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THE YAQUINA BAY COUNTRY
AND ITS PEOPLE

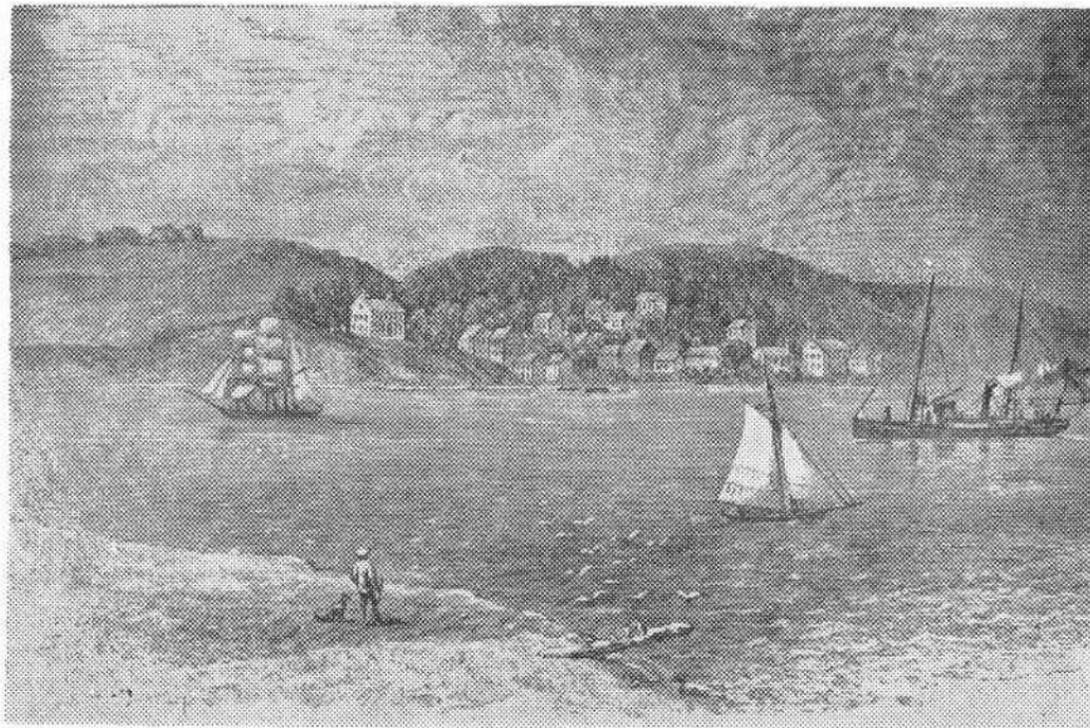
As Recorded by D. D. Fagan
in 1885



\$1.00

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Yaquina Bay, Newport, Oregon, 1880

From "Two Years in Oregon" By Wallis Nash, Pub. by D. Appleton & Co. N.Y., 1882

PREFACE

In this Centennial Year of Oregon's history, the Lincoln County Historical Society presents Publication Number Seven: **THE YAQUINA BAY COUNTRY AND ITS PEOPLE**. It is taken from Chapter Fifty-one of a **History of Benton County, Oregon**, published in 1885 by David D. Fagan, and printed by "A. G. Walling, Printer, Lithographer, Etc., Portland, Oregon". It is published as a sample of the historian's view of the Yaquina Bay area eight years before Lincoln County was formed in 1893, by partition from Benton and Polk Counties.

The book, commonly called "Fagan's History", contains 532 pages and there are thirty-five illustrations taken from sketches made by J. T. Pickett. Very little is known about Fagan. The secretary of the Benton County Historical Society, says in a recent letter, "The only information I learned was that the Walling who published the book had started some years earlier to write a history of Oregon, but later gave up the project, and Mr. Fagan came along and changed it to a history of Benton County. There are some newspaper accounts of his work and his going to Newport to solicit subscriptions for the book." Fagan says in his preface that the compilation took "something over a year."

Albert G. Walling, the printer, published a **HISTORY OF SOUTHERN OREGON**, and an **ILLUSTRATED HISTORY OF LANE COUNTY**, in Portland, Oregon, both in 1884.

Appended to Fagan's book are 180 "Biographies of Pioneers, Prominent Residents and Patrons". We have separated the names of about forty who then resided in the part of Benton County which was to become Lincoln County, and append that list to this booklet.

Joe Wilson, Research Chairman
Newport, Oregon, February, 1959



Roster of Officers of the **LINCOLN COUNTY HISTORICAL SOCIETY**

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The Lincoln County Historical Society formed in 1948 is the county's official affiliate of the Oregon Historical Society.

THE YAQUINA BAY COUNTRY AND ITS PEOPLE

CHAPTER LI. YAQUINA PRECINCT.

General History — Industries — Indians — Newport
Yaquina City — Oneatta.

THE FIRST vessel to enter Yaquina bay was the *Calamet*, in the year 1856, guided by the able hand of Captain William Tichenor, she being laden with supplies for Lieutenant (now General) Phil H. Sheridan, for the garrison at Siletz Block-houses. Later, this craft made several voyages to the bay with Indian goods for Robert Metcalf, then the Agent at Siletz.

It was in the year 1856 too, that the first journey to the bay district from the Willamette valley was made, the excursion being undertaken by E. A. Abbey, Dr. T. J. Right, E. Hartless and Mr. Mosee. The doctor had received the appointment of surgeon to the then recently established Indian agency and it was in quest of his official position that he, with his companions, had undertaken a journey through a trackless region of endless forest. The only vestige of a road was that being then cut under the supervision of Lieut. Sheridan to lead over the mountains from the Reservation to civilization. Following the Indian trails the party reached the bay about two miles from its mouth, but it was a lonely sheet of water, not a single inhabitant on its shores and not a house in the region.

In 1864, Captain R. Hillyer, with the schooner *Cornelius Terry*, owned by Ludlow & Co., of San Francisco, entered the bay for the purpose of gathering oysters, the discovery of which had been previously made by Captain Spencer, of Shoalwater bay. Not long after another San Francisco firm commenced the oyster business. Captain J. J. Winant arrived with the schooner *Anna G. Doyle*,

and the Government finding by the terms of the treaty setting out the Coast Reservation that "all immunities arising therefrom" belonged to the Indians, the agent at Siletz, Hon. Ben. Simpson, was authorized to lease the oyster beds and protect the lessees. Ludlow & Co., relying on the "free right of all citizens to take fish in American waters," refused to lease, but Winant & Co. were more cautious; they leased the entire affair, paying fifteen cents per bushel for all the oysters taken. Under orders from General Alvord, the *employees* of Ludlow & Co. were arrested by United States soldiers and removed from the Reservation; suit was brought an injunction issued out of the Supreme Court, but, while this was pending Ludlow & Co. shipped several cargoes of oysters to San Francisco. The courts decided in favor of the government lessees and the military were again used for the protection of Winant & Co.

The oyster business attracted considerable attention and a company was formed, in 1864, for the purpose of making a wagon road from Corvallis to the head of Yaquina bay, at the confluence of Elk and Yaquina rivers, the subscribed capital being twenty thousand dollars. The road was duly constructed and opened to wagons in 1866, the distance being forty-five miles. People were anxious to settle the country; the pressure became strong, the Indian Department readily conceded the people's claim, and United States Senator, J. W. Nesmith, succeeded in having all that portion of the Coast Reservation lying between the Alsea river south, and Cape Foulweather north, of Yaquina bay opened to settlement.

On the night of January 8, 1866, R. A. Bensell, G. R. Megginson and J. S. Copeland located the first claim on Yaquina bay. By the aid of a poor candle stuck into a poorer lantern the metes and bounds of the land were stated, on which the Premier (the first) steam saw-mill was built.

These gentlemen had a hankering after town sites and remembering that Portland "got the start" by being located where the "ships and wagons could meet," naturally looked upon the head of navigation, now Elk City, as *the* point. Well do these gentlemen remember the chilly east wind, the grey of extremely frosty morning, the melancholy chaunt of four Indians paddling the canoe and their own satisfaction in believing themselves to be a little ahead of anyone else. Muffled up and seated in the bow of the canoe, they laid off in Alnaschar-like dreams the town site in wide

streets, planted umbrageous trees under whose spreading boughs met youth, beauty and fashion, and making commendable provision for parks and fountains—for theirs was a liberal mood. Then came the eagerly looked-for time when they should land and proclaim themselves “monarchs of all they surveyed.” In reaching the top of the bank our party found a man dressed—or rather undressed, for he was clothed in nought but a pistol and belt—who was trying to kindle a fire, evidently having just arrived. To the question

“How long have you been here?”

“Long enough to hold the ground,” was the reply.

Finding the fellow’s further conversation to be more forcible than elegant, our heroes concluded that town sites were poor property, anyhow, and retraced their steps to the canoe.

At this period intense excitement prevailed throughout the entire Yaquina country. Every man appeared to be the possessor of a valuable secret. People were to be encountered moving up and down and across the river. A “boom” raged. A walked into Coquelle John’s hut, on Coquelle Point, informed Lo, “with the untutored mind that the land belonged to the whites, hustled the Indian out and seated himself on a soap box by the fire. In less than an hour B arrived on the scene, gave A eighty dollars for his chance. A pocketed the money, jumped into his canoe and quickly had another claim where he notified all comers “On this day I have took the present site of Newport.”

In a little while those from the Willamette valley commenced to arrive; all became mad with excitement; claims changed hands rapidly; money was plentiful; speculators ran riot.

The first school-house was built on the land of William Graham; while the initial house of learning at the bay was located on South Beach and taught by T. J. Griggs. The first schooner was built by Peck & Co., and named the *Flora Maybell*; the first steamer constructed was the *Oneatta*, by Kellogg Brothers; but the first steamer to ply on the bay was the *Pioneer*, in charge of Dr. George Kellogg. The first sermon was preached by Elder Gilmore Callison, of Lane county, his audience being seated on the driftwood opposite the present site of Newport. Here was held the first grand celebration of the Fourth of July (of which more anon) in Benton county. The Declaration of Independence was

read by Hon. Richard Williams; Judges Chenoweth and Kelsay each delivered an oration. These gentlemen were very anxious to please the "sovereigns" of the bay, who, in those days, held the balance of political power.—The people and the time had arrived, and Judge Kelsay, it is said, was nervous and anxious to begin the exercises, but wished some one to call the assembly to order:—"Full of youthful conceit," says *Rialto*, "I had taken a position to be admired by the populace, when Judge Kelsay came up excitedly, and said, 'Man, Jerusalem, get your bell or drum, and make a noise, don't you see!' It was evident that some practical joker had informed the learned judge it was my business to post bills and ring bells on all public occasions."

The first actual settler in the present Yaquina precinct was Captain Spencer, who, about the year of 1861, came to the coast with an Indian guide and discovered the oyster-beds which have since made Yaquina Bay famous. In 1863 Captain Solomon Dodge located in what is now Oysterville, as the agent of Winant & Co.; in 1864 came William Hammond and others; and in 1866, under the provisions of the Act of Congress mentioned above, R. A. Bensell took up his claim on Depot Slough, others being taken by R. P. Earhart, George R. Megginson, Samuel Case and Captain Hill, the two last being on the land now occupied by the city of Newport. About the same time Captain Kellogg located on the site of the former town of Pioneer, and put the first steamboat on the bay; while in 1866 there were residing in the precinct a Mr. Livingston with his daughter and two sons; Messrs. Post, Carter, Rufus McLean, Fred. Olsen, Captain Russell and Mr. McClellan. In 1867 Peter Abbey and family, Joseph Polley, William Cox and family, Charles Day, William Dunn, William Anderson, Robert Winell, Mr. Norton, Thomas Fir and Mr. Butler, the last mentioned gentleman being the first to commence plowing near Pioneer. The first merchandise store on Yaquina Bay, was opened at Oysterville in 1864 by Winant & Co., while the first school was opened in 1867 under the tuition of J. T. Gregg.

On January 5, 1866, there was introduced into the Senate by J. W. Nesmith, the bill granting to the State of Oregon, to aid in the construction of a Military Road from Corvallis to Yaquina bay, alternate sections of non-occupied public lands, designated by odd numbers, for three sections in width on each side of the

highway. This work was to be undertaken by the Corvallis and Yaquina Bay Wagon Road Company, incorporated in the year 1864, but that they had not made any very great progress in the work is evident from the fact that at a meeting held at Monroe's Landing, Yaquina bay, April 16, 1870, to take into consideration the matter of the road then being built to the seaside, it was unanimously resolved that a committee of two from each voting precinct be appointed to solicit aid from any citizen in the county in preference to employing Indians from Siletz Agency on the work and providing them with food while so employed, it being deemed by the settlers along the route that it was not in their power to comply with the stipulations agreed to in respect to the employing of Indians. The company continued their labors until May 25, 1871, when it sold its land and franchise to Col. T. Egerton Hogg, of San Francisco, and transferred its effects May the thirtieth. The first meeting of the new company was held on the fifth of June, when the choice was made of J. C. Avery, President and Treasurer; T. Egerton Hogg, Superintendent; Pun. Avery, Secretary, at which time orders for the continuance and repair of the road were given, and the levy of tolls stopped. In June, 1873, the entire distance between Corvallis and the beach at Yaquina Bay was completed after five years being expended upon the construction of the road, the section between Elk City and the shore being done by the county and private subscription. But this was not effected without considerable difficulties of various kinds. During the month of September, 1873, the corporation figured in two appeal cases, viz: The Corvallis and Yaquina Bay Wagon Road Company *versus* Christopher Rogers, and the same against Elijah Mulkey, which was taken before the Secretary of the Interior, Hon. C. Delano, from the decision of the commissioner of the General Land Office, at Washington, in relation to certain lands between Corvallis and Yaquina bay, which the former officer reversed. This was considered an important decision, not only on account of the two cases on appeal being settled, but also because it quieted title to other lands claimed by the road company under their grant for the construction of a military road. But the company served its purpose. In the case of The State of Oregon *versus* The Corvallis and Yaquina Bay Wagon Road Company, which was taken to Linn county on a change of venue and tried

there in March, 1875, Judge Bonham rendered a verdict annulling the charter and dissolving the corporation.

We have been informed that the first stage line from Corvallis was run by E. A. Abbey. On May 19, 1866, a stage was put on the route by Simeon Bethers, which left Corvallis every Monday, Wednesday and Friday, while in the month of July a four-horse vehicle was run by Lytle & Bethers, making the trip each way in twelve hours. Frank Stanton's express was in full blast also at this time, but so ruinous was the opposition of the rival lines that they wisely consolidated their powers, August 27, 1866.

Notwithstanding the many comparative dangers on the road, but one serious accident has occurred that we have been able to learn.

On September 6, 1874, as the stage containing Mrs. P. M. Abbey, Mr. and Mrs. R. G. Head, their three children, and Cyrus Powers, the driver, was passing a point known as the "Devil's Well," on the summit of Elk Mountains, owing to the narrowness of the road, it careened, and before the team could be stopped, went over into the fearful abyss, down the almost vertical mountain side, the vehicle striking completely bottom upwards, Mrs. Head, her three children and her husband being inside. The cover was forcibly detached by the concussion and left lying where it struck, but the conveyance and horses pitched down the mountain side about one hundred feet, finally lodging on some underbrush. Mrs. Abbey and the driver were on the "box," the former being thrown violently to the ground. The driver became entangled with the team, and was carried down the hill. Mrs. Head and her youngest child were hurled down the mountain, tumbling over and over, as far as the wagon went, where they were overtaken by the husband and father, who escaped uninjured, and immediately rushed to their assistance. The other two children were rescued by Mrs. Abbey, and prevented from going down the fearful chasm. The horses were extricated from the harness, when the hack, being forced from them, continued its downward flight and plunged fully a hundred feet farther into the gorge. Darkness overtaking the party they walked to Elk City, offering up thanks to the Almighty that no life was lost nor bones broken. It is hard to conceive a more miraculous escape.

In those days the residents at Yaquina bay paid ten cents

for each letter received and sent by the stage but through the exertions of Senator H. W. Corbett, a mail route was established between Corvallis and Newport in June, 1868, when post-offices were located by Hon. Quincy A. Brooks, Postal Agent, at the following places: Philomath, Summit (Heptonstalls), Little Elk (Tollgate), Yaquina (Pioneer), Newton (Elk City), Toledo (Mackey's Point), and Newport.

We have elsewhere mentioned the discovery of coal in the Yaquina bay district. In the month of August, 1867, the Yaquina Coal Company was organized by electing Dr. Sharples, President; Dr. Lee, Secretary; Mr. Jones, Superintendent, who at once commenced a vigorous prosecution of the work necessary to develop the richness of their possessions. Another company was also incorporated about the same period under the name of the Elk River Coal Company by W. F. Dixon, W. W. Oglesby and J. J. Oglesby, but unhappily, so far, the work of bringing the black diamonds from the bowels of the earth has not been prosecuted with any success. On February 29, 1868, Messrs. Bensell and Megginson became proprietors of the Premier saw mills, with the purpose of shipping lumber direct to San Francisco.

We have already stated that the first sailing craft built at Yaquina bay was the *Flora Maybell*. In 1868, Messrs. Hillyer and Monroe commenced the construction of the *Louisa Simpson*, which was successfully launched January 17, 1869, and on the sixteenth of February following, sailed for San Francisco with a hundred thousand feet of lumber and other freight, besides a number of passengers. In the year 1870, the three-masted schooner *Elnorah*, of two hundred tons, was built by Ben. Simpson and in 1874, was sold to parties in San Francisco for ten thousand dollars, while at the same time there was another vessel nearly completed. In 1879, Captain Lutjens finished a schooner at the Oneatta mills, to be put on the lumber trade, while as has been mentioned two small steamers have been constructed at the bay, all of which goes to prove that here is an industry capable of the widest extension.

The first vessel to be lost at Yaquina bay was the *Larry Doyle* in the year 18—. Late in 1873, the *John Hunter* became a total wreck on the beach; on February 16, 1876, the *Lizzie*, a small schooner built at Alsea bay by Titus and Lee, was wrecked on South Beach, while attempting to put to sea with a cargo of oysters,

in command of Captain Winant, to whom no blame was attached. On April the fifth of the same year the *Caroline Medau* was lost; while in the early portion of the same month the *Uncle Sam* was cast ashore among the rocks and breakers a few miles north of Cape Foulweather.

By the wreck of the schooner *Champion* in Shoalwater bay, Washington Territory, on the evening of April 14, 1870, when all on board, save an Indian boy, perished, the district around Yaquina bay lost one of its most prominent citizens in the person of Captain Dodge, who with his son perished on the occasion.

Captain Solomon Dodge was a native of Maine. He commanded several vessels at different times on the Atlantic side, and, some twelve years before he met his death, left his family to try his fortune on the Pacific coast. He was at Shoalwater bay engaged in the oyster trade for several years, but adversity seemed to follow him. In 1864 he came to Yaquina bay where he became connected in business with Winant & Co., and for three years was successful. Those who visited the bay at that time will remember the hospitality of Captain Dodge; full of information concerning the "hollow sounding and mysterious main;" ever ready with his boat; he was always acceptable company, and no assemblage was considered complete without his presence. His extreme generosity went far to create the necessity for following the sea, a calling he never liked, and one he tried hard to avoid. He carried with him on that perilous voyage, Willie Carson, a manly little fellow, the Captain's adopted child; they loved each other and none but the Almighty knows how nobly the Captain struggled to save that widow's son. Dodge, like every truly brave man, was not inclined to speak of his exploits; usually taciturn on such subjects, he left others to tell of his calmness in the presence of danger. It is related of him that on one occasion, on a vessel off this coast, when the water was gaining on the pumps and the passengers panic stricken, he, by example, coolness and threats encouraged the use of buckets and by this means the ship was worked safely to port, and thus a number of valuable lives were saved. Many men for less courageous services have been rewarded with goodly-sized volumes descriptive of their valor,—let this record be our simple tribute to his memory. His noble qualities sank down into the bosom of the mighty deep along with him as he passed from

this world of trouble to that of peace eternal, leaving an estimable widow to whom the most heartfelt condolence was offered by an entire community.

During the early part of the month of September, 1868, an extensive forest fire raged in the mountains around Yaquina bay, the smoke of which was so intensely dense that the residents were compelled to light candles in order to facilitate the taking of food at noon-day. A large amount of damage was sustained. The dwellings of B. T. Jones, I. C. Espey, W. J. Dennis, E. Stone, H. C. Nutes, as well as Long's Landing were consumed, while fences, hay and rails were destroyed in vast quantities. The Premier mill was at one time completely surrounded by the devouring element, while great pieces of lighted bark were carried fully three-quarters of a mile, igniting the lumber yard and setting fire to anything and everything that was combustible. Day and night were of equal darkness; the steamer *Pioneer* was unable to navigate her way through the dense smoke; while, probably, at no time since the "great fire" had there been so extensive destruction as was then caused.

The night of September 11, 1868, is one long to be remembered by the inhabitants of the Yaquina Bay country, being that of a supposed great Indian massacre at the Siletz Reservation, when all of the *employes* were to be murdered in cold blood and the agency buildings burned to the ground.

The people at the Premier mill were awakened from their peaceful slumbers in the dead of night and an express messenger started to alarm all settlers along the bay. The house of Mr. Mackey presenting the most favorable locality for defense, the women and children along the Depot Slough and in the immediate neighborhood were taken to that place for protection, while the men stood guard around the house to protect them from the merciless foe.

The express continued on its mission down the bay, to Newport, alarming everybody on its way, arriving at the town at break of day and ringing the note of danger. Men, women and children flocked to the Ocean House prepared to meet the painted savages in all the horrors of Indian warfare. Day at length dawned upon the scene, as the orb of day advanced and showed with resplendent beauty upon—what? The bloodthirsty warriors from the Siletz?

No! But upon the placid waters of the Yaquina winding peacefully to the ever-heaving bosom of the ocean.

Some of the most daring of the men now started for the Reservation where they arrived at four o'clock in the afternoon, to find—not as they had supposed, all the whites murdered, their homes plundered and their dwellings in smoldering ruins—but all in good health, yet somewhat crest-fallen; some old squaws, with their baskets gathering firewood; and a few of the supposed warriors sitting in groups, talking over the events of the day and wondering what could have brought so many “Bostons” to the agency.

The whole of this sensation arose from the killing of an Indian near Corvallis by a Mr. Ballard, for which he was arrested and tried.

It is interesting to watch the effect this act had upon the Indians.

In a letter to the *Corvallis Gazette*, dated September 29, 1868, Mr. Ben. Simpson, the Indian Agent, explains his action, which appears to have been conducted with much skill and ability. He says:

“When I found the Indians very much excited both in consequence of the Indian that had been killed and in seeing so many white men around, I proceeded immediately to explain the whole affair to them. I told them that the man who had killed the Indian, Frank, was in the *skukum* house in Corvallis and that he would remain there until he could be tried by the law. They seemed to think that I should have killed him at once, as General Palmer told them, when he made the treaty with them, that after that time, if a white man killed an Indian, that he would be killed immediately. I told them that was true, that if a white man killed an Indian without cause that he would be hanged. They of course then wanted to know why I did not hang him. I explained to them that the man had to be tried before the great *Tyee* of the law and if he found that he should be hanged, that he would have it done. They seemed to doubt this, as they said that several of their *Tilecums* had been killed by white men, and that none of them had been hanged, nor even tried. I let them know that this was before I had charge, and that now they would find I would have the man tried and that if he had killed the Indian without

cause, that my opinion was, that he would be sent to the penitentiary for life. This seemed to satisfy them, and they then wanted to know if I would let them go and see him tried and hanged, if he was hanged. I told them that the chiefs might go with me and see all that was done. I then told them to go to their houses and say no more about it until I informed them of the trial, and if they wanted to fight at any time, to let me know and I would take a hand in it. They promised to obey my orders strictly, which I am happy to say they have done."

But this was not the only "Indian scare" experienced by the residents of the district now under consideration, indeed they were of very frequent occurrence dating back from the establishment of Reservations at Siletz and Alsea.

Early in the year 1873, there was another of these, fomented, it is said, in the following manner: Several months previous to the time mentioned, a prophet came among the Indians at Siletz and stated that if they would dance long and strong, the great *Siwash* of many years past would return to life and friends, a war would be made upon the whites and a short, successful struggle would terminate in a repossession of their old homes and hunting grounds. For a while this seer labored, dancing and telling of the good time coming, without obtaining any converts; but gradually his teachings gained ground and believers, until scarcely an Indian on the Siletz or Alsea agencies could be found who did not express perfect confidence in the prophecies of this "Mahdi."

Dancing among Indians has been carried to that extravagant extent that the able-bodied have been compelled to desist from sheer exhaustion; some of the most fanatical, dancing for several days and nights continuously—this in direct opposition to the advice or wishes of the agent.

Every effort was made to prove the sayings of the prophet unreasonable, but to no purpose. Wildly the dance went on, while settlers looked on with bated breath understanding well that their safety had hitherto been in the divided sentiment and feeling of that people, for with them no unanimity existed; old feuds had separated tribes into factions. However, the prophet—who had disappeared as suddenly as he had come—succeeded in uniting all parties with one idea, and that boding no good to the whites.

As if to add to the general alarm, at this juncture the resi-

dence of Mr. Sawtell was burned, as many believed, by Indians, causing a general panic among the residents, who all commenced fortifying at different points. In the meantime Superintendent Odeneal visited the agency at Siletz and found the Indians greatly excited over the hostile demonstrations of the citizens, as they considered them. The Indians strongly protested that they did not contemplate making war upon the whites; that they could not afford to do so; and that they well understood that such an act would be the height of foolishness on their part, and that the residents need have no fear. The proposition was then made to them to give up their arms, so as to dispel the fears of the whites. Upon this matter being put to the vote, they, with unanimous consent agreed to it. They said they would also give up their knives and every other article with which men could be killed, if required, in order to preserve peaceful relations with the Americans—and thus ended the much dreaded war.

With this state of affairs before them, and consequent upon the rising of the Modocs, it was found necessary by the residents of Yaquina to organize themselves into a permanent company of the State Militia, which was done, April 12, 1873, and the following officers chosen: Hon. D. Carlisle, Captain; William Mackie, First Lieutenant; J. H. Blair, Second Lieutenant; Joseph Thompson, First Orderly; John Butler, Second Orderly; John Willis, Third Orderly; who, with their companions in arms felt themselves prepared for the worst, but happily no necessity arose for them to "flesh their maiden swords."

The value of the oyster trade at Yaquina bay has been already adverted to, but as it was suffering from a depletion of the beds it became necessary in the month of March, 1869, for the oystermen to form themselves into a protective association for the better preservation of the beds. As a means to securing greater benefits to the public the following officers and members were enrolled to carry out the purposes of the association: Newton Pool, President; Joseph B. Lewis, Secretary; William Caffery, Treasurer; Norman McClellan, Charles G. Hagmer, William H. Anderson, Christian Haker, John E. Ford, W. Baker, Celestin Jagnan, R. Starkey, James Brown, Thomas Ferr.

We now have to record the sad occurrence of the drowning, at Oysterville, by the capsizing of his boat, February 18, 1878, of

Captain Charles M. Nisson, master of the schooner *Lizzie Madison*. Only a few days before he had come into the harbor with his ship in distress, full of gratitude for his providential safety. He was but twenty-six years of age and a native of Denmark.

Another of these melancholy catastrophies that makes the sea so dreaded occurred at Yaquina bay, April 7, 1881. While attempting to enter the harbor Captain J. A. Pennell, commanding the government tug *General A. G. Wright*, with two seamen, was drowned under the following painful circumstances, as related by the *Corvallis Gazette* of the fifteenth of that month:

Early on Thursday a vessel was seen off Foulweather, which at first was supposed to be the schooner *Kate & Ann*. She came down passing between the outer and shore line of breakers, whistled for a pilot, from which she was believed to be the Government tug *General Wright*, as Captain Lutjens would not need a pilot; the vessel passed south, opposite the entrance, to a drifted buoy, about three-fourths of a mile south of the bay, one that had been reported to the lighthouse inspector as being in a dangerous position. By this movement it became plain the captain of the vessel was unacquainted with the place and its surroundings. After escaping destruction in the vicinity of that snare buoy, the steamer headed north, seemingly to examine the bar, which, from the land showed a wide, unbroken space of smooth water in the middle or old channel; I say old, for it is the channel that has been used for the past twenty years; it was well defined by breakers to the south and heavy breakers on the middle ground, with smaller breakers to the north and over the ground buoyed for the *Shubrick* last year. The steamer continued north to a point three-quarters of a mile north of Yaquina Station and came to an anchor between the outer reef and shore line of breakers—not a safe place to stay. As the tide ebbed but little, the bar was smooth, and by reference to a tide gauge at least seventeen feet on the bar, everybody was much surprised that she did not enter the bay. Engineer Polhemus at once sent up the river for a suitable boat to cross the bar and pilot the stranger safely in, and proceeded to put up some beacons on South Beach to guide the captain, should he attempt to enter before a boat arrived. About this time a small boat was seen to leave the steamer and row towards the bar. Only a few people remained on the point after the steamer anchored and they saw a

sight never to be forgotten. The boat contained four men, who pulled to a spot opposite the route buoyed by the *Shubrick*. Here the boat attempted to enter—the climax of rashness followed. The first breaker lifted the frail boat like a top; the next turned her completely over, three men were now seen clinging to her; soon one man was missing! This was the unfortunate captain! Now the spectators on shore see breaker after breaker roll with merciless force over the tiny bark, while at one time two men could be seen holding to her; at another, both were missing, and again but one. It was a terrible sight; women wept and strong men became paralyzed. Nothing but a life boat could do any good in such a sea. Two Indians, however, stimulated by a reward, tried to get out, and they did well—but all the men had gone, save one, and he had drifted into comparatively smooth water. This person was saved by T. W. and Zeno Davis, who found him clutching with a death grip to the stern of the boat, perfectly unconscious and almost dead. On recovering he told his story. He said that the steamer was the *General Wright*; the captain's name was J. A. Pennell, and the two men lost were C. Winnemark and Augustus Maguire; that they had in the small boat (about sixteen feet long and very frail) three kegs and three anchors, with which the captain intended buoying a route for his vessel; it was thought by him that Winnemark must have caught in the rope and anchors, as he was never seen after the boat upset.

NEWPORT

This, the principal town of Yaquina Bay and precinct, is situated immediately inside the entrance on the north side of the bay. There, in 1866, a reservation of a square mile was made for a government town site, but after a great deal of inconvenience and years of delay it was relinquished to the former claimant, Samuel Case, in March, 1875.

As early as July, 1866, there were several buildings being erected in Newport, among them being a large hotel by Dr. J. R. Bayley and Samuel Case, who foresaw in the town the future Saratoga of the Northwest, while B. R. Biddle was erecting a fine residence for himself.

The city of Newport was incorporated, October 23, 1882, with the following officials: Alonzo Case, President; William Hammond,

Henry Hulse, R. M. Burch, William Neal, City Council; W. S. Hufford, Recorder; R. F. Collamore, Marshal; George P. Walling, Treasurer. The officers serving during the current term, 1884-85, are: Dr. J. R. Bayley, President; William Hammond, William Neal, C. L. Shaw, R. M. Burch, Council; W. S. Hufford, Recorder; James Graves, Marshal; George E. Bentley, Treasurer.

Newport is a town of about two hundred fifty inhabitants, having two hotels, the Ocean House and Bay View, four general stores, one hardware store, a newspaper, a meat market, a restaurant, a brewery, five saloons, two barbers and three public halls, while it comprises all the social attributes of societies, lodges, etc.

The Fourth of July, 1866, will long be remembered as a gala day in the little city of Newport. In pursuance of previous notice, preparations were made at or near the Ocean House, on North Beach, at Yaquina harbor, to celebrate the ninetieth anniversary of the National Independence. At five o'clock in the morning the steamer *Pioneer* left her moorings at Pioneer City with about seventy-five persons on board and proceeded down the bay, touching at different points and taking on passengers. On arrival at North Beach they were loudly cheered by the crowd assembled. The stars and stripes waved from the masts of the various crafts on the bay, while the day was delightful and all seemed pleased.

Here then there were assembled some four hundred persons to celebrate the glorious birth-day of American independence. On that date ninety years before the nation emerged from British oppression and came forth as an unenthralled government and people, acknowledging allegiance to no power but that of God and the sovereign people as a Republic. But a few months had passed away since this new district had been opened for settlement and on that anniversary were assembled nearly four hundred white settlers, besides about three hundred red-men, who had come to witness the, to them, new and strange procedure of the Boston men.

A tall pole was erected at the beautiful spruce grove near the Ocean House and this stately staff stood ready to receive a handsome American flag to be presented by the ladies of Corvallis to Yaquina precinct, the Banner precinct of Benton county. At 11 o'clock the crowd gathered to the speakers' stand, where informal pro-

ceedings commenced and David Newsome was chosen secretary of the meeting. Prayer was then offered by Rev. N. Clark, after which singing, interspersed with speaking by Messrs. Bayley, Biddle, Clark and Dodge, whose addresses teemed with loyalty, patriotism and eloquence. The flag was next presented by B. R. Biddle with appropriate remarks, and received on the part of the people of Yaquina by the hand of Mrs. Thorn, who made a touching response. The ensign was then raised to its proud height amid three cheers for the donors and nine more for the National colors. The Declaration of Independence was read, and at noon three hundred fifty persons partook of an excellent dinner, while the following toast by the secretary was received with the utmost enthusiasm: "Benton County:—The bright and rising star of Oregon. She stands central in position and with one hand extending westward along her own superior Yaquina bay to the almost boundless Pacific ocean, she invites the commerce of Asia and California to the bay. And from the head of tide she reaches forth her other arm along a natural line or route for railroad eastward to connect the great artery of our Nation—the Pacific Railroad. May she ever be in the ascendant!"

At about three o'clock the gentlemen who owned claims on the Lower Harbor agreed to a mutual arrangement by which the municipal settlers there should avail themselves of the United States law of July 1, 1864, in relation to town sites on the public lands. The name of NEWPORT was given to the town site and what was then designated as "the germ of the San Francisco of Oregon" established.

At four o'clock the people retired, and all will long remember the celebration of the Fourth of July, 1866, on Yaquina bay.

The residents of Yaquina bay, realizing the importance of their harbor and the beneficial results of direct and frequent communication with San Francisco, during the month of November, 1869, resolved to be no longer dependent on outside capitalists. A joint stock company was therefore formed and articles of incorporation filed, under the name of the Newport Transportation Company, who determined to build a schooner immediately, while others might be added as business increased and trade demanded. The officers and directors, as follows, were elected December the sixth: Ben. Simpson, R. A. Bensell, and William Mackey, Direc-

tors; B. Simpson, President; R. A. Bensell, Secretary; L. P. Baldwin, Treasurer.

NEWPORT LODGE, No. 410, I.O.G.T.—Was organized February 8, 1883, with the following charter members: B. H. Allen, R. M. Burch, Mrs. J. Cross, R. G. Junkin, John Medin, A. Peterson, Louisa H. Phelps, Mrs. M. J. Stout, Ann Burch, Josephine Dutcher, G. A. Landis, Mary Medin, E. C. Phelps, Mrs. E. Stevens, N. A. Thompson, Robert Burch, S. G. Irvin, Mrs. G. A. Landis, Charles Medin, Mary R. Phelps, Lucy Stevens, Addie Thompson, Lydia Brasfield, Nancy A. Jessup, Thomas Lynch, J. E. Peterson, A. H. Phelps, James Smith, John Willis, May Ball, Earl A. Jessup, Mrs. S. A. Lynch, Mrs. E. C. Peterson, Ira A. Phelps, W. B. Stout. The officers under the charter were: N. A. Thompson, W. C. T.; Lydia Brassfield, W. V. T.; George A. Landis, W.C.; S. G. Irvin, W. Sec.; S. A. Lynch, W. Asst. Sec.; J. A. Peterson, W.F.S.; Nancy A. Jessup, W. T.; May Ball, W. M.; Lucy Stevens, W.D.M.; Josephine Dutcher, W.I.G.; Ira A. Phelps, W.O.G.; Mrs. M. J. Stout, W.R.H.S.; Mrs. Louisa H. Phelps, W.L.H.S.; W. B. Stout, P.W.C.T. This lodge which is in a flourishing condition, holds its meetings in Phelps Hall every Thursday evening and has a membership of thirty-two, the officers for the current term being: Ira A. Phelps, W.C.T.; Mary R. Phelps, W.V.T.; Dr. J. E. Jessup, W. Sec.; Miss Louisa Briggs, W. Treas.; G. A. Landis, P.W.C.T.

A. J. RAY'S BANK.—Was started in September, 1884, and transacts a general banking business. Mr. Ray came to Oregon in 1875 and after engaging in business in Corvallis opened the prosperous institution now under notice at Newport.

"YAQUINA MAIL."—This, an eight-page, six-column newspaper, was established by the Yaquina Mail Publishing Company, C. A. Cole, Manager, W. H. Alexander, Foreman, November 1, 1884, the initial number appearing on the fourth day of the same month. The office is located in the Phelps Building, Front street, Newport. The *Mail* is not a political organ, but a general newspaper devoted to the interests of the Yaquina Bay country and its people. The subscription price is but two dollars and fifty cents per year.

YAQUINA BREWERY.—Is located in Olsen's Addition to Newport, and was erected by Robert Schwaibold, the present proprietor, in the spring of 1882. In 1882-3 he leased it for a time but in

1884 resumed charge, and now supplies the surrounding country with good, wholesome beer.

YAQUINA CITY

This embryo city is situated on the eastern side of Yaquina Bay, about four miles from its mouth and is the terminus of the Willamette Valley and Coast Railroad (Oregon Pacific), where the company have a large dock and two warehouses, and a great amount of material, giving employment to many workmen. Here also is the Custom House presided over by Collector Van Cleve.

The town consists of Jacobs & Neugass' general merchandise store, a drug store, meat market and hotel, the interests of the place being ably kept before the public by the *Yaquina Post*. The land on which the town is situated is owned by the Railroad Company who see in it the future great city of the Northwest.

Directly across the bay is South Yaquina, a town that as yet has only its name to boast of.

"YAQUINA POST."—This paper was originally established at Newport by Coll. Van Cleve, in April, 1882, but a month later he moved the plant to Yaquina City and erected the building it now occupies. It is an eight-page, five-column publication, and its force is directed chiefly to the benefit of the Bay country.

CUSTOM HOUSE.—This building is situated about a quarter of a mile to the north of the dock at Yaquina City, and was erected in 1881. The Collector of the port is Coll. Van Cleve.

ONEATTA

This town of about sixty inhabitants is about a mile above Yaquina City, and is owned by Hon. Allen Parker. It was named and first settled in 1871 by Hon. Ben Simpson, while it at present consists of Parker's saw-mill, a furniture store, two saloons, a boot and shoe store, and the postoffice.

ONEATTA SAW-MILL.—This enterprise, owned and operated by Hon. Allen Parker, was originally built about the year 1871 by Ben. Simpson. It is driven by steam and has a capacity of twenty thousand feet per day, and gives employment to fourteen men, the timber used being chiefly fir.

OYSTERVILLE AND OYSTER CITY

The first named village is among the "has beens." It is located on Yaquina Bay where the oyster beds first discovered were situated, and was the first little town started there. The last mentioned, is directly opposite Oysterville, on the south side of the bay, and was laid out in 1884 by Charles Smith and John King.

"SEAL ILLAHEE"

Capt. A. W. Chase located these rocks in 1868. The name "Illahee," signifies earth or stone, in Chinook jargon, and these rocks, laying about three-quarters of a mile from the shore, were at that time and are yet the breeding ground for the seal, that have proven so destructive to fish and so attractive to the thousands who annually visit the Cliff House on the coast of California, near the city of San Francisco.

Yaquina Bay, with its splendid coast fisheries extending north and south of the bay a distance of seventy-five miles, abounding in a variety of fish, the quality and quantity of which cannot be found elsewhere in Oregon, is destined to furnish the great interior with this valuable article of food, very much as the lakes furnish white fish for the people of the Western States. It is one of the many dormant resources which the completion of the Oregon Pacific Railroad will develop. The pleasure seekers of the future will come here and spend a day or a week along the coast fishing, after the style of those who "go down to the sea" on the Eastern coast, and cast a line for a cod fish, blue fish or mackerel. Probably no place in Oregon will be so popular as Yaquina for the toiling thousands who, in later years, will come here to enjoy the ocean breeze, and for a time escape the heat of the valley. Naturally possessing greater attractions than other sea ports, little remains to be done except to furnish accommodations and such artificial amusements as the public taste demands. Seal Rock is the terminus of an eight mile beach, one of the finest drives in the world. The land opposite the rock is well situated for hotel purposes, the purest water, cosy little rocks, and a delightful view of the coast and ocean. The inner ledge of rock is the house of almost every variety of water fowl, while on the outer rocks can be seen the seal, and with a glass of ordinary power, the habits of

that strange animal can be observed. There is no reserved seats on the rock; actual possession maintained by a constant warfare is the rule. The scene is exciting, instructive and entertaining, and will attract the most indifferent.

The Seal Illahee is well protected from the north winds. It is suitable for sea bathing. The beach is a shoal and full *worm places*—natural bath tubs or bathing places, free from the danger of undertow; a child could play in these places with perfect safety.

The completion of the Oregon Pacific Railroad will open to capital many profitable investments, but probably none, considering the outlay required, would prove more remunerative than the erection of a hotel and the improvement of grounds near Seal Rock.

This place, together with a large tract of land adjoining, is now the property of Mr. J. W. Brasfield, a merchant of Newport, who a few years ago erected a fine residence near the beach and a short distance south of Seal Rock, where his family in the summer months resides and enjoys the beauties of nature and the ceaseless roar of the surf, which at this place is truly magnificent; and fortunate indeed is he who is permitted to enjoy the hospitality of Mr. and Mrs. Brasfield. At this point are "shell beds," noted in a previous chapter, indicating that it had been the home of the Indians for generations, as the beds are numerous and range in depth from one to six feet.

EARLY DAY SETTLERS

Listed here are persons in the biographical appendix to Fagan's History of Benton County, Oregon, 1885, who were then settlers of the part to become Lincoln County:

Name	Date of Arrival	Where
Edwin Alden Abbey	1866	Elk City
Peter M. Abbey	1867	Newport
Dr. James R. Bayley	1866	Newport (and Corvallis)
Royal A. Bensell	1866	Newport
James W. Brassfield	1881	Seal Rock
George S. Briggs	1876	Toledo
Daniel Carlile	1866	Elk City (and Corvallis)
Samuel Case	1866	Newport
Alonzo Case	1876	Newport
George W. Collins	1871	Seal Rock
Lemuel E. Davis	1866	South Beach
John Graham	1867	Toledo
Joseph D. Graham	1867	Toledo
Moses Gregson	1880	Yaquina
William Hammond	1866	Newport
Jacob Holgate	1880	Collinsville
Walter S. Hufford	1876	Newport (and Corvallis)
Samuel G. Irvin	1882	Newport
George King	1871	Newport
John King	1876	Oyster City
Samuel A. Logan	1866	Between Elk City and Toledo
Willam Mackey	1866	Toledo
J. P. H. Morris	1883	Oneatta (and Newport)
John Olsson	1866	Newport
Allen Parker	1878	Oneatta
Edwin C. Phelps	1874	Newport
James S. Polhemus	1880	Newport
Newton Pool	1866	Oysterville (on Pool Slough)
David Ruble	1885	Waldport
Robert Schwaibold	1881	Newport
Charles L. Shaw	1881	Newport
Marshall Simpson	1866	Elk City
Charles Smith	1880 or 1	Oneatta
W. B. Stout	1876	Newport
Joseph Thompson	1869	Near Toledo
Coll Van Cleve	1882	Yaquina
H. W. Vincent	1885	Caledonia (near Toledo)
F. M. Wadsworth	1883	Toledo (and Siletz)
Capt. S. L. Wass	1874	Cape Foulweather
Capt. J. J. Winant	1862	(See) Yaquina Bay Oyster beds
Bushrod W. Wilson	1866	West Yaquina (and Corvallis)

