This was a closed hospital. Later, additional doctors joined the staff and in 1923 they moved across the street to a new building at 1162 Willamette Street and became known as the Eugene Hospital and Clinic. Hospital services ceased in 1963.

In 1907 the Eugene General Hospital was built on the hill near 20th and Willamette Streets. This hospital was established by a group of doctors and local business men. In 1912 it was sold to the Catholic Sisters of Mercy and was named Mercy Hospital. It was operated by the Sisters until 1928, when it was bought and became a part of the Pacific Christian Hospital.

Under the leadership of the Christian Church organization, the

Pacific Christian Hospital was built in 1924, at 12th and Hilyard Streets. In 1931, the bondsmen, the International Bible Mission, foreclosed, and the hospital went into receivership. A group of doctors, calling themselves the Pacific Hospital Society, organized in 1933 and continued to manage the institution until 1936, when it was sold to the Sisters of St. Joseph and the name became Sacred Heart General Hospital.

Serious epidemics have occurred over the years. Smallpox plagued the area in 1869, 1872, 1876 and 1881. In 1869, Dr. Hanchett advocated a vaccination program, but it was not put into effect until 1881. Eugene experienced a typhoid epidemic in 1906 that resulted in 14 deaths and over 300 cases. Seepage from the sewer line and the mill-



Home of A. W. Patterson, M.D., 11th Avenue East



Mercy Hospital, located on the hill above 20th and Willamette Streets. A long flight of steps led up the hill from Willamette Street.

race had contaminated the water supply. At that time, sewage from the University emptied directly into the millrace. Spanish influenza struck in 1918 and polio in 1921.

Eugene has also survived disasters. 1861 and 1881 brought devastating floods in the area. The river overflowed and boats cruised the streets as far south as Broadway and Willamette Streets. There was an earthquake in 1873, but no major damage was done. In the intervening years, probably no destruction has been as extensive as that of the Columbus Day wind storm, October 12, 1962.

Civic-minded citizens from Florence, Cottage Grove and Junction City, joined the Eugene-Springfield area in promoting a health program for the county. Through the efforts of Mrs. Sadie Orr Dunbar, the Lane County Health Association was formed in 1926, with a part time secretary. The organization was fi-

nanced by the sale of Christmas seals and was closely allied to the Tuberculosis Association. A public health nurse was added in 1927 and a school nurse in 1931. The association was expanded to a full time Lane County Public Health Department in 1936, with A. N. Johnson, M.D., as Lane County Health Officer, four public health nurses and two secretaries. Branch offices were established in Florence and Oakridge at this time and in 1938 an office was opened in Cottage Grove.

Prior to 1908 the water and electric utilities were privately owned. In 1869 the Eugene City Water Ditch Company was formed to bring a ditch of water into town from a point some two and a half miles away. In 1890 the board of directors of the water company were a group of prominent business men, including G. R. Chrisman, S. H. Friendly, T. G. Hendricks, S. B. Eakin and F. I. Chambers. At

this time the source of the water supply was the Willamette River. Water was pumped from the river, near the east end of Skinner Butte. The pumping equipment being outgrown by 1892, a well, 30 feet in diameter, was dug at the corner of Sixth and High Streets. Two more wells were dug, one to the east of the flour mill, near Fourth and Ferry Streets and another across the river from the mill. In 1905 the Eugene Water System was sold to the same syndicate that had purchased the city's electric system. The severe typhoid epidemic in 1906 gave impetus to a campaign for public ownership and two years later a bond issue passed, enabling the city to purchase the water utility. The City Council decided to build a hydroelectric plant at Watterville to provide power for pumping water; any excess power to be used for street lighting and for sale

to residents. Eugene began chlorinating its water in 1911; it is believed to be the first city in the Pacific Northwest to do so. Since 1925, Eugene's water supply has come from the McKenzie River.

Licenses, inspections and regulations have developed as the need has become apparent. Sometime in the late 1880's licenses for physicians were required. Milk inspection began in 1923, all milk must be pasteurized and no raw milk may be sold inside the city limits. In 1959 the Uniform Housing Code was adopted, authorizing inspectors to notify owners of any buildings that are either unsafe or unsanitary, the buildings to then be repaired or demolished. An Air Pollution ordinance was put into effect in 1958. Much improvement has been made, through the cooperation of industries and mills in the area.



Ferry Street bridge, built in 1876 and shown in the flood of 1890, with the north approach washed away.

Flood-Damaged Lane County Covered Bridge

Gil Hulin

Lost: one covered bridge.

Three covered bridges left the Lane County countryside during the 1964-65 winter, one to the degree that county highway department workers had not found it two months after it disappeared.

Rampaging waters of the McKenzie river removed the 27-year-old Belknap bridge from existence, while the Coast Fork of the Willamette damaged the Rouse bridge to the extent that it had to be replaced.

Located halfway between Blue River and McKenzie Bridge, the 105-foot Belknap span was completely lost during the Christmas week floods. It was built in 1938 and had received much use in 1964 as part of the detour during relocation of the main McKenzie highway.

The Rouse bridge was located 14 miles south of Cottage Grove, one mile south of London. High waters dropped one end of it into the river, necessitating replacement by a modern span.

A third bridge damaged by the winter's weather was the Stewart bridge, five miles southeast of Cottage Grove. Lower chords of this span over Mosby creek cracked, but repairs were possible without harming the structure.

The third bridge to be removed was the county's last operating covered railroad structure. Formerly Southern Pacific property, Weyerhaeuser Timber purchased it along with a branch railroad in 1962. The bridge crossed the Mohawk river a mile north of Hayden Bridge.

Plans for additional bridge re-

placement in the near future are limited. The 165-foot Saginaw bridge, originally built in 1884, but moved to higher ground in 1943, will probably be replaced by the end of the year by a concrete structure. Ole Halderson, Lane County Bridge Superintendent, also reports that plans to replace the Horse Creek span, a mile south of McKenzie Bridge, have been changed and the structure will remain indefinitely.

As of April, 1965, the county continues to use 22 covered bridges daily. In addition, the bypassed Wildcat span remains standing. All but two of the structures are county-owned, the exceptions being the private Office bridge at Westfir and the state-owned Mapleton span.



Belknap bridge no longer spans the forested banks of the McKenzie river after being swept away during the winter floods.



Days are numbered for southern Lane County's Saginaw bridge. Originally built in 1884 on the pilings at right, it was rebuilt on higher ground in 1943. The structure which spans the Coast Fork of the Willamette lost its outside walkway at the time of rebuilding. It is one of the last remaining covered bridges visible from the Pacific highway, Interstate 5.

Lane County Pioneer-Historical Society
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