HISTORY
of the
Columbia River Valley
From The Dalles to the Sea

By
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Volume I
Illustrated

CHICAGO
THE S. J. CLARKE PUBLISHING COMPANY
1928
There is a great human interest story in the valley of the Columbia River—a romance of early myths—of Indian life and lore—of the discoveries of explorers by land and sea—of settlement and empire building. There can be no doubt as to the importance of preserving the early records of this district in permanent form. Historians have already recorded dates, census-takers have tabulated the increase of population and works of reference abound. But I believe there is a field for another sort of history—not one of mere facts and figures, but one full of human interest. Since boyhood I have been interested in the stories of pioneers and of pioneer life. During the past quarter of a century it has been my good fortune to meet and talk with thousands of pioneers—to interview them and to record their experiences in the columns of the daily press. It has seemed eminently fitting to gather the information thus gained into a more complete work—a summing up of thousands of personal contacts and to portray in graphic form the motives, difficulties and achievements that have combined to make the Columbia River Valley what it is today. I hope that this work may help to perpetuate the memories of those who contributed to the upbuilding of the Oregon Country and may prove of interest, not only to those of us who are here today, but to our successors, who shall continue to build when we have passed on. I appreciate to the full the work that has been done by previous writers and all I can hope to do is to supplement what they have done.

Scholarly critics will be able to point out innumerable faults in this book, but it is written for plain people like myself. No one can be more conscious of its shortcomings than myself. It would take a dozen volumes to adequately portray the romance, the adventure and the historical events of this region. I have borrowed freely from the works of other writers, such as Francis Fuller Victor, Captain Harry Wells, Joseph Gaston, Elwood Evans, Elizabeth Lord, Lewis R. Williams, Dr. Thomas Condon, Ira Williams, M. C. George, Captain George Vancouver, Dr. John McLoughlin, Daniel Lee, John Minto, Harvey W. Scott, and his no less brilliant son, Leslie Scott, E. W. Wright, and I have quoted at considerable length, from innumerable pioneers who have given me the little sidelights of history, not usually found in more formal historical works. I have not been able to discuss Jason Lee, Dr. Marcus Whitman and many other historic characters of the Oregon Country, because their sphere of activities lay outside of the district embraced in this work. You will find mistakes, though I have tried to guard against them. You will find omissions, many of which are due to limitation of space. You
will not agree with many of my statements but difference of opinion is to be expected. You will find here much unrecorded history—the narratives of the pioneers of Oregon—the makers of Oregon's history. With all its faults and shortcomings, I hope that those who read this work, will find something of real value and interest in it.
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CAPTAIN ROBERT GRAY
Captain of the ship "Columbia" and discoverer of the Columbia River

MODEL OF THE SHIP COLUMBIA OWNED BY THE PORT OF ASTORIA
CHAPTER I

ROBERT GRAY DISCOVERS THE COLUMBIA RIVER

The original owners of what was later known as the Oregon Country were the Pilgrims. In 1620 the King of England issued to the Council of Plymouth subordinate sovereignty for the territory situated between the 40th and 48th degrees of North Latitude extending from the Atlantic Ocean to the Western Sea. If you will look up the records of the debates in the American Congress for the year 1784, you will see that Massachusetts, on the strength of this grant made in 1620, claimed a strip of land nearly 500 miles wide, extending from the shores of the Atlantic to the shores of the Pacific. New York contested this claim, which was finally referred to Congress and settled in 1784. Boston merchants, as well as the statesmen of Massachusetts were anxious to secure western territory as is evidenced by the fact that it was a company of men from Boston who made plans for an expedition overland to go by way of the Great Lakes thence up the Missouri River, from which point they would strike westward until they came upon some river running westward, which they were to follow to its mouth. These plans were held in abeyance and were rendered unnecessary by the Lewis and Clark expedition under the auspices of the Federal Government. In 1787 a group of Boston merchants associated themselves together for the purpose of trading with the natives on the Pacific Northwest coast. This group of merchants consisted of J. Barrell, S. Brown, C. Bullfinch, J. Darby, C. Hatch and J. M. Pintard. Their plan was to secure furs on the Pacific Northwest coast of America, take them to China and trade them for silk and tea to be brought to Boston. The success of Capt. James Cook in securing sea otter skins in the Oregon Country, at extremely low prices stimulated great interest in the Pacific Northwest by the merchants in New England. Mr. Barrell and his associates outfitted two vessels for a voyage to the Pacific Northwest coast. The Columbia was a vessel of 212 tons manned by thirty men and mounting ten guns. This was placed under the command of Capt. John Kendrick and the other, the sloop Lady Washington, under the command of Capt. Robert Gray. These two vessels were loaded with a cargo of blankets, knives, iron bars, beads, bells and other trade goods. John M. Pintard a member of the company dispatching these two ships, made application to Congress for a sea letter. In the annals of Congress for Monday, September 24, 1787 appears the following note: "The committee consisting of Mr. Smith, Mr. Deane and Mr. Kean, to whom was referred the letter of John M. Pintard, requesting that sea letters be granted for the ship Columbia and the sloop Lady Washington, bound on a voyage to the Northwest coast of America, report: That it appears
to them that the ship Columbia and the sloop Lady Washington and their cargos are the property of citizens of the United States and that they are navigated principally by inhabitants of the United States and are bound on a voyage to the Northwest coast of America:

“Resolved, that sea letters be granted in the usual form for the ship Columbia, burthen 220 tons and the sloop Washington, burthen about ninety tons, bound on a voyage to the Northwest coast of America under the command and direction of Capt. John Kendrick.” Passports were also secured from the Massachusetts officials and a letter from the Spanish minister at Washington, D.C. In the instructions given to Capt. Kendrick and Captain Gray, provision was made that in case of the death of Captain Kendrick Captain Gray should be in command of the expedition. The letter of instructions from the owners to Captain Kendrick and Captain Gray, are long and take up many points, including the following: “You are hereby instructed that if you make any fort or improvement on the coast, be sure you purchase the soil from the natives. Let the instrument of conveyance bear every authentic mark the circumstance will admit. We cannot forbear to impress on your mind our will and expectation that the most inviolable harmony and friendship may subsist between you and the natives and that no advantage be taken of them in trading. But that you may endeavor, by honest conduct to impress on their minds friendship for Americans. The sea letters from Congress and from this state, you will show on every proper occasion and although we expect you will treat all natives with respect and civility, yet we depend you will suffer insult and injury from none without showing that spirit which becomes a free born and independent American.”

The two vessels sailed from Boston Harbor on September 30, 1787. They were to go by way of Cape Verde, the Faulkland Island and around Cape Horn. Captain Kendrick issued orders that in case the two vessels were separated, they should meet at Nootka Sound on Vancouver, Island. Six months from the day they sailed from Boston harbor, they rounded Cape Horn. In latitude fifty-nine south the two vessels were separated in a heavy gale and the Columbia was damaged, so much so that Captain Kendrick decided they would have to make the nearest land to secure repairs. The owners of the vessels in their letter of instructions gave the following orders to Captain Kendrick: “You are strictly enjoined not to touch at any port of Spanish Dominion on the western continent of America unless driven there by unavoidable accident, in which case you are to give no offense to any of the subjects of his Catholic Majesty.” The reason for this order was that by a royal decree issued by the King of Spain, in 1692 all foreign vessels were prohibited from navigating what they then termed the South Sea but what we now speak of as the Pacific Ocean. Captain Kendrick, after the injury to his vessel, decided to put in to the Island of Juan Fernandez for repairs. This island was about a thousand miles distant and was under Spanish rule. Arriving at the Island of Juan Fernandez, he handed Don Blas Gonzoles, commandant of the Spanish garrison his sea letters, and also the letter from the Spanish minister at the National capital. The Spanish commandant
treated Captain Kendrick with the greatest of courtesy and saw to it that he secured necessary supplies and repairs for his vessel. For this humane act, Senor Ambrose O'Higgins, captain general of Chile recalled the Spanish governor of Juan Fernandez and put him under arrest. His case was referred to Feodor LaCroix, viceroy of Peru, who gave orders that Don Blas Gonzoles should be cashiered and disgraced for not seizing the ship Columbia and making prisoners of her crew. LaCroix, the Spanish viceroy of Peru issued a supplementary order in which he said, "Through the royal ordinance of November, 1692 every foreign vessels not carrying a license from the court of Spain, even though such vessel belongs to a friend or ally of the Spanish King, is to be treated as an enemy. Seeing that no other nation had or ought to have any territories to reach, necessitating its vessels passing around Cape Horn or through the Magellen Straits." Viceroy LaCroix sent a vessel to overhaul the Columbia and capture her and also sent word to the officers of the various ports of Peru and Chile to capture the Columbia if possible. However, the Columbia escaped and arrived at Nootka Sound safely. Capt. Robert Gray in the Lady Washington, reached the Pacific Northwest coast in August, 1788 and near latitude forty-six north, he saw what he thought was the mouth of a large river. As this river was uncharted, he decided to run in over the bar and examine it. The Lady Washington grounded, so he worked off the sand spit and he sent a small boat ashore, whose crew was attacked by the Indians, who killed one of the sailors and wounded the mate. Captain Gray decided to make no further investigation of this uncharted river, so sailed north, arriving at Nootka Sound on September 17, 1788. He found at Nootka Sound two British vessels, the Felice and the Iphigenia, in command of Captains Meares and Douglas. They were under the Portugese flag. Captain Kendrick, in command of the Columbia, arrived a few days later. The trip of the Columbia and the Lady Washington from Boston to Nootka Sound had taken not quite a year. When Captain Gray arrived, he visited the two British vessels and finding that Captain Douglas, commander of the Iphigenia was short of provisions and supplies, he shared what he had with him. Next spring, in June to be exact, Captain Gray cruised along the coast to the northward. He named a group of islands Washington Islands. These islands were later renamed and are now known as Queen Charlotte Islands. While sailing northward, Captain Gray saw snow-covered peaks of the Cascade ranges and also of the Olympic ranges. These he named the mountains of North America. When Captain Gray first arrived at Nootka Sound he found that Captain Meares, who had brought with him a number of Chinese carpenters, was building a small ship for use in trading for furs with the coast Indians. In Captain Meares' journal of his voyage to the Pacific Northwest coast, in speaking of Captain Gray, he says, "He appeared to be very sanguine of the superior advantages which his countrymen from New England would reap from this track of trade; he was big with mighty projects in which we understood he was protected by the American Congress. With these circumstances however, as we had no immediate concern, we did not intrude an opinion, but treated Mr. Gray and the ship's company with
politeness and attention. "Captain Kendrick arrived at Nootka Sound on September 23, 1788 and a few days thereafter, Captain Meares launched the ship built by his Chinese carpenters, naming it the *Northwest America*. This was the first vessel built in the Pacific Northwest. Early in October, Captain Meares and Captain Douglas sailed with their vessels, the *Felice* and *Iphigenia*, for China, where they planned to spend the winter. Captain Kendrick decided to winter at Nootka Sound and during the winter the men on the American vessels in their intercourse with the Indians, learned enough of the Indian tongue to prove valuable to them in their future relations with the Indians. On his trip along the Northwest coast, Captain Gray entered Washington Harbor in the northeastern part of what is now Clallam County, Washington. Washington Harbor was named, for the sloop *Lady Washington*, commanded by Captain Gray. Captain Gray named what is now known as Gray's Harbor, Bullfinch Harbor after Mr. Bullfinch one of the members of the company owning the *Columbia* and the *Washington*. He also named Pintard's Straits, which are now known as Johnstone Straits. He named Pintard Sound now known as Queen Charlotte Sound, and he named various other bays, harbors and sounds, most of which have been renamed.

Not having been able to overtake the *Columbia* after it had put in to Juan Fernandez for repairs, the Spanish authorities sent a vessel from Mexico to apprehend the two American vessels, the *Columbia* and the *Washington*. Don Martinez was instructed "to take such measures with the American vessels as you may be able and as appear proper." When Martinez arrived at Nootka Sound, Captain Gray, with the sloop *Lady Washington*, was absent on his exploring trip to the North. However, he called for all letters and papers in the possession of Captain Kendrick and finding that Spain's interests were not being injured, he allowed Captain Kendrick to remain on the coast if he would fire a salute to the Spanish flag in acknowledgment of Spain's claim to the territory. This Captain Kendrick did. When the British ships returned to Nootka Sound, they refused to salute the Spanish flag, so Don Martinez arrested them and sent them to Mexico as prisoners. The Spanish authorities notified the British government that they had arrested certain British fur traders who were trespassing on Spanish territory and who had refused to salute the Spanish flag. The British authorities demanded satisfaction from Spain for the arrest of British mariners employed in a peaceful mission. The Spanish authorities had seized the buildings erected by the British at Nootka Sound. Spain seeing that Great Britain was preparing for war, agreed to restore all the lands and buildings on the Pacific Northwest coast, claimed by British subjects prior to 1789. When Captain Meares arrived in England and told of the discovery by Captain Gray of an interior sea behind Nootka, the British government decided to send an exploring expedition to the west coast of North America and placed Captain George Vancouver in charge.

Captain Kendrick decided to stay on the northwest coast and to send Captain Gray with the furs that they had purchased, to China, to trade for silk and tea. Captain Gray transferred to the larger vessel, the
Columbia and sailed for China with the sea otter skins, seal skins and other furs. He sold his furs at Canton at a most satisfactory figure and bought a cargo of tea. He sailed around the Cape of Good Hope, arriving at Boston on August 10, 1790. His vessel was the first vessel under the American flag to circumnavigate the globe. Captain Gray, although he had been absent from Boston for two years, was ready to sail back to Nootka Sound within six weeks. He left on September 28, 1790. The owners of the Columbia secured for Captain Gray a personal letter from President George Washington, which read as follows: “To all Emperors, Kings, Sovereign Princes, State and Regents, to their respective officers, civil and military and to all others whom it may concern: I, George Washington, President of the United States of America, do make known that Robert Gray, Captain of a ship called the Columbia of the burthen of about 230 tons, is a citizen of the United States and that the said ship which he commands, belongs to citizens of the United States and as I wish that the said Robert Gray may prosper in his lawful affairs, I do request all the beforementioned and of each of them separately, when the said Robert Gray shall arrive with his vessel and cargo, that they will be pleased to receive him with kindness and treat him in a becoming manner and thereby I shall consider myself obliged. September 16, 1790, New York City. Seal of the United States, George Washington, President, Thomas Jefferson, secretary of state.”

John Hancock, the governor of Massachusetts also wrote a letter for Captain Gray commending him to the good offices of all he met. He was also furnished a letter of instructions by Joseph Barrell, acting for the owners of the Columbia. Curiously enough, Colburn Barrell, Jr., a direct descendant of Joseph Barrell laid out the Lone Fir Cemetery in Portland, Oregon. In his letter of instructions to Captain Gray, Joseph Barrell instructed him to act in all trades with the natives, with strict honesty, and to take no unjust advantage of them and to shun in every way possible, all Spanish ports. Captain Gray, in place of taking a year for his return journey, arrived at Clayoquot on June 5, 1791. He immediately sailed north on a trading voyage, and on July 23, 1791 off what are now known as Queen Charlotte Islands, he met Captain Ingraham, in command of the vessel Hope. Ingraham had been a mate on the Columbia. On August 22, in latitude fifty-five north, some members of the crew landed and were attacked by the Indians. In this fight Joshua Caswell, the second mate of the Columbia, and Joseph Barnes and Job Folgier, seamen, were killed. Captain Gray named this place Massacre Cove. At Pintard Sound the Indians once more attacked members of the Columbia and two of the Indian chiefs were killed. Captain Gray named this place Fort Defiance. The carpenters and sailors on board the Columbia were employed during the winter in building a thirty-ton sloop which Captain Gray named the Adventurer. It was launched in the spring of 1792. The Indians, during the winter, seemed very friendly, but noticing that a Kanaka, a member of his crew was friendly with the Indians, Captain Gray questioned him and found that the Indians had arranged with him to wet the priming on all of the guns.
on the *Columbia*, so they could kill the crew and loot the ship. For his part in the affair, the Kanaka was to be made a sub chief. In April 1792 Captain Gray sent the thirty-ton sloop *Adventurer* on a trading trip for furs, with the Indians to the Northward, in charge of Mr. Hasswell, the first mate of the *Columbia*. Captain Gray in the *Columbia* cruised along the coast in a southerly direction. Captain Gray met Captain Vancouver at almost the exact spot where Captain Cook had first sighted the Washington Coast. Capt. George Vancouver was in command of the *Discovery* and Lieutenant Broughton in command of the *Chatham*. Captain Vancouver had been sent on an expedition to chart the inland sea, discovered by Captain Gray, back of Nootka Sound. When Captain Vancouver learned that the *Columbia* was commanded by Capt. Robert Gray, who had discovered this inland sea, he sent Lieutenant Puget, for whom Puget Sound is named, and Mr. Menzies, on board the *Columbia*, to learn all they could of this inland sea and other waters visited by Captain Gray. Captain Gray reported to these officers that when he had first come to the coast in 1788, he had attempted to enter the mouth of a large river located at about forty-six degrees and ten minutes north, but that the tide had been so strong he had been unable to enter. The British officers discredited Captain Gray's statement, saying they had passed close in shore and there was no river nor indications of one at that point. In Captain Vancouver's journal he wrote, in speaking of Captain Gray's claim of having seen the mouth of a river there: "If any inlet should be found it must be a very intricate one and inaccessible to vessels of our burden. I was thoroughly convinced as were also most persons of observation on board, that we could not possibly have passed any safe navigable opening, harbor or place of security for shipping, on this coast." Captain Gray followed the British vessels inside the entrance of the Straits of Juan de Fuca. On the morning of April 30th Captain Gray in the *Columbia*, stood out to sea and sailed along the coast, coming to anchor off the Indian village of Kenekommitt near Destruction Island, where he secured a large number of sea otter skins. On May 6, he traded with the Quileute Indians. On the 7th he saw an inlet and sent one of his mates with a small boat to examine it. The mate reported that there were breakers across the entrance but that beyond the breakers there seemed to be a good harbor. Telling the mate to go ahead in a small boat, the *Columbia* followed the smaller boat in and anchored offshore in an excellent harbor. On May 8th the Indians attacked the ship but Captain Gray stood them off. Two days later they left this harbor—the sailors called it Gray's Harbor, after their captain, but Captain Gray named it Bullfinch Harbor. Six months later Mr. Whidbey, one of the officers on board the ships commanded by Capt. George Vancouver examined the harbor and named it Whidbey's Harbor. In Captain Gray's log in describing the discovery of Gray's Harbor, he wrote under date of May 7, 1792, as follows: "10 A. M. Being within six miles of land, saw an entrance in the land which had a very good appearance of a harbor. At half past three, bore away and ran northeast by east, sounding from four to five fathoms sandy bottom. As we drew nearer, in between the bars, had from ten to twelve fathoms.
Having a very strong tide of ebb to stem, many canoes came alongside. At five P.M. came to in five fathoms of water, sandy bottom in a safe harbor, well sheltered from the sea, by long sand bars and spits. Our latitude observed this day, was forty-six degrees, fifty-eight minutes north.” On May 10 Captain Gray wrote in his log: “Fresh breezes and pleasant weather. Many natives alongside. At noon all the canoes left. At one P.M. took up first bower anchor and hove short on the small anchor. At half past four, being high water, hove up anchor and came to sail and a beating down the harbor. At half past seven we were out clear of the bar and directed our course southward alongshore. At eight P.M. the entrance to Bullfinch harbor bore north, distant four miles. The south extreme of the land bore south southeast one-half east, the north ditto, north, north, northwest. Sent up main top gallant yard and set all sail.”

CAPTAIN GRAY DISCOVERS COLUMBIA RIVER

On May 11, 1792, Captain Gray made the following record in his log: “At four P.M. saw the entrance of our desired port, bearing east, southeast, distance six leagues. In steering sails and hauled our wind inshore at eight, being a little to the windward of the entrance of the harbor. Bore away and ran in east northeast between the breakers, having from five to seven fathoms of water. When we were over the bar we found this to be a large river of fresh water, up which we stood. Many canoes came alongside. Came to with a small bower anchor in ten fathoms, black and white sand, the entrance between the bars bore west southwest, distance ten miles. The north side of the river is half mile distance from the ship, the south side two and a half miles distant. A village is on the west side of the river, west by north, distance three-fourths of a mile. Vast number of natives came alongside. Employed in pumping the salt water out of our water casks in order to fill with fresh water in which we floated. So ends.” On May 14th the log of the Columbia reads as follows: “Sailed upwards of thirteen or fifteen miles when the channel was so narrow it was almost impossible to keep it. The ship took ground but she did not lay long before she came off without assistance. The jolly boat was sent to sound the channel out, but found it not navigable any further up, so of course, we must have taken the wrong channel.” On May 15th in the afternoon, Captain Gray and Mr. Hoskins in the jolly boat, went on shore to take a view of the country. The Indians brought out in their canoes, large numbers of salmon which they traded to the sailors at the rate of two salmon for one nail. They also brought out a large amount of furs. They traded the beaver skins at the rate of one beaver skin for two spikes and the other furs for copper or cloth. Captain Gray secured 150 high grade sea otter skins, 300 beaver skins and between 600 and 700 skins of other animals. The Indians also brought out quantities of moose and deer meat.

On May 19, Captain Gray named the river which he had discovered Columbia’s River.
He named the north side of the entrance Cape Hancock and the south side Adam's Point. On May 20, he sailed out over the bar and headed northward. He spent the following month June, trading for furs in northern waters. The Columbia struck an uncharted reef, damaging the hull so badly that he entered Columbia Cove on Vancouver Island to beach the ship and make repairs. It was found that the ship was more badly damaged than he had supposed, so he decided to enter the Spanish settlement at Nootka Sound where facilities were to be had for repairing the ship. The Spaniards treated Captain Gray very kindly and helped them to the best of their ability. He arrived at Nootka Sound on July 24 and by August 23 the Columbia was repaired and ready to sail. Captain Gray, while at Nootka Sound, stayed at the home of the Spanish Governor. While Captain Gray was there, Captain Ingraham, former mate of the Columbia but now in command of the brig Hope, came into the sound on August 1, staying for nine days. While Captain Ingraham was there, he wrote a letter at the request of Senor Quadra, the Spanish commander in which Captain Ingraham set forth the amount of land occupied by the British while John Meares was building a trading vessel there in 1788. He also stated what had taken place in 1789 between Martinez and the British officers. This letter was signed by Captain Ingraham and Captain Gray. This letter figured largely in negotiations between Great Britain and Spain and was instrumental in Great Britain losing out in their claim of the Spanish possessions in the Oregon country. England and Spain each appointed a commissioner who met at Nootka Sound to discuss the British and Spanish claims. Senor Quadra was the Spanish commissioner and Captain Vancouver represented Great Britain. They met at Nootka Sound August 29, 1792. Senor Quadra presented to Captain Vancouver the letter signed by Captains Gray and Ingraham and on the strength of this letter he said that Spain had nothing to deliver to England. Captain Vancouver wanted all or nothing and claimed all of the newly discovered territory for Great Britain. Being unable to agree, they decided to leave the controversy to be settled by their respective governments. The matter was subsequently adjusted by Spain agreeing to pay 210,000 hard dollars. On January 11, 1794 another agreement was made between Spain and England in which both governments agreed to abandon Nootka Sound.

The United States government purchased the Spanish claim to the Oregon Country on February 22, 1819 which, coupled with the discoveries made by Captain Gray, gave this country its right to the Oregon Country.

Captain Gray having completed his cargo of furs, sailed for Canton where he traded his furs for tea and returned to Boston. Captain Gray was married on February 4, 1794 and died on a coasting vessel off Charleston, South Carolina in the summer of 1806 leaving a wife and four daughters. In 1846 Congress passed an act giving Martha Gray his widow, a pension of $500 a year in recognition of the services of her husband.
CHAPTER II

VANCOUVER AND COLUMBIA RIVER

The City of Vancouver, Washington, is named for Capt. George Vancouver, who made a voyage of discovery to the North Pacific Ocean in command of the sloop of war Discovery and the armed tender, the Chatham, in the years 1790 to 1795 inclusive.

There is a point of land which juts out into the Columbia near Washougal, called Vancouver Point. Lieut. Robert Broughton, while exploring the Great River of the West, named this point after his commander, Capt. George Vancouver. Lieutenant Broughton made his trip in the late fall of 1792 and Vancouver Point marks the farthest point reached by him on his trip of exploration up the Columbia River.

On October 21, 1792, Capt. George Vancouver, on board the sloop of war Discovery, sailed southward, leaving the Chatham, commanded by Lieutenant Broughton, anchored in the Columbia. Lieutenant Broughton was left to learn something of the recently discovered Columbia River. He had with him a chart made by Captain Gray, who while aboard the ship Columbia, discovered the river. Not knowing whether a ship the size of the Chatham could go up the Columbia any distance, they proceeded to explore aboard a small cutter and a launch. In describing Lieutenant Broughton's trip up the Columbia, Captain Vancouver says:

"Near the mouth of the Columbia they found the remains of a deserted Indian village and near it, three large canoes, each containing dead human bodies. These canoe coffins were decorated at the head and stern with carved work. Another sepulchre was discovered, bearing some affinity to our mode of burial. The body was rolled up in deer skins and then with mats and laid full length in a wooden box. The flesh of the body was preserved quite firm. At the southeast corner of a bay, they discovered a small river, whose entrance was two cable lengths in width."

Lieutenant Broughton and his party explored this river for seven miles and named the river Young's River, after Sir George Young of the Royal Navy. Lieutenant Broughton in the cutter, went to Tongue Point. With a week's provisions, they proceeded in the cutter and the launch from Gray's Bay to the mouth of a river which they called Orchard River, which was near a pillar-like rock on the southern side of the river. They discovered a large island which Lieutenant Broughton named Puget's Island. They next came to the mouth of a small river which he named Swaine's River. Lieutenant Broughton, in his report, speaks of the large number of wild geese and cranes, and also is struck with the size and variety of the timber along the river's bank. He speaks particularly of the dense forest of evergreen in the higher lands and of the ash, poplar, elder and
maple on the banks of the river. Passing some islands some distance above Puget Island, they named them Baker's Islands after Second Lieutenant Baker, a member of the crew of the Discovery. About a half mile eastward of Baker's Islands, he named the high bluff Point Sheriff. On the morning of October 27, they passed a small wooded island, which they named Walker's Island after the surgeon on the Chatham. They approached a precipitous pillar-like rock on which were numerous canoes containing dead bodies and to this they gave the name of Mount Coffin. Above Mount Coffin they found two streams coming into the Columbia from the north. The most western one they called River Poole and the other Knight's River. Still farther up the Columbia, they came to two small wooded islands, which he named Urry's Islands. They landed where they saw some oak trees, measured one which was thirteen feet in circumference and named this point Oak Point. Three and a half miles beyond Oak Point twenty-three canoes came out to meet him, the Indians in the canoes being attired in full war regalia. This point he called Point Warrior. At Point Warrior, the river was divided into three branches. He judged that the middle branch was the Columbia, so he named the next largest branch Rushleigh's River and the other Call's River.

On the morning of October 29th they had a view of Mount St. Helens. That evening when they made camp, they came to a small river leading southwestward, and just beyond was a larger river, in the entrance of which were two small wooded islands. The larger river he named River Mannings. From the southern shore near the mouth of this river, he had such a beautiful view that he named it Bellevue Point. The next day they came to the mouth of a large river which he named Baring's River. They camped on an island about three miles long, which they named Johnstone's Island after Lieutenant Johnstone of the Chatham. That evening he wrote in his log, "I landed for the purpose of taking our last bearings. A sandy point on the opposite shore, bore S. 80 E. distant about two miles. This point terminating our view of the river, I named it after Captain Vancouver. It was situated in Latitude 45° and 27', longitude 237° and 50'.

Captain Vancouver describes the naming of Mount Hood as follows:

"The same remarkable mountain that had been seen from Bellevue Point again presented itself, bearing at this station S. 67 E. and though the party were now nearer to it by seven leagues, yet its lofty summit was scarcely more distinct across the intervening land, which was more than moderately elevated. Mr. Broughton honored it with Lord Hood's name. Its appearance was magnificent. It was clothed in snow from the summit as low down as the high land, by which it was intercepted. Mr. Broughton lamented that he could not acquire sufficient authority to ascertain its positive situation, but he thought it could not be less than 20 leagues distant. At Point Vancouver the river took a more northerly direction. The southern shores became hilly, the opposite shore was low, well wooded and composed of shingly beaches. Mr. Broughton calculated the distance from the entrance of the river to be eighty-four miles. To reach this station, had occupied their time, with hard labor at the oars, for seven days. This was the full extent for which their provisions had been furnished."
remaining supplies could not, with all possible frugality, last more than
two or three days, and as it were impossible, under the most favorable
circumstance they should reach the vessels in a less space of time, Mr.
Broughton gave up the idea of further examination and was reconciled
to this measure because even thus far, the river could hardly be considered
navigable for shipping. Previously to his departure, he formally took
possession of the river and the country in its vicinity in his Britannic
Majesty’s name, having every reason to believe that the subjects of no
other civilized nation or state had ever entered this river before.”

On the return trip down the river, they named many other prominent
points, calling one small island covered with wild geese Goose Island,
another place where a chief treated them with great kindness they
christened Friendly Reach, and still another Parting Point. They also
named a river of some size Whidbey’s River.

On November 10th, following the Jenny of Bristol, they crossed out
over the bar. Captain Vancouver, who had been negotiating at Nootka
Sound with the Spanish commissioner Bodega y Quadra to have the Span-
ish relinquish their rights and turn them over to the British, meeting with
no success, decided to send Lieutenant Broughton on the Chatham, to Eng-
land, advising the British authorities that he had been unable to effect a
settlement. Senor Quadra offered Lieutenant Broughton passage on board
his ship to San Blas and thence by land across Mexico. This offer was
accepted and the Chatham remained on the Pacific Coast, Lieutenant Puget
succeeding Lieutenant Broughton in command. When Lieutenant Brough-
ton arrived in England, he was sent to Madrid. Returning to England,
he went on board the sloop Providence to Nootka Sound to receive pos-
session as outlined in the Nootka Treaty. Lieutenant Broughton arrived
at Nootka on March 17, 1796, but found, upon his arrival, that the Span-
ish had turned over Nootka Sound to Lieutenant Pierce, a British officer,
on March 28, 1795, under the first article of the Nootka Treaty, which
read, “It is agreed that the buildings and tracts of land situated on the
northwest coast of the continent of North America or on islands adjacent
to that continent, of which the subjects of his Britannic Majesty were dis-
possessed about the month of April, 1789, by a Spanish officer, shall be
restored to the said Britannic Subjects.”

Eight years before Lieutenant Broughton named Vancouver Point,
there was born near Quebec on October 19, 1784, a lad named John Mc-
Loughlin, who, in later years, was destined to play an important part in
the history of the region visited by Lieutenant Broughton. It was Doctor
McLoughlin who, as chief factor of the Hudson’s Bay Company and virtual
governor of the Oregon Country, established Vancouver as the headquart-
ers of the powerful Hudson's Bay Company. He took the name of Van-
couver from the point near Washougal and named the Hudson’s Bay trad-
ing post Vancouver. The establishment of Vancouver as the commercial
metropolis of the Pacific Northwest, as it was in the days of the Hudson’s
Bay supremacy, takes us back to the days of Charles II of England. On
May 2, 1670, King Charles granted a charter, “For the discovery of a new
passage into the South Sea and for finding some trade for furs, minerals
and other considerable commodity," to a party of hardy sea rovers and adventurers. The charter was granted in the name of "The governor and company of adventurers of England, trading into Hudson's Bay." So profitable was the trade "in furs, minerals and other considerable commodities," that a rival trading company called the Northwest Company, with headquarters at Montreal, was organized. The Hudson's Bay Company were supposed to trap and trade on the waters flowing into Hudson's Bay and to deal with the northern tribes of Indians. The Northwest Company took as their field of operations the district we now call the Columbia River Basin. In reality however, the traders of the rival fur companies were constantly coming into conflict through trading with the Indians in each other's territory. So bitter did this rivalry become, that to prevent further bloodshed the British Parliament July 2, 1821, compelled the warring companies to unite. They were merged under the more accurate title, "The honorable company of merchants—adventurers trading into Hudson's Bay." After the merger of the companies, they were given a license by parliament which was to run for twenty-one years from December 21, 1821. Dr. John McLoughlin was made chief factor of the Rocky Mountain Department of the organization.

Prior to this consolidation, the British factors of the Hudson's Bay Company had been busy exploring and mapping the northern territory, while trapping for furs and trading with the Indians. It was an Englishman, Hearne, who discovered the Copper Mine River. In 1789 McKenzie discovered the Peace River. Four years later he explored its headwaters. Fraser discovered the Fraser River, though it was left to a later Hudson's Bay party to discover its mouth in 1824. While the British were exploring in the far north, the Americans were trading for furs and exploring the coast from the Golden Gate to the Aleutian Islands, Captain Gray, on board the ship Columbia, and Captains Kendrick and Ingraham were trading with the Indians on what is now the Oregon and Washington coast for sea otter skins, exchanging copper, iron and knives for furs.

In 1805 and 1806 Capt. Meriwether Lewis and Capt. William Clark on their trip of exploration to the mouth of the Columbia River, camped near the shore of Vancouver Lake, about three miles from the present city of Vancouver. This was on November 14, 1805, and a few days later they were looking at the breakers on the bar at the mouth of the Columbia River. They had reached "the great Salt Chuck" the "bitter water" as the Indians called the ocean.

In 1807 David Thompson of the Northwest Company, had explored the Pend d'Oreille and the Coeur d'Alene country, and three years later he established the Spokane House. Meanwhile Andrew Henry, an employee of the Missouri Fur Company, had established a trading post on the Henry Fork of Snake River in 1810. On April 12, 1811, John Jacob Astor founded Astoria, but his employees surrendered to the British on October 16, 1813. On December 12, 1813, Captain Black took possession of Astoria, renaming it Fort George. Great Britain and the United States were at war. Conditions were so troubled that the American traders had sold to the Northwest Company, their trading posts at Astoria, Fort Okanogan and Fort
Spokane. With the merging of the Northwest Company and the Hudson's Bay Company, the officials began relocating some of the trading posts.

In the fall of 1824 George Simpson, governor of the Hudson's Bay Company, with Dr. John McLoughlin, chief factor of the Rocky Mountain Department, visited the Hudson's Bay headquarters at Fort George near the mouth of the Columbia River. It so happened that during their entire stay at Fort George the weather was foggy or rainy. They came to the conclusion that if they stored furs there, the furs would mildew, so they decided to establish new headquarters. Doctor McLoughlin made a careful survey of the north bank of the Columbia River from its mouth to the Cascades. He finally chose a point six miles above the mouth of the Willamette River, as the best site. This location is about a mile east of the present site of Vancouver Barracks.

Doctor McLoughlin began the building of Fort Vancouver in December, 1824. The work of building the log houses and the stockade was carried on during the winter and by the spring of 1825 the work was so far completed that Fort Vancouver became the Northwestern Headquarters of the Hudson's Bay Company. Because the supplies that came by ship from England once a year and the furs that came by batteau from the upper country had to be carried a mile from the river bank to the fort, and also because the water had to be hauled from the river, Doctor McLoughlin decided to move nearer to the river. New buildings were erected near the river bank. The stockade was 750 feet long, 500 feet broad and consisted of logs set on end in a trench. The wall was 20 feet high and was well built for defense. There were forty buildings in this stockade, all of which were of logs with the exception of the powder magazine which was made of hewed stone and brick. All of the buildings were one story log houses with the exception of the log house used as the governor's residence, which was two stories high. Just outside the stockade were sixty log houses for the married mechanics and the servants. The boathouse, the salmon house, the dairy barns, the threshing mill and the granaries were all outside of the stockade.

To Doctor McLoughlin was given the task of ruling over a region of unknown extent and of administering justice to hundreds of employees and thousands of Indians. He had supreme authority in military and civil affairs. His attributes were almost those of sovereign governor. It is not to be wondered at that the Indian's looked upon the "white-headed Eagle," as they called him, as the Big Chief, or King of the country.

Within ten years from the time Fort Vancouver had been founded, more than 2,500 acres were fenced and the company had over 3,000 head of cattle and 2,500 head of sheep grazing in the fields and meadows near the fort. They had over 300 brood mares and they milked nearly that number of dairy cattle. In addition to this they had several hundred head of dairy cattle on Wappato Island. They shipped butter as well as wheat and barley to Fort Wrangel and other Alaskan points. Six miles up the Columbia River Doctor McLoughlin established a grist mill and a sawmill and shipped in the Hudson's Bay Company ships, salt salmon, flour and
lumber to the Sandwich Islands. From 1824 to 1847, when the headquarters of the company was moved to Victoria, Vancouver was the commercial metropolis of the Pacific Northwest. So just and firm was the control of Doctor McLoughlin over the Indians that from 1824 to 1846 we had no Indian wars.

When Jason Lee came to the Willamette Valley as a missionary to the Indians, there were being shipped from Vancouver to London, furs to the value of £200,000 which means almost a million dollars in American money. When Jason Lee was a guest of Doctor McLoughlin's at Fort Vancouver, he reported that 300 acres were being farmed and that there had been harvested that season, 8,000 bushels of wheat, 6,000 bushels of oats, 900 bushels of peas, 14,000 bushels of potatoes, besides large quantities of turnips, carrots, beets, cabbages, apples and small fruits.

Sixty years ago Judge Mathew P. Deady in writing of Portland in the *Overland Monthly*, said, That Portland had a population of 7,000 and the day would come when it would have a population of 50,000, though it would never have more than that number. He was looked upon as a visionary and a dreamer. When Vancouver has a population of 50,000 it will be realized that her location justifies a population of two or three times that number.

The Columbia River extends inland a quarter of the distance from the coast to New York City. Vancouver is located on the cross lines of travel up and down the coast. She has easy access to the Puget Sound country by rail and by water, via the Columbia and the Ocean. She has easy access to the Willamette Valley and California by rail and direct connection by water with California coastal points such as San Francisco, Los Angeles and San Diego. Vast quantities of logs and lumber, wheat and wool, fruit, live stock and other products of the fertile Columbia River Basin are naturally tributary to Vancouver. Both Portland and Vancouver have the inestimable benefit of a downhill haul from an immense tributary territory. You can start a line of freight cars half a mile long at Pasco and they will roll down the North Bank railroad into the yards at Vancouver.

Daniel Lee, the nephew of Jason Lee who founded the Methodist missions in the Oregon Country, spent ten years in Oregon. He started the Methodist Mission at The Dalles in the spring of 1838. With J. H. Frost, an associate in the mission work, he published in 1844 a book entitled "Ten Years in Oregon." For the most part the book discusses the work of the missionaries, but here and there Mr. Lee gives brief descriptions of the scenic features of the country. In describing the Columbia River between Astoria and The Dalles, he says:

"Ascending this majestic river two hundred and eighty miles, amidst basaltic columns and overhanging mountains, we arrive at the Dalls, where the whole volume of the river, half a mile wide, rushes through a deep narrow channel, which the action of the water has formed in the course of ages, through an extended tract of the hardest basalt. Two miles below the Large Dalls, or, as named by some, the Long Narrows, is a dike extending from the south shore three-fourths across, which is
bare in low water, turning the current into a deep bay on the north side, but the high water pours over it, and forms a dangerous rapid. Reaching the foot of the Dalls, our attention is arrested by several rocky islands that for ages have borne unmoved the shock of the mighty billows which, at an earlier period, severed them from their neighbouring rocks. One of these is a depot for the bodies of the dead. Those square wooden huts, ten feet every way, are their tombs. Some of them are very ancient, but the climate is dry, and decay slow. How many generations of red men here mingle their dust? Who can tell? That long, black rock, mid-channel, some distance below, is covered in high water, and there is near it a fearful whirlpool. Many years ago a boat of the Hudson's Bay Company was drawn into it, and most of the crew perished. A mile brings us to the head of the chasm, which, diminishing in breadth to this point, is here only from thirty to fifty yards broad. Along this the fishers swing their nets, standing on a scaffolding fastened to the rocks, and extended a few feet over the foaming waters. The net will hold from two to three bushels, and the handle is fifteen to twenty feet long. More than one thousand Indians, of all ages, pass from May to September on these rocks, catching and curing salmon, laying in large supplies for themselves, and for trade with some of the other tribes.

"One writer supposes that the water here rises sixty feet; but that this has been recently the case appears to me improbable, the present bed of the river having been formed evidently at a very remote period; since which the cuts at the Short Narrows, and below the Shoots, have been made; the latter having opened a passage half a mile in length through a compact basaltic bed, the work, no doubt, of several centuries. The agency by which these changes were produced had previously, by slow and certain progress, destroyed the adamantine barrier which for hundreds of years had obstructed the course of this grand river here at the Long Dalls. Before this it must have flowed at a greater height, and precipitated itself down a fall of forty or fifty feet, or more probably, over a succession of smaller falls, whose dread roar, for ages before even the red man's foot assumed this wide domain, echoed, in vale and mount, monotonous minstrelsy, that cheered the desert solitude around. Indian tradition says that there were falls at this place formerly, and that they prevented the salmon from ascending the river above. Long, however, antecedent to this period, the mighty and resistless waters of this great artery of Oregon must have been widening and deepening their bed, till it now lies several hundred feet below its early elevation. This opinion, which is not a solitary one, derives support from certain appearances at such heights: 1. Many of the stones exhibit traces of the action of the water. 2. The dry rocky islands are lengthened in the probable direction of the current. 3. The frequent deep cuts in the basalt like those along the present bed. But the immense piles of sand which the winds have been heaping up here for hundreds of years, conceal, doubtless, far more than is now apparent of the mighty deeds of these ancient waters. Sometimes the shifting sands discover the polished rocks in perfect preservation; and also caldron-like excavations are met with above the bed where the river now
flows. The rocks on both sides of the river have much the same appearance, as having belonged to the same continuous bed from which a portion, half a mile wide, has been removed, apparently not by the violent agency of an earthquake, but by the unceasing action of water alone.

"Leaving these conjectures, the next object to be noticed is the Small Dalls, two miles further up. Here the river passes through a very deep and narrow cut in the basaltic rock, which rises some twenty or thirty feet above its surface. The water pours through this channel with great velocity, except at high water, when it spreads out over the sands to the eastward. In low water they run these narrows in boats. Standing on the verge of the rocky bank, you would be almost petrified with fear for their safety as they career midst the angry whirlpools and breakers. In September, 1834, the writer thus witnessed the passage of a boat through this place, and the performance appeared to him as one of great risk and imminent danger.

"Three miles further we arrive at the Shoots (French, Les Chutes). They are on the south side, close to the shore, and less than fifty yards over, to a point of rocks widening into an extensive bed, and extending thence across the river to the bank on the north side. This rocky bed, in low water, is mostly dry, but cut here and there with small streams which have opened for themselves a way on its surface. The shoot is nearly perpendicular, and from fifteen to twenty feet fall. During the great annual rise which occurs in May and June they are flooded, and then boats pass them without making a portage. Here is an excellent salmon fishery, and from two hundred to three hundred Indians spend one-third of the year at these Shoots. Two miles further on we come to the Shoots River, which has its name from the falls just described, or from a fall near its mouth, a short distance from the Columbia, into which it empties on the south side. It rises toward the southwest, and is about one hundred and fifty miles long, flowing through a very broken country, generally void of timber. The current is very rapid, and broken with frequent falls. Its chief tributaries rise near the base of Mount M'Loughlin, which lies to the south of Mount Hood. Twenty-five miles from its mouth there is a fine salmon fishery, where from three hundred to four hundred Indians assemble during the season of salmon, and catch immense quantities of that excellent fish, which is their principal support. John Day's River, ten miles higher up, rises in the Blue Mountains, and runs northeast one hundred and twenty-five miles, through a country destitute of timber. The man whose name it bears was a Rocky Mountain hunter, a Kentuckian, who was robbed here and stripped naked by the Indians.

OF THE CASCADES

"This great obstruction to the navigation of this noble river needs a further description than has ever yet been given by any one of the various authors on Oregon. We find them about 140 miles from the mouth of the river, in a deep gorge through a chain of mountains, which are forty miles in breadth, and, at this point, rising in grandeur 4,000 to 5,000 feet on
either hand. From these tremendous elevations, the massive and over-
whelming avalanche has rushed impetuously down, at successive periods,
into the gulf below, till now the distant mountain tops across are sep-
arated several miles. Has all this been done by the water? Perhaps not
wholly, but chiefly. This region has been the theatre of extensive and
dreadful convulsions. That these have done much to level the river in its
present channel is highly probable. The Cascades appear to be of a com-
paratively recent date, perhaps formed within the last three or four
centuries. Above them, for more than twenty miles, the river appears to
be twenty feet and upward above its former bed. The Indians say these
falls are not ancient, and that their fathers voyaged without obstruction
in their canoes as far as the Dalls. They also assert that the river was
dammed up at this place, which caused the waters to rise to a great height
far above, and that after cutting a passage through the impeding mass
down to its present bed, these rapids first made their appearance. The
extensive sands in this part of the river, and the trunks of trees standing
erect where they grew, twenty feet below high water, make it probable
that the Cascades are of modern date, and that the channel was formerly
much lower than at present. Some of these trunks are from twenty to
thirty feet high, and two to three feet through. The wood within is hard
and sound; no part appears petrified. The supposition that a subsidence
has occurred here appears groundless. Admit a dam at the Cascades, and
these appearances perplex no more, their origin seems natural. At the
Cascades there are indications that the stream has left its former bed, in
which its course was westward, and abruptly turning to the south, rushes
on and plunges down in that direction nearly a mile. Then gradually
turning to the west one-fourth of a mile, we find the first rapid; thence a
mile, the middle rapid; and a mile and a half further, the lower rapid.
This appears to be a new channel.

"Above the Cascades, at the point where the river begins to turn
toward the south, and where probably it used to flow, is found a very low
shore, which extends back, forming a deep bay among the hills, in the
direction of Strawberry Island. Further on in this course are several
small ponds, separated by intervening ridges of land; and then crossing
a level half a mile we come to the slue, which at the time of high water
runs east of the island. The land on both sides of this route is much
broken, the deep glens and precipitous piles being covered with trees and
shrubs. The banks near the river present a mixed formation of various
kinds of earths, of different colours, and stones in equal variety. Basaltic
and granitic rock abounds, and immense masses of the conglomerate are
frequent. Petrifactions are very common. Blocks of it may be seen two
to three feet long, and more than a foot in thickness. One very large one
has been noticed, one-fourth of a mile from the river, at an elevation
of one hundred feet.

"The stream, forced into a new channel, now washes the base of the
mountains that bound its southern shore, whose ragged sides retain the
recent avalanche in pause or rest, the voracious element beneath having
long been satiated with the massive contributions of remoter periods.
Often from these fearful heights the severed rock,

'——exulting, with a bound,

Whirls, leaps, and thunders down impetuous to the ground.'

"To make this vast excavation between the opposite mountains has taken many centuries, and the river has doubtless been the 'chief workman;' but other agents have been employed, and among these the earthquake has been the most powerful and effective, rending the adamantine barrier, and shaking down the overwhelming slides. The Cascades are not probably formed of any portion of the supposed immense slide, nor by the upheaving of the rocks beneath by an earthquake; but it seems reasonable to suppose that this stern barrier occupied anciently the same position, and that the river had to climb over it in order to follow its new channel."
CHAPTER III

JOHN JACOB ASTOR

While in France during the World war, one of my fellow workers was Mrs. Vincent Astor, and by the way, she was a most charming, capable and hard-working young woman. Her husband, Vincent Astor, was an ensign in the navy. Oregon is indebted to the generosity of Vincent Astor and to the enterprise of Ralph Budd, president of the Great Northern Railroad for the monument on Coxcomb Hill at Astoria, dedicated to the memory of Capt. Robert Gray, the discoverer of the Columbia River and to John Jacob Astor, founder of Astoria. Some day someone will write a book which will show John Jacob Astor in his true light—a patriot and far-seeing American. He was willing to risk his fortune to establish a trading post at the mouth of the Columbia from which point he could open up the trade of the Orient. It was not merely to make more money that he established this trading post, for he was working with President Jefferson to hold the western part of the United States as a part of our country. In discussing the founding of Astoria, Agnes C. Laut, in her book, “The Conquest of Our Western Empire,” says, “The diplomats of five great nations—England, France, Spain, Russia and the New American Republic, were indifferent to the Pacific Northwest until—until what? Until some private adventurers out for quick gain, stirred the great nations to reluctant effort. Cause and effect, says the rationalist—but wait a bit—why did Gray happen to blunder in, first of all, on the Columbia, exactly parallel with three other factors—Vancouver, whose blunder kept him out, Jefferson in Paris, dickering to buy Louisiana, Napoleon, ready to sell Louisiana because he couldn’t protect it and because he wanted to stab at British possessions in America.

“Did it ever strike you that if any one of these factors, Gray, Jefferson, Napoleon, had not been paralleling the others in these same ten years, what is now the Pacific Northwest might be a French Quebec? And that everything west of George Rogers Clark’s victories in the middle west might not be American territory—no more American than Mexico or Central America? Remove any one of these parallel factors and who would have possessed the vast no-man’s land west of the main ridge of the Rocky Mountains? It might have been an independent Republic like Mexico, a British colony or a Bloody Ground of the pioneer frontier.

“In this one case of parallel movements, the chance parallels explain more than the movements themselves. The rationalist denies all chance. All chance is cause and effect; and cause and effect do not explain why these parallels came together simultaneously in a jump across one another’s circuit. Sit down below the Astor monument at the mouth of the Columbia and meditate on these questions. Gray’s motives may have
been selfish, but he did a great thing for the nation. He nailed down American title to a no-man’s land.

“Vancouver’s aim was obedience to instructions, but the instructions were animated by diplomacy to find a northwest passage—the aim missed its target. His over-carefulness of his ships lost title to the no-man’s land. Mackenzie’s motive was utterly devoid of selfish aim but his results were utilized by self seeking fur traders who had derided him, and they nailed the British title to a northern no-man’s land. Jefferson and Lewis and Clark had as purely patriotic, scientific and unselfish aims as ever animated any movement in American life. Yet if they had not been preceded by Gray and followed up by an Astor—would motives have materialized in what we can describe only as the blessedness of a vaster destiny? Each factor in the great drama of the Pacific Northwest can only be likened to the different fibers woven in a tapestry of destiny; but who planned the designs of the tapestry? In all art, where there is a master hand, there is a master mind behind the brush. In all mechanics there is a mind behind the machine. What mind and what design in the mind, wove the tapestry of destiny for the Pacific Northwest?

“Astor was a personal friend of Jefferson and knew that congress, in order to stop the frightful abuses of liquor traffic among the Indians, was about to pass a law excluding foreign and unlicensed traders from setting up fur posts in American territory. The law, it may be added, was more honored in its breach than in its observance, for beyond the Mississippi there was no law nor any means of enforcing law.”

At a banquet held in the Beaver Club of the Northwest Company at Montreal, plans were being discussed to hamper the trappers and traders of the Hudson’s Bay Company. At this banquet was John Jacob Astor. “There is a little plain man,” says Miss Laut, “hair cut very short, with the high forehead of an idealist, with brains behind his ideals, sharp eyes that bore into other men’s designs like a corkscrew; tight lips that keep their own counsel—diplomatically suggesting that as the clash between Hudson’s Bay and Nor’westers is costing so much in life and profits, it would be wise for Nor’westers and Americans to avoid further clashes of lawless free traders, by combining for the Pacific fur trade. The agreement between Vancouver and Don Quadra, has left the most valuable fur trade area between New Spain and Alaska a no-man’s land. Why not combine, avoid the ruin of different prices, competition, liquor traffic, and divide the profits. They could build a strong military station at the mouth of Gray’s Columbia River, to defy Indian attack and open the sale of furs directly to China, bring back Chinese silk and teas and send their ships out again. No empty hold on any leg of the trade around the world. They could string a chain of fur posts up Lewis and Clark’s trail from the Missouri to the Columbia, and control the fur trade west of the Mississippi, without encroaching on the Hudson’s Bay charter to the North. John Jacob Astor’s suggestion was received in frigid silence. The Montreal fur traders are a proud, stiff-necked lot of highlanders. Astor says he will put up $400,000 in cash as his part and if the Nor’westers feel that proportion unfair, he will put two-thirds and they can put up one-third. With war threatening between the United States and
GABRIEL FRANCHERE
Came to Oregon with the Astor Company. Was born in Montreal in 1796 and died in St. Paul, Minnesota, April 3, 1863. Was president of the American Fur Company for a number of years.

FORT ASTORIA, 1813
The earliest illustration of this Fort. It appeared in the "Narrative of a Voyage to the Northwest Coast of America in the years 1811-1814 or the First American Settlement on the Pacific," by Gabriel Franchere a French gentleman who was one of the clerks of John Jacob Astor's Pacific Fur Company. The first edition of his book was printed in the French language in 1813. The English edition was issued in Newport City in 1854.
Great Britain—with bloody civil war wasting the resources of the Nor'-westers and the Hudson's Bay, $400,000 cash would have broken either of the British companies flat, and Astor, an individual American citizen could propose that seriously, nonchalantly as though $400,000 in coin were a casual possession.

"The Napoleonic wars had crippled British finances. Neither Hudson's Bay nor Nor'westers could look to home banks for any financing to tide them past the slump in fur values. They must make their profit from the fur trade itself and here is Astor proposing to divide those profits among three companies. They refused his offer. There were some partners present who did not sniff at Astor's plan, among whom was Alex McKay who had gone with Mackenzie to the Pacific. There was Duncan McDougal a great mixer with the Indians, and a good trader, but too self important and fussy to obtain the place among partners to which he felt entitled. There was David Stuart, too easy going for these ruthless Nor'westers. There was his nephew Robert—a fine fellow, but too loyal to David for swift promotion. There was Alexander Henry. Before Astor returned to New York, he had engaged several partners for his Pacific Fur Company. Alexander McKay was to be chief trader on the coasting vessel going around the Horn; McDougal, Chief Bourgeois at the fort to be built on the Columbia with full proxy power for Astor himself; The Stuarts to be traders for the posts inland from the Pacific. Astor was to put up $400,000 and go 50-50 with the partners on all profits, but to bear all loss if the venture failed. The papers were drawn up for 20 years but if the venture proved a losing one, it was to be mutually dissolved in five years. In other words, with war impending, Astor risked half his fortune on a chance that would have bluffed out a gambler. McKay was empowered to gather up a dozen voyageurs for inland waters and a dozen clerks to come down to New York by canoe, and board Astor's ship the Tonquin, to sail to the mouth of the Columbia River."

The Tonquin had a stormy and turbulent voyage, in more ways than one, from New York to the mouth of the Columbia for Captain Thorn and McDougal were at swords points most of the time. The Tonquin finally came in over the bar at the mouth of the Columbia losing needlessly, some of her men in doing so. The Tonquin anchored near Chinook Point on the north shore. In telling of the coming of the Astor party and their adventures after arriving at the mouth of the Columbia, Miss Laut says:

"Pens were at once built to herd in the hogs and goats left alive from the gales. Thorn was disgusted to see McDougal hob-nob familiarly with the one-eyed chief Concomley, who had known Lewis and Clark. McDougal knew his job as trader. The Astorians must have the friendship of the Indians, and the Indians advised him, as they advised Lewis and Clark, to build on the south shore, where there was better hunting, better anchorage and more shelter from gales. In crossing from the north to the south shore in their frail birchbark canoes, the inland voyageurs came to grief in an upset of flood tide. The Canadians would have drowned but for the Chinooks and Clatsops dashing to the rescue in dugouts and tossing the helpless men into the righted canoe—every paddle had been lost in the upset—and towing the canoe ashore. The place
chosen for their trading post was the site of modern Astoria. High enough
to be out of the tide's reach, sheltered by Coxcomb Hill to the rear and
about fifteen miles inside the bar. While the builders were busy, McKay,
who was to be chief trader, went up the Columbia in a canoe with young
Robert Stuart and four voyageurs, as far as the Cascades, to spy out the
possibilities of trade."

The Tonquin left on her trading voyage, never to return, her crew
being killed by the Indians as a result of the incredible folly of Captain
Thorn. John Jacob Astor, founder of Astoria, was born in the old world
village of Waldorf, not far from Heidelberg in Baden, July 17, 1763, the
year in which the Treaty of Paris turned over to England all of the fur-
yielding regions in America from the Gulf of Mexico to Hudson's bay.
He was a Lutheran and was the youngest of four sons. His mother was
not only a thrifty, hard-working woman, but was intensely religious. She
trained her sons to arise early and to read the Bible, two habits which
John Jacob Astor maintained during all his life. John Jacob Astor's
father was a good-natured easy-going man, who held the job of village
butcher. Each fall he traveled from farm to farm and from home to home,
killing the calves or pigs of the villagers, curing hams and bacon and
making sausage to provide the family with their winter meat.

Young John Jacob had a hard childhood, for his father insisted that
he become a butcher. His mother died while he was yet a boy and his
stepmother and his father quarreled almost continuously. He had to be
at work by daylight at his father's slaughterhouse. He was not only poorly
fed but poorly clad. The Lutheran minister and the village teacher went
out of their way to give young Astor private instruction. He was con-
firmed when he was fourteen. His father insisted that he either go out to
service or become his apprentice in the butcher business. His brother
Henry had gone to New York City, where he was running a butcher shop.
His elder brother had gone to London, where he made musical instruments.
Tying up all his worldly possessions in a large handkerchief, young Astor
swung them over his shoulder on the end of a stick and started on foot
for the Rhine. Upon reaching the Rhine he secured work as a raftsman.
In those days the logs from the Black forest were made into rafts and
instead of being floated down the Rhine were put in charge of raftsmen,
who handled long sweeps. Young Astor had $2 when he left home
and was paid $10 for his work in helping to take the raft to the seaport at the
mouth of the Rhine. This enabled him to buy a ticket for London. In
London he worked twelve to fifteen hours a day, saving every possible
cent. Wages were low, but in two years he managed to save fifteen
guineas.

*   *   *

In September, 1783, as soon as word came to him that peace had been
declared in the Revolutionary war in America, he invested five guineas for
a steerage ticket to Baltimore. He also invested five guineas in the pur-
chase of seven German flutes to start a music store, and with five guineas
left to start in business in the new land, he sailed for America. The
trip on the ship took three months. They reached the vicinity of Balti-
more in January and though but one day's distance from Baltimore they were caught in the ice, where they remained for the next two months. Young Astor had made friends with a German who was returning to America. This fellow-passenger told him that, though he had arrived in America penniless, he had become well-to-do by buying furs from the Indians, which he sold to dealers. He had later invested all of his earnings in furs which he had taken to England and sold at a big profit. This money he had invested in trade goods and he was now going to the Indian country to buy furs direct from the Indians. He told Astor which furs were most profitable to handle, explained fully the system of packing, preserving and shipping the skins and gave him a list of the leading fur-buyers in London, Montreal and New York.

Immediately upon landing in New York City, Astor secured a position with Robert Bowne, a Quaker fur dealer, who paid Astor $2 a week and board as a fur-beater. The furs were beaten frequently to prevent moths destroying them. Young Astor talked constantly to the trappers and fur-dealers who came to Bowne's establishment to sell their furs. He decided he would become proficient in every detail of the fur business. The result was that when Astor was in his thirties and forties he was considered the best judge of furs in America. Before long Astor was given the job of buying furs, not only from the trappers who came to the store, but he was sent out on fur-buying trips. He struck out from Albany with a pack on his back, walked to Lake George, up which he sailed and into and through Lake Champlain, thence going to Montreal. He secured at Montreal and on the way back a large supply of furs, which he hired the Indians to bring to Albany.

The fur trade at that time was almost entirely in the hands of the Hudson's Bay Company, the Northwest Company and the Mackinaw Company. Astor decided to become a rival to these companies. His sole capital was a few hundred dollars, which he invested in Indian goods. He began business in 1786, in a small storeroom on Water Street, New York City. He bought skins, cured them, beat them and sold them himself. During the next few years he traveled afoot all over Western New York, buying skins from the farmers, trappers, Indians, and others. He picked out as sites for cities the ground on which Rochester and Buffalo were later built. In place of selling his furs in New York, he made a trip to London with his bales of skins, which he sold to good advantage, and while there he appointed an agent for the sale of his furs, and also became the agent for America for the sale of musical instruments. Upon his return from his trip, he married Miss Sarah Todd, who soon became an expert fur-buyer and was able to run the business during her husband's absence.

In starting for the New World he made three resolutions which became the guiding influence of his life. These were, to be honest, to be industrious, and not to gamble. Arriving in America, he got work for a furrier and learned the business of buying and handling furs. Before long he went in business for himself. In 1794 what is known as the Jay treaty
provided that the frontier forts should be controlled by the Americans. John Jacob Astor was quick to take advantage of this situation and increase the scope of his operations. He appointed agents along the frontier to buy furs and employed score of trappers, with whom he always dealt justly, and so held their allegiance. When he sent his first bale of furs to London he bought a steerage ticket for himself and went along to dispose of them. He soon outgrew such primitive matters, so he bought a ship, in which he shipped his furs to London. He also extended his operations to the ports of China and was uniformly successful in making good profits in the Orient. Aside from his business, he had but two hobbies, horseback riding and the theatre.

For the first fifteen years of his married life Mr. Astor lived over his store, but in 1800 he moved to a modest house at 223 Broadway, on which the Astor hotel now stands. He lived in this house for twenty-five years. He handled hundreds of thousands of beaver skins, buying them from trappers in Western New York at $1 each and selling them in London at from $6 to $7 apiece. The money received in London for his furs was invested in English manufactured goods, so as to furnish a cargo for the return trip to America of his vessel. The goods which cost him there $6 he sold in New York for $10, so that the beaver pelt which had cost him $1 really made him a return of $10. The furs which he shipped to China were sold there, the proceeds being invested in tea or silk, both of which commodities were in good demand in New York City. He frequently made as much as $70,000 on a shipload of furs sent to China.

Mr. Astor made over $2,000,000 in trading in furs, teas and silks. This $2,000,000 was invested in real estate in New York City, which, at the time of his death, had increased in value so that it was worth over $20,000,000. His plan of purchasing land was to buy acreage at the edge of the city, for he realized that the city would soon extend and include these suburbs. As an example he paid $1,000 an acre for 160 acres owned by Aaron Burr on Richmond Hill. All of his friends and business associates thought he was crazy. Yet within twelve years his land, divided into lots, was selling for $1500 a lot. On another occasion he purchased the estate of Roger Morris, consisting of 51,102 acres, paying $100,000 for it. The state of New York laid claim to this and after litigation extending from 1809 to 1827, at which time Daniel Webster and Martin Van Buren represented the state in the suit, which was defended by Emmett & Ogden, the matter was decided in Astor's favor and the state paid $500,000.

In seeking to control the fur trade of the West, Mr. Astor conceived the idea of establishing trading posts from the Missouri River across the American desert to the mouth of the Columbia. The trading post at the mouth of the Columbia was to be the central depot through which supplies could be shipped and from which they would be taken eastward to the posts in the Rocky Mountains and elsewhere. As a further part of this plan, he intended to buy or lease one of the smaller islands in the Sandwich
Islands. His plan was to send furs from New York to England, exchange them for trade goods there, send these to the mouth of the Columbia, where they would be traded for furs, the furs to be then taken to be stored at the post in the Sandwich Islands, from which his ships would take them to China, exchanging them there for silk and tea, which would be taken to New York City.

* * *

Mr. Jefferson, president of the United States, looked over his plan, approved of it and promised his cooperation in the matter. Astor, unlike President Jefferson and the statesmen of that day, believed that the time would come when there would be settlement extending clear from the base of the Allegheny mountains to the mouth of the Columbia. He believed the day would come that there would be one nation from ocean to ocean. President Jefferson said, in a letter to John Jacob Astor, that he looked upon Mr. Astor's plans as a great acquisition and he further added: "It will be the commencement of a settlement on the Western coast of America. I look forward with gratification to the time when the descendants of these settlers will have spread themselves to the whole length of that coast, covering it with free and independent Americans, unconnected with us except by ties of blood and interest, and enjoying, like us, the rights of self-government."

* * *

Mr. Astor organized a company to found a trading post at the mouth of the Columbia and to carry out the extensive plans he had outlined. Regardless of the war with England in 1812, his enterprise would have succeeded, if his partners and agents had not disregarded his instructions and betrayed him by selling out to a rival British fur company for a mere tithe of the value of the goods. While Mr. Astor lost a million dollars in this enterprise, he did not regret the loss of the money so much as the failure to carry out his plans. He wrote to Mr. Hunt, one of his agents, as follows:

"Were I on the spot and had the management of affairs, I would defy them all, but as it is, everything depends on you and your friends about you. Our enterprise is grand and deserves success and I hope in God it will meet it. If my object was merely gain of money, I should say, 'Think where it is best to save what we can and abandon the place,' but the very idea is like a dagger to my heart."

Later, when he learned of the sale to the British company, he wrote to Mr. Hunt, "Had our place and property been fairly captured, I should have preferred it; I would not feel as if I were disgraced."
CHAPTER IV

PETER CORNEY'S NARRATIVE

Peter Corney, in a series of articles published in the *London Literary Gazette* during 1821 gives some interesting sidelights on conditions at Astoria, as well as of the fur trade along the Columbia River. Mr. Corney died in 1836 while on the bark *Columbia* en route from the Sandwich Islands to this coast, while in the service of the Hudson's Bay Company. In speaking of the arrival at Honolulu, of the *Tonquin* which had been sent out by John Jacob Astor to Astoria, and which left New York on September 8, 1810, under convoy of the U. S. frigate *Constitution*, Mr. Corney says:

"The ship *Tonquin*, with settlers for the purpose of forming an establishment on the Columbia River, touched at the Sandwich Islands, to fill their water casks and to secure a supply of provisions. Captain Thorne encountered considerable difficulties from the disposition which his ships company evinced to leave the vessel at these islands. He was obliged to keep watch over them to prevent desertion. The boatswain, Peter Anderson eluded the guard and escaped to the shore. The *Tonquin* arrived off the mouth of the Columbia in March, 1811. Captain Thorne dispatched a whale boat to sound the passage over the bar into the river. The ship was under close reef topsails and a strong gale was blowing from the Northwest, so that the first officer was much averse to going on this service. It is rather singular that, previous to leaving the *Tonquin*, he observed to Mr. McDougal, who was to be governor of the establishment, that he was going to lay his bones beside those of his uncle, who had perished in crossing the bar of the Columbia River, a year or two before that time. In a quarter of an hour after they left the ship, they hoisted a signal of distress and then disappeared, finding a watery grave. The *Tonquin* stood out the sea for the night and in the morning again stood in and another boat was ordered off under the command of the second officer, Mr. Moffatt, who peremptorily refused to go. Observing that he could see a passage better from the masthead. Captain Thorne then ordered a man, who was to have the command of the shallop, of which they had the frame on board, to take the command of the boat, with two Sandwich Islanders, the ship's blacksmith and a sailor. Mr. McDougal refused to let any of the settlers go on that service, which he looked on as little better than an act of insanity. Shortly after the boat left the ship, she ran by it, the boat being so close that they asked for a rope, but the vessel herself was in so perilous a situation that those on board had to attend to their own safety.

"On the following day they saw a white man on the rocks in the bay.
Captain Thorne dispatched a boat which returned with the blacksmith, who had been in the second boat sent to sound the channel. He reported that the master of the shallop and the sailor were drowned and that he was saved by the Sandwich Islanders, who had dived several times to clear him from the line which was entangled around his legs. The boat drifted clear of the breakers, the Sandwich Islanders got a bucket and an oar, the blacksmith and one of the islanders took turns to scull the boat during the night. The other islander died in consequence of being benumbed with the cold so he could not exert himself as the others did. At daylight they had drifted to the northward into a small sandy bay. They ran the boat on the beach and hauled her as high as their strength would allow them and got their dead companion out. They crossed the point toward the river, entered the woods, where the islander lay down by the stump of a tree. The blacksmith left him, crossed the point, arrived in sight of the river where, to his inexpressible joy, he saw the _Tonquin_ at anchor in the bay. Captain Thorne sent a party in search of the islander, whom they found. They recovered the boat and buried the other native. They landed the settlers about seven miles from the entrance of the river on the south side, where they immediately commenced clearing away the woods, building a fort and a blockhouse to protect themselves against the Indians. The _Tonquin_ landed part of the cargo, of which Mr. McDougal took charge."

Continuing his account of the early settlements on the Columbia River, Mr. Corney says, "The next vessel Mr. Astor sent out was the _Beaver_, a ship commanded by Captain Soule. She arrived safe in the river on May 5, 1812, and found the establishment in distress for provisions. After they had unloaded and received on board such furs as had been collected, they waited for a fair opportunity to cross the bar, to observe which, Captain Soule went on shore daily on Cape Disappointment. The natives formed a design for seizing him and his boat's crew, while on shore. At the same time they planned to send off canoes to take the ship. The plot was most fortunately frustrated by an Indian woman who was on board with one of the sailors and communicated the design to her temporary husband. This affair put Captain Soule on his guard, the woman was handsomely rewarded and is still at Fort George. The _Beaver_ left the Columbia River, ran along the coast to the northward to Norfolk Sound, where the Russians have an extensive establishment. They traded there for sealskins and they were also induced to visit the islands of St. Paul and St. George, situated in a group of islands called the Aleutian or Fox islands. Here the _Beaver_ was nearly lost among the ice, but after encountering many difficulties she arrived safe at Canton with a valuable cargo of furs and was laid up on account of the war between the United States and Great Britain.

"The establishment on the Columbia River being so valuable with respect to the fur trade, it was determined by the Northwest Company of Canada to get possession of it. It was arranged to fit out a ship for that purpose and accordingly the ship _Isaac Todd_ was selected and equipped by Messrs. McTavish Fraser & Company, merchants, commanded by Captain Smith. She left England in March, 1813, with a number of settlers
on board, the principal of whom was Donald McTavish. There was also a party sent overland from Canada to reach the Columbia at about the time it was calculated the ship would arrive. The Isaac Todd called at Rio de Janeiro and sailed thence under the convoy of his majesty's ships the Phoebe, the Raccoon and Cherub. She lost sight of these off Cape Horn. After beating off the cape for some time and nearly getting ashore, the captain, settlers and sailors continually fighting and quarreling, they at length arrived on the coast of California. Most of the people being laid up with scurvy they determined to run into Monterey to recruit their crew of which there was scarcely a sufficient number well enough to work the vessel. They anchored in Monterey, got permission to land the sick and were well treated by the Spaniards. When they were about to leave Monterey, an officer came overland from Port San Francisco, to order the Isaac Todd to that port, so as to enable the Raccoon to heave down and repair. The Raccoon had arrived in the Columbia River and found the Astor establishment in possession of the party that came overland, with the English colors flying over the fort. On the approach of this party, they had informed the Americans that his majesty's ships were coming to take possession of the place. Upon this the party made the best bargain they could and the English took possession of the fort, with a valuable assortment of furs. A few of the American clerks went on board the American brig Pedlar, but the governor, Mr. McDougal, and the rest entered into the service of the English Northwest Company.

"The Raccoon, after having completed their wooding and watering, lay some time in the river. On crossing the bar she struck and so much damaged her bottom that she could scarcely be kept above water till her arrival at Port San Francisco, a distance not exceeding 500 miles from the Columbia. By means of the Isaac Todd, his Majesty's ship was soon repaired and sailed toward the Sandwich Islands. The Isaac Todd then sailed from Port San Francisco and arrived off the Columbia River in April, 1814, got over the bar safely and anchored in Baker's Bay. The Todd went up the river and moored opposite the fort, above Village Point. All the entreaties of Mr. McTavish could not prevail on Captain Smith to bring the ship across, his excuse being want of water in the channel. The consequences were fatal, for on Sunday, the 22nd of May, as Mr. McTavish was crossing the river in the vessel's long boat under charge of Captain Smith's nephew, about mid-channel they were upset by a sudden squall, filled and sunk immediately. Mr. McTavish, Mr. Henry and four others found a watery grave. An American carpenter named Joseph Little, saved himself with an oar. He had drifted up the river, got on a stump of a tree, whence he was taken by an Indian in a canoe to the fort, where he communicated the sad fate of the governor and party. Within a few days, two of the bodies were picked up, and buried close to the fort. Shortly after, the body of Mr. McTavish drifted ashore to the north of Cape Disappointment and a party was sent to bury him there."

Mr. Corney, in his story, tells of the hardships and dangers encountered while he was aboard the Columbia, a sharp built vessel of 185 tons register, with a crew of 25 men, armed with nine 10-pounders and com-
manned by Captain Anthony Robson. Mr. Corney was chief officer. In
doubling Cape Horn, the Columbia shipped a sea which washed the
roundhouse from the deck, filled the cabin, carried away the foreyard, split
all their sails, and left four feet of water in the hold. Two months later
some of the crew mutinied and were put in chains. They sailed from
England on November 26, 1813, and on June 29, 1814, reached Cape
Orford. On July 6th they reached Cape Disappointment. In speaking of
their entry into the Columbia River, Mr. Corney says: "We stood close
in, fired a gun, tacked ship at six and a half fathoms, dark sand, about a
half mile from the breakers. Next day we stood in the tide setting in
strong and drifting us fast towards the bar. I went to the masthead to
look for a channel and perceived an Indian canoe paddling toward us. She
soon came alongside and the natives began talking to us in a language we
could not understand. We lowered the boat and I took one of the Indians
with me to sound before the ship. The least water we had was three and
a half fathoms on the bar. On rounding Cape Disappointment, an Indian
village opened to our view, consisting of about fifty miserable looking
huts. The Indians were busily employed launching their canoes and push-
ning off towards the ship. This was a novel spectacle to us as we had never
seen people of this description before. At three o'clock P. M. we anchored
under Cape Disappointment in Baker's Bay, about a mile from the village
and were soon visited by thirty canoes with men, women and children,
most of whom had flat heads. We put sentries on immediately and ran
out our boarding defense, to the great astonishment of the natives. The
natives brought us plenty of fine salmon, sturgeon, strawberries, black-
berries and raspberries, for which we gave them knives and buttons. We
shortly observed a large canoe coming off with two Indians, finely dressed.
They proved to be the King's sons, Casakas and Selechel, who made signs
to us that there was a three-masted ship above the point. We gave them
bread and treacle of which they appeared to be very fond. Shortly after
we perceived a schooner boat beating down the river. At seven o'clock
she anchored inshore of us. I went on board of her well armed, and found
Mr. Black, chief mate of the Isaac Todd with several of the clerks be-
longing to the Northwest Company, whom I had brought to the Columbia.
The schooner was manned with Sandwich Islanders. Next morning we
weighed anchor and ran up the river, past two Indian villages belonging
to the Chinook tribe, and came to above village point, alongside the Isaac
Todd, in seven fathoms with good bottom. Captain Smith visited us and
a large canoe came across from Fort George in which was the governor,
John George McTavish, Esquire, with whom Captain Robson went on
shore. Next day Captain Robson returned with a party from the fort, to
take the mutineers on shore. We crossed the river and anchored under
Fort George in six fathoms of water, very excellent holding ground.
"We were visited daily by Con-Comley, the King of the Chinook tribe,
with his wives and family, also by other tribes about the river, bringing
sea otter and beaver skins, with plenty of fine salmon and sturgeon. We
were not allowed to buy the sea otter or beaver skins. During this time
the Isaac Todd had been taking in furs for China. On July 22nd she was
ready for sea, and dropped down below the point. Mr. Bethune of the Northwest Company, went on board as supercargo for China. Having finished the rigging of the schooner, we commenced taking in bar iron, rum, powder and ball for the Russian settlements to the northward. Mr. James McTavish came on board as supercargo and Mr. McLellan as clerk. Finding there were several American ships on the coast, we embarked two long six-pounders, a brass four-pounder, small arms, etc. Also three Sandwich Islanders, who had been left here by the Tongquin, three Canadians and an old man who had been a long time in the Russian Northwest Company’s service, and a half breed boy. On August 4th, eight bark canoes belonging to the Northwest Company started up river with stores for the posts in the interior, with seven men in each canoe, including three of our mutineers. The other mutineer being a blacksmith was kept at the river. On the 16th both ships weighed with a strong breeze and crossed the bar. In crossing, the sea washed over us, leaving our decks covered with sand. We left the Isaac Todd and made all sail to the westward. On September 2nd we made New Archangel. On the 5th we entered the sound. The wind dying away we got the sweeps out. We were boarded by a skin boat. Also by a smaller one, the latter of which was dispatched to let the governor know what ship ours was. The former assisted to tow us toward the harbor. We ran inside a group of islands and came to off the Russian fort in three and a half fathoms of water. We found here a fine American ship, the Packet with Captain Bacon in charge, with a valuable cargo of furs on board. We saluted the fort with thirteen guns, which was returned with the same number. Captain Robson and the supercargo waited on Governor Baranoff. While we lay here, a large Russian brig arrived with a valuable cargo of furs, from the Aleutian Islands. She had been two years on her voyage. Also arrived the sloop Constantine, with furs and stores. At this time there were two large ships hauled on shore, undergoing repairs, two sloops ready for sea, two gunboats, and a ship of 400 tons which they had built here for trade on the coast for furs, and a large brig and a schooner trading with California.

“The Americans were friendly with us, often spending their evenings on board. It is the custom of Governor Baranoff to make his visitors drink when they dine with him. On these occasions he fires guns which must be answered by the ships. I have often been obliged to fire upwards of fifty guns in a day. The governor dined on board with his suite and seemed much pleased with our boarding defense. The Russians have a fine fort on a high rock, mounting sixty guns. They have block houses, a town of sixty houses, a church, a shipyard and about one hundred Russians, chiefly convicts from Siberia. They employ Indians to hunt the sea otter and to man their ships. They hire American ships to take their Indians and canoes to California, where the sea otters are plentiful. Every Russian has cleared a piece of ground, where they sow potatoes, turnips, radishes, etc., which with plenty of fish and whale blubber, provides them very comfortably. They marry Indian women who are very industrious and make good wives. On September 7th we made sail and stood off to-
ward the Columbia River. The Chinook tribe of Indians were rejoiced to see us and treated us in a very friendly way. King Con-Comley came on board as usual. I was dispatched in the schooner boat to bring the body of Mr. McTavish to the fort. It had been buried where it drifted ashore, to the northward of Cape Disappointment. I brought the body of Mr. McTavish to the fort and it was interred with funeral ceremonies. Captain Robson read the burial service, the coffin was lowered into the grave, which was enclosed all around with a paling, and a kind of tombstone was erected."

On July 1, 1814, Mr. Corney once more entered the Columbia River. He says, "At this time the river was full of Indians. They brought us plenty of good salmon and berries. We did not leave the river until November, 1814. After we left, a blacksmith and two men were sent from the post to burn charcoal. They commenced building a hut. The Indians collected about them apparently in a friendly manner, but the moment an opportunity offered they took the axes belonging to the party, attacked them furiously, cutting and mangling them most barbarously. The natives made off, taking the axes with them. The bodies were found next morning. An inquiry was set on foot for the authors of this outrage. King Con-Comley offered his services to find them. By the help of presents and threats, two of the men were discovered. One was recognized by the Americans. He had on a former occasion been kicked from the fort for theft. He belonged to a tribe in the interior. It was to revenge his disgrace that he persuaded the others to join him and murder the men. The prisoners were confined in the bastion. Next morning they were lead out blindfolded to be shot. They were placed opposite a six-pounder, while a party of riflemen were stationed in the bastion to fire through the loophole. This manoeuvre was made use of to make the Indians believe that they were shot by the great gun. The bodies of the Indians were taken down to the wharf and exposed for some days, when their friends were allowed to carry them away."

In November the Columbia, with Mr. Corney as chief officer, went to the Russian settlements in California. In the fall of 1815 they returned from a trip to Alaska with a load of furs. They took on board at Astoria, the furs brought down by the brigade from the interior, and sailed to the Sandwich Islands with them. In August, 1816 the Columbia once more entered the Columbia River. Mr. Corney says, "We lived in tents on shore. On September 9th two canoes belonging to the Northwest Company arrived from the interior. They had left the brigade consisting of nine canoes and seventy men, and camped at Oak Point. On October 1st, the whole brigade arrived with furs and on the 5th they left for the interior under the command of Mr. McKenzie. We built sheds for the carpenters to work under so as to get the vessel ready for sea before winter set in. On November 21st a fire broke out at seven o'clock in the evening at the fort. We lost no time in hurrying to their assistance with our buckets and in the course of half an hour got it under control with the loss of only one house. Providentially, it was raining hard. If there had been the least wind, the whole place must have been destroyed with all
our rigging, sails and stores and we should have been left at the mercy of barbarous Indians without means of helping ourselves. On December 1st, our hull being complete, we hauled off in the stream to take our masts in, after having lain on shore four months. On January 6, 1817, Louis Lap-lahm, our armorer, died, greatly regretted, as he was a very serviceable man. On January 10th we crossed the bar and got safe to sea. And now, while the ship is making for the Sandwich Islands, I shall endeavor to give an account of the Columbia River, with the manners of the people. Cape Disappointment forms the north point of the river. It is high bluff land, covered with wood. Point Adams forms the south side of the river. It is a low point, about seven miles from Cape Disappointment. Ships going into the river may stand in without fear in mid-channel till they bring the easternmost bluff of the cape to bear northeast, then haul up for it immediately, and if bound into Baker's Bay, keep close around the cape and come to in five fathoms the cape bearing south. Upon getting into the bay, you lose the tide. If bound up the river, run out of the bay and bring Tongue Point open about a ship's length, with Chinook or Village Point, the former makes like an island and is about seven miles above Point Adams on the south side of the river.

"The country on both sides of the river is formed of impenetrable woods. The first tribe of Indians we saw were called Chickeloes under a chief named Calpo. They come from Classet to the northward of the river on the seacoast, and bring otter and beaver skins to trade at the fort. They encamp in Baker's Bay and there continue from June to October, procuring salmon and sturgeon for the winter. They are a very warlike people and extremely dangerous, taking every advantage if you are off your guard. So hostile and treacherous were they, we never allowed the men of this tribe to come on board. About five miles up the river, on the north side, stands the Chinook village. The king of this tribe is called Con-Comley. His name in the Chinook tongue signifies Thunder. The village consists of about thirty houses, built of wood, very large. They are formed of boards fastened with strips of bark to upright posts. Some have ridge-pole and rafters. They have mats for inside and out, to keep out the wind and rain. In every house there are from 5 to 15 families. On the sides they have their bed places, raised about a foot from the earth, covered with mats, where they 'pig-in' altogether, men, women and children. The houses are decorated with rude carved images, which they call Clamas or consists of boxes, hollowed from solid wood, all sizes, curiously carved, Gods, but they do not seem to pay any homage to them. Their furniture and of baskets which they work so close as to hold water. They are filthy to the extreme. Even in their eating they are nasty. I have seen them with a piece of meat half roasted in the dirt and ashes, lying on the ground with their feet on it, tearing like wild beasts at it with their teeth. After their fish is boiled, they turn it out on a mat or on the ground and collect around it like a pack of hounds. They put whatever is to be cooked into a basket, nearly filling it with water. They then proceed to boil or sodden it by putting in red hot stones in quick succession until the victuals are done to their satisfaction. The chief employment of the
men is to hunt and fish. They are, however, very lazy. The women and girls make hats and mats and collect berries and wood. They have not the least notion of tilling the ground. They trust to providence for everything and derive their chief support from the river and sea. They collect plenty of berries and fish in summer to last through the winter. The berries they preserve by mixing with salmon or seal oil, making them into lumps and setting them to dry in the sun. When dry they are laid by in boxes for the winter. The salmon they cure by splitting into slices and running splinters of wood across them. These they dry in the sun and then hang up in the houses, where they are soon smoked and laid by for use. They are cured without salt, which is never used. The Indian women are drudges, yet they seem to work cheerfully. They have a root like the potato, called Wappatoo. It is collected in September. Their ears are perforated in many parts. Small bits of leather are fastened in from which hang shells in the shape like a game cock's spur, about one inch in length. These shells they call haiqua. The nose is also perforated, from which beads are suspended. Sometimes a large goose quill is pushed through. They are very expert in the use of the bow, the bludgeon and the dagger. Their bows are made of pine, four feet long, two inches broad in the middle, tapering off toward each end. The sinew of the elk is laid on the back of the bow; which bends it a contrary way and strengthens it. The string is also made of the sinew of the elk. It requires a man of some strength to string them. The Chinooks are very expert in the use of this weapon. Their arrows are made of light wood, pointed with stone, bone, glass, ivory or iron. Those barbed with ivory I have seen pierce a plank three-quarters of an inch thick at twelve yards distance. The bludgeon is made of bone or iron, two feet long, stout in proportion, handsomely carved and ornamented. The daggers are made of flint stone or iron and held by the middle so they can use both ends. They have a loop to the bludgeon and dagger, which goes over the wrist, to prevent their being wrenched out of their hands. Their tools are chisels made out of pine knots, axes made of stone and stone mallets. With these they split large cedar trees into planks, from which they build their houses. Their canoes are sometimes large enough to carry 30 people, being 40 feet long, the middle 6 feet broad, becoming gradually narrower toward the end. They are about two feet deep, handsomely ornamented and painted, having fastened to them the teeth of the wolf and sea otter which navigators have taken for human teeth. The paddles are light and small, generally six feet long, of which two and a half feet forms the blade. The lower end is forked like a fish's tail. In their canoes they keep nets, hooks, harpoons, fish gigs and long spears for spear ing salmon. The Chinook women are short, stout, with thick and often bandy legs. Their hair is jet black and they never cut it off unless at the death of a near relative. They wear a petticoat made of rushes twisted over a string, with the ends hanging loosely down. The war dress of the men is made of elk skin. It is thick yet pliable, an arrow cannot penetrate it. I have tried with a pistol ball at the distance of twelve yards, without effect. The men wear a hat in the shape of a cone, with a string that fastens it under the chin. They have
a horrid custom of flattening the heads of infants. The flatter the head
is, the greater the beauty, in their estimation. Their mode of burying the
dead is to fasten them in a small canoe with all their property and hang
the canoe up between two trees or stakes. Con-Comley, King of the
Chinook Nation, is the richest and most powerful chief on the river. He
is a short, elderly man, blind in one eye. He has three wives and many
children. His eldest son, Cassacas, is a strong, well-made man, five feet
six inches high. Selechel is the next son. While we lay in the river an
Indian belonging to a tribe in the interior, called the Soosooness, fired an
arrow at Con-Comley while he was bathing in the river and then fled to
the woods. The King dispatched his head slave in pursuit. The slave
came up with him and with one blow of his bludgeon brought him to the
ground and then dispatched him with his dagger. A little above Con-
Comley's village is another belonging to the Chinook tribe, under a chief
called Tackum, consisting of about thirty houses. On Point Adams there
is a large village and tribe of Clatsops who differ in nothing from the
Chinooks. These, with the Chickeloes, are the only tribes about the
entrance of the Columbia River. The chief articles of trade given in
exchange to the natives on this coast are muskets, blankets, powder, shot,
red paint, tobacco, beads, buttons, brass wire, with which they make
bracelets and rings, and ready-made clothes. Any trifling toys please
them. The country is full of bears, wolves, tiger cats, foxes, raccoons,
rabbits, muskrats, woodrats, deer, elk, beaver, land otter, and many other
animals. The sea otters never enter the river. What surprises the Indians
very much is that the people who come here in ships should know those
who come overland, and that those who travel across the country come
back later in ships. On January 10, 1817, we left for the Sandwich Islands
to cure pork and to bring as many of the Sandwich Islanders to the
Columbia River as we could accommodate."

Mr. Corney tells of a rather exciting incident in which he was engaged
at Astoria upon his return from the Sandwich Islands. He says:

"On October 20, 1817, I was sent with a party of thirty-three men
from the fort and ship to the winter quarters of the Clatsop tribe, thirty
miles distant, to bring back John Carpenter, the blacksmith, one of the
men we had landed here on our first arrival. He had behaved very well
for some time, but at length got unruly and deserted to the Clatsop tribe.
Messengers were sent at different times, but to no purpose, as he was
protected by the tribe. Mr. Keith, the governor, fearing that the Indians
would make an attempt to storm the fort, headed by this desperate man,
determined to have him banished from the river. I was accordingly dis-
patched with orders to bring him in dead or alive, together with the chief
of the village in which I found him. We pulled up Young's River to the
south point, where we landed, and secured the boats in a small creek,
leaving two men to take care of them. We traveled through woods and
over plains, crossed small rivers and creeks, passed many Indian houses,
and at daylight arrived at the winter village of the Clatsops before the
Indians were awake. We sent one of our guides into the chief's huts to
see if Carpenter was there. He returned in a few minutes and informed
us that he was, and was asleep. I placed the men around the house to prevent his escape. Taking the second mate with me, we entered the hut, found him in bed and, after a violent struggle, secured him and lashed his hands behind him. By this time the Indians were collecting and arming. They poured in from all parts and seemed disposed to prevent our taking away our prisoner. Carpenter's female companion was very active in instigating them to liberate her husband. I drew my party up in double line and then stepped out and told the Indians that I did not come to trouble them, but to take the white man to the fort. They responded that he came to them for protection and they were going to protect him. I informed them if they attempted to stop him what they might expect, and I ordered my party to march. I did not like to provoke a quarrel by taking their chief, there being about 156 men well armed with bows and muskets who might have cut us all off before we could reach our boats. We took Carpenter and made the best of our way, passing over a most beautiful country, an extensive plain, with many small rivulets. This district appeared capable of the highest cultivation and was covered with berries of different sorts. There were many small villages scattered about the plains, the natives of which treated us kindly.

“In the evening we arrived at the boats, and by 8 o'clock at the fort, much fatigued with our journey, the result of which gave great satisfaction to the governor. Carpenter was secured over the gate over the fort. His handcuffs were made with a nut to screw on tight and were then clinched. His legs were fastened in the same manner. A large hoop was made to go tight around his body with a chain from each side which was stretched tight and locked to the post of the gate. He was kept here in this manner until the Columbia was ready for sea, some weeks later. We left the Columbia River on November 14th for the Sandwich Islands to sell the vessel, and if we did not succeed in selling it there, we had orders to proceed northward and dispose of her to the Russians. The establishment of the Northwest Fur Company lies about seven miles from Point Adams, on the south side of the river, where ships are in great safety, being out of the strength of the tide. The settlement is a square of about 200 yards, surrounded by pickets fifteen feet high, protected by bastions at the southwest and northeast corners. Each of these bastions mounts eight guns, four and six-pounders, and there are loopholes for musketry. The grand entrance is through a large double gate on the north side, above which there is a platform for the sentry to walk. On this platform are several swivels mounted. As you enter the fort there is a two-story house with two long eighteen-pounders in front of it on the south side. On the east is a range of low buildings where the clerks have their apartments, and in the same row stands the grand hall, where the gentlemen assemble to dinner. The houses for the men are on the same side, behind the governor's house. In the southwest corner is the magazine, well secured. Along the west side stands a range of stores, tailor shop and Indian trading shop. In the southeast corner, the blacksmith and cooper shops, and on the northeast corner a granary. In the northwest corner stands a high flagstaff erected by the crew of the Columbia. The whole of the settlers
here do not exceed 150 men, most of whom keep Indian women who live inside the fort with them.

"Nearly all the settlers are Canadians. The clerks and partners are Scotch. The men are not allowed the ground on their own account, the company being fearful they would in time become independent and leave them. The company's canoes arrive from the interior in the spring and fall. They bring the furs that they have collected at the different posts on the west side of the Stoney Mountains and take back stores for the post. When they arrive in the fall the boatmen encamp outside the fort. They are each served with a half pint of rum and their year's clothing. Orders are issued that those men who refuse to get drunk must go to the wood and cut timber. The liquor shop is then opened, kept by one of the clerks. A scene of drunkenness follows. A frolic of this kind will cost them a year's pay and upwards. They generally agree for two years, at the end of which time they find themselves in debt and are therefore obliged to agree for two years longer. In this manner they are kept in the service till they are grey-headed. The company has a train of posts from the Columbia River to the Rocky or Stoney Mountains and thence to Montreal. All the furs that are collected on the west side of these mountains are brought to the mouth of the Columbia and from thence sent to China. All that are collected on the east side are sent to Montreal and from there to England. Here at this settlement they have cleared 200 acres of ground, twenty acres of which is planted to potatoes for the use of the gentlemen. Their object is to collect furs and not to cultivate or improve the land. They have twelve head of cattle, with some pigs and goats imported from California. Their stock does not increase, for want of proper care. The wolves often carry off the goats and pigs."
CHAPTER V

REMINISCENCES

By Leila McKay

Here and there, throughout the Oregon Country, you can still occasionally find men and women who can give you the story of the beginnings of Oregon's history from first hand knowledge. Recently I interviewed Miss Leila McKay, the daughter of Dr. William C. McKay, who was born at Astoria on March 18, 1824. His father, Thomas McKay, was born at Fort William, Canada, in 1797, and was the son of Alexander McKay, who was born in Scotland. The maiden name of Miss McKay's mother was Margaret Campbell. She was born at Fort Donvegan on January 13, 1834, and was the fifth daughter of Colin Campbell, chief factor of the Northwestern Fur Company. The McKay family have had much to do with the history of the Oregon Country. In telling me of her people, Miss McKay said, "My grandfather, Thomas McKay, came with his father, Alexander McKay, from Mackinaw in the summer of 1810, to establish a post at the mouth of the Columbia River, which was to serve as a depot for furs. These furs were to be shipped from Astoria to China, where they were to be exchanged for tea, silk and sandalwood, to be sold in Boston and New York City. My grandfather's father, Alexander McKay, was a partner of John Jacob Astor, who organized the Pacific Fur Company in 1810. Trading goods, to be exchanged for furs, were sent around the Horn aboard the Tonquin, which was in charge of Captain Jonathan Thorne. Captain Thorne could not brook opposition. He was obstinate, arbitrary, intolerant and as a consequence, there was much friction aboard the vessel between the captain and the officials of the fur company. The Tonquin left New York City in September, 1810, and arrived off the mouth of the Columbia in March, 1811. The bar was rough but in spite of this Captain Thorne ordered one of the ship's yaws manned and sent out to sound the bar and discover a channel. The others on board urged Captain Thorne not to imperil the lives of the sailors as the weather would undoubtedly moderate by the following day, which, as a matter of fact it did. In spite of all protests, Captain Thorne sent these four men in the yawl, to their death. When the yawl was overturned and the men drowned, Captain Thorne gave orders that the other yawl be launched and sent six sailors in it. This yawl was also overturned in the heavy seas on the bar, four of the sailors being drowned. Next day the Tonquin sailed in over the bar. In June the Tonquin crossed out over the bar to make a trip up the coast to trade with the Indians for sea otter skins. They anchored in a small harbor on Vancouver's Island.

"My great grandfather Alexander McKay, who understood the Indian
character from long association with them, urged Captain Thorne to be diplomatic in his dealings with the Indians. Indians are very sensitive. In trading with them you can't rush them nor can you insult them. Captain Thorne, however, declared the Indians must do business with him in his way or not at all. My great grandfather went ashore to visit the Indians and to get them to bring their furs out to the ship. Chief Nookamis, with a number of his tribesmen went aboard the Tonquin with their furs. Captain Thorne prided himself on being a shrewd trader. His offers in trade goods for the sea otter skins were so low that the Indians refused to trade. Captain Thorne became furious. He seized a sea otter skin that Chief Nookamis was offering him, rubbed it in the chief's face and ordered him off the boat. Because they did not go as fast as he wanted them to, he kicked them, and having served an apprenticeship as an old-time bucko mate, he decided to teach them an effective lesson of the superiority of the white man, and knocked some of them down with his fists. On his return to the Tonquin, my great grandfather learned from the Indian interpreter what had happened during his absence. He knew enough about Indian character to know that unless they set sail at once, the Indians would not rest until they had avenged the insult to their chief. Captain Thorne refused to listen to my great grandfather's advice and said he would settle the Indians in his own way and teach them a lesson with his cannon and small arms they would not forget. Once more my great grandfather went to Captain Thorne and demanded that for the protection of the lives of those on board, as well as on account of the value of the cargo, they should hoist anchor, set sail and depart at once for some other point. Captain Thorne became furious and refused to move the Tonquin a foot. My grandfather learned all of these details from the Indian interpreter who escaped and returned to Astoria.

"Next morning at daybreak a canoe with 20 unarmed Indians in charge of Chief Shewish came out to the Tonquin with furs to trade. On my great grandfather's advice, John Jacob Astor had issued orders to Captain Thorne to allow only a limited number of Indians on board at one time. Captain Thorne however, declared he was master of the ship and he would let as many come aboard as he wanted to. Canoe after canoe came alongside and the Indians clambered aboard. Captain Thorne was below. The officer on watch did not want to arouse Captain Thorne's anger by disturbing him and as Captain Thorne had issued no orders as to the numbers of Indians that should be allowed on board, the watchman allowed as many to come aboard as he wanted to. Canoe after canoe came alongside and the Indians clambered aboard. Captain Thorne was below. The officer on watch did not like the looks of the Indians. He called my great grandfather to come and talk with the Indians. My great grandfather saw at once that the Indians meant trouble. He advised Captain Thorne to clear the deck of the Indians and to set sail at once. The chief told Captain Thorne that he was ready to trade with him on his own terms, so Captain Thorne and the clerks soon were engaged in a brisk trade. The only articles wanted by the Indians were the long keen-bladed knives of which the Tonquin had a large number. The Indians began gathering in knots on the deck and talking in low voices. Captain Thorne became alarmed. He ordered
the anchor hoisted and sail set. Approaching the chief, he ordered him in
a loud and angry voice to leave the deck and take his Indians with him.
Instantly the Indians attacked the white men. They felled my great grand-
father with a war club and threw him overboard so the squaws, who were
in their canoes could kill him with their clubs and knives. They stabbed
Mr. Lewis, who fell to the deck. The Indians started for Captain Thorne.
Chief Shewish called them back telling them that he wanted to deal with
Captain Thorne himself. Chief Shewish leaped toward Captain Thorne,
but Captain Thorne who had drawn his heavy clasp knife, with one blow
ripped Chief Shewish open, killing him instantly. In a moment the cap-
tain was the center of a struggling mass of Indians, several of whom he
killed. Shaking off the others he made his way to the wheel. Here an In-
dian felled him with a war club and the others hacked him till he was un-
conscious. They threw him overboard for the squaws to finish. The crew
was soon overpowered and killed. Seven of the sailors were aloft, setting
the sails. Stephen Weeks, the armorer, and two of the other sailors were
killed as they reached the deck. The other four dashed into the captain's
 cabin and opened fire on the Indians, who jumped overboard and took to
their canoes. These four sailors then came out on deck and fired the
cannon at the canoes, sinking several and killing a number of Indians.

"The four sailors urged Mr. Lewis, who was desperately wounded to
escape with them, but he refused. Early next morning the Indians came
back to the Tonquin in large numbers. They saw Mr. Lewis, the wounded
man, leaning against the rail. He motioned for the Indians to come aboard. The Indian interpreter who had come from Astoria had
been spared by the Indians. As the Indians clambered aboard, Mr.
Lewis disappeared. While some of the Indians went below to hunt for
Mr. Lewis, the others began plundering the ship and handing the goods
to the squaws in the canoes that clustered around the Tonquin. Suddenly
there was a terrific explosion. The Tonquin was torn to fragments. More
than a hundred of the Indians were killed by the explosion. Mr. Lewis
had put a fuse to the powder magazine. In addition to the killed, many
were badly hurt. The four sailors were captured next day. The inter-
preter who had been on the Tonquin asked them about the blowing up of
the Tonquin. They told him that Mr. Lewis, the ship's clerk, realizing that
he was so badly wounded he could not escape, planned to get the Indians
aboard and then blow up the ship. The four sailors were killed, their
torture being prolonged as long as possible.

"My grandfather, Thomas McKay, was fourteen years old, at the time
his father was killed by the Indians on the Tonquin. He was to have gone
with his father on the trading voyage for sea otter skins, when the
Tonquin sailed from Vancouver in June, 1811, to trade with the northern
Indians, but just before the Tonquin sailed, he took sick, so his father left
him with the men who were building the stockade and trading post at
Astoria. Of course, if he had gone, that would have wiped the McKay
clan out, for with the exception of the Indian interpreter, everyone aboard
the Tonquin was killed at Clayoquot Sound in Vancouver Island. My
great grandfather, Alexander McKay married an Indian wife, so my
grandfather, Thomas McKay was half Scotch and half Indian. Dr. John McLoughlin married the widow of Alexander McKay at Fort William, so my grandfather, Thomas McKay, became Dr. McLoughlin’s stepson and was reared by him. My grandfather, Thomas McKay had the stature of his Scotch father. He was tall, dark, and tremendously powerful. He was a man of great courage, daring and resourcefulness. He married the oldest daughter of Concomley, the chief of the Chinook tribe, and my father, Dr. William Cameron McKay, their son, was born in Astoria in 1824. Not long after my father’s birth, his mother died. My grandfather then married the half breed daughter of Mr. Monture, a clerk of the Hudson’s Bay Company. They were married at Fort Vancouver, Bishop Blanchette performing the marriage ceremony. They had a son whom they named Donald McKay. Doctor McLoughlin greatly trusted my grandfather, his stepson. He not only gave him authority because of his influence with the Indians throughout the Pacific Northwest, but he gave him charge of many important expeditions. In 1832, Nathaniel J. Wyeth of Cambridge, Massachusetts, came overland to establish a trading post. His ship, in which were his trading goods, was wrecked in the South Seas. He spent the winter of 1832 as a guest of Doctor McLoughlin at Fort Vancouver. He returned to the East and in 1834 once more came out with trading goods, establishing a trading post at Fort Hall. His ship, the May Dacre, arrived safely at Astoria, came up the Columbia River and landed his supplies on Sauvies Island, where he established a trading post. From this post he sent supplies up the Columbia to his trading post at Fort Hall. He found, however, that he was unable to compete with the Hudson’s Bay Company, so he sold out to Doctor McLoughlin. Doctor McLoughlin sent my grandfather and John McLeod to go with Mr. Wyeth to Fort Hall to take over the trading post for the Hudson’s Bay Company. While they were there, Jason Lee, the Methodist missionary, with his party, came to Fort Hall and on July 27, 1834, he preached a sermon to the mountain men and trappers, who were there assembled. One of the men who had gone up there with my grandfather, was killed that afternoon, by a fall from his horse, so the next day they buried him and Jason Lee preached his funeral sermon.

“My great grandmother, Mrs. Alexander McKay, was a member of the Ojibway tribe. After the death of her husband, Alexander McKay, she married Dr. John McLoughlin and they had four children, Eliza, John, Eleuisa and David. Doctor McLoughlin was born in Canada on October 19, 1784. He was baptized on November 3, 1784. His father, John McLoughlin, who was born in Ireland, was drowned in the St. Lawrence River when Dr. John McLoughlin was a boy. Doctor McLoughlin’s mother, Angelique Fraser, was also a native of Canada. Her father, Captain Malcolm Fraser, was an officer in the Fraser Highlanders. Doctor McLoughlin’s uncle, Samuel Fraser, was an officer in the Black Watch regiment and served in the British Army in the wars against Napoleon. David McLoughlin, as well as John McLoughlin, studied medicine. David, shortly after the battle of Waterloo, took up his residence in Paris and practised his profession there. Dr. John McLoughlin studied medicine in
COLUMBIA RIVER VALLEY

Scotland and was later employed by the Northwest Fur Company. He was given charge of the company station at Fort William and it was there that he met and married my great grandmother. In 1824 Doctor McLoughlin made a trip overland to Fort George, as Astoria was then called. The following year, by the advice and with the consent of Sir George Simpson, governor-in-chief of the Hudson's Bay Company's territories, he moved their chief trading post from Fort George to Fort Vancouver. The same year they located at Fort Vancouver, Jedediah S. Smith of the Rocky Mountain Fur Company, with a party of forty mountain men and trappers, traveled from the Yellowstone River to where the city of Sacramento was later established. Later they established a trading post at what is now Folsom, California. In 1827 he with some others, started with a large quantity of furs, to go overland to the mouth of the Columbia River. While this party was camped on the Umpqua, not far from where Roseburg was later built, Jedediah Smith and one of his men made a raft and tried to discover a good ford across the Umpqua. While they were looking for a ford, the Indians attacked the men in camp, killing all but one, who made his way afoot to Vancouver. Jedediah Smith and his companion also eventually arrived at Fort Vancouver. Governor Simpson happened to be at the fort when Mr. Smith arrived. He sent my grandfather, Thomas McKay, to the Umpqua country, with instructions to recover the furs and bring them to Fort Vancouver. My grandfather located the Indians, secured the furs which were valued at $40,000, and brought them to Fort Vancouver where Doctor McLoughlin purchased them. Peter Skene Ogden was about to leave for Pierre's Hole, so Jedediah Smith accompanied him there. At Pierre's Hole they found Joe Meek, who had been sent out by Mr. Sublett to search for Mr. Smith.

"In 1834 my grandfather, Thomas McKay, served as guide for Jason Lee, Daniel Lee, P. L. Edwards, Cyrus Shepard, J. K. Townsend and Doctor Nuttall. He guided them from Fort Hall to Fort Walla Walla and thence by boat to Fort Vancouver, which place they reached on September 15, 1834. Many of the officials of the Hudson's Bay Company were from Scotland. Most of these married Indian women. My grandfather married the oldest daughter of Chief Con-Conley and Archibald MacDonald married the second daughter of this chief. His wife was known by the whites as Princess Sunday. Just as my grandmother died shortly after the birth of my father, so Princess Sunday died shortly after the birth of her first child, Ranald MacDonald. He was born during the spring run of the salmon, about a month later than my father. Ranald MacDonald and my father were cousins. Ranald was taken to the lodge of his mother's sister, Car-cum-cum, who served as a second mother for him until he was a year and a half old, when his father took him to Fort Garry, now called Winnipeg. On September 1, 1825, Ranald MacDonald's father married Jane Klyne and shortly thereafter they were stationed at Fort George at the mouth of the Columbia. My father and his cousin Ranald attended school at Fort Vancouver in 1833. Their teacher, John Ball, had come to the coast with Nathaniel Wyeth. Mr. Ball started the school at Fort Vancouver in November, 1832. Ranald's father was a graduate of the Uni-
versity of Edinburgh. When Ranald was little, his stepmother used to make long trips from Fort Langley or Fort Colville to Fort Vancouver. On her return trip she would travel on horseback, with Ranald in a woven basket on one side of the saddle and Angus in a basket on the other side. Francis Ermatinger worked for the Hudson’s Bay Company for over forty years. He and Ranald MacDonald were great friends. They usually stayed at Fort Vancouver, at Fort Colville or at Spokane House. He married Katherine Sinclair, the daughter of my mother’s sister. Yes, I am related to Doctor McLoughlin, to Ranald MacDonald and a number of the other early Hudson Bay men, either by blood or by marriage. Ranald, though a brilliant student, was restless. He wandered through Japan before Perry opened that country to commerce. He was an expert swordsman and also an expert with his fists. So much so, that he defeated the champion prize fighter of Australia. He traveled in India, China, Java and many other countries. Later he mined, ran pack trains and established toll roads in the Cariboo country in British Columbia.

“The provisional government of Oregon in 1846 granted my grandfather, Thomas McKay, a charter, to construct and operate a toll road from the settlement on the Santiam River, now Albany, across the Cascade and Blue Mountains, to his claim at Fort Boise. My grandfather lived on French Prairie. In 1835 there were two settlements on French Prairie—Gervais and McKay. While my grandfather’s claim was on French Prairie, he himself was on the go most of the time. Nathaniel Wyeth, who was on his way east in 1835, introduced my grandfather and Mr. McLeod to Dr. Marcus Whitman who, with his bride and with H. H. Spalding and his bride, and W. H. Gray, were on the way to the Oregon Country to establish missions. They were driving three wagons and were bringing out blacksmith and carpenter tools as well as seeds and other supplies. Sir William Drummond and his party and Major Pilcher were with them. They left their wagons at Fort Laramie, except that of Doctor Whitman, who insisted on driving on westward across the sagebrush where no wagon had ever gone before. At Fort Hall, which had recently been taken over by the Hudson’s Bay Company, Doctor Whitman cut his wagon down into a two-wheeled cart, like the Red River carts. His was the first wheeled vehicle to break the trail west of Fort Hall. He drove his cart to my grandfather’s place, now the site of Boise, Idaho. From there on they took their goods on pack horses. My grandfather saved Doctor Whitman’s life on this trip. Doctor Whitman had driven into the Snake River with his cart, not realizing how swift the water was. The oxen and the cart were washed downstream in the deep water. My grandfather was on horseback. He swam his horse below where the oxen and cart were and headed the swimming oxen shoreward till they finally got where they could get their footing and were able to pull the wagon out. When they reached Fort Walla Walla they met J. K. Townsend, the naturalist.

“When Dr. Whitman and A. L. Lovejoy made their winter ride across the plains, at which time Dr. Whitman went to Washington, D. C., the Indians became restless. They blamed the whites for settling in their coun-
try, for killing their game and for bringing disease. They burned the mill at the Whitman Mission. Mrs. Whitman left Waiilatpu and went to stay at the mission at The Dalles. Dr. Elijah White, the sub-Indian agent, hired my grandfather to go with him as an interpreter and hold a council with the Indians. They stopped at the Whitman Mission and then rode on to the Clearwater, where they held a council. After Doctor White had spoken to the Nez Perces, they refused to commit themselves. They listened to Mr. McKinley, the Hudson's Bay factor at Fort Walla Walla, but still they did not speak. My grandfather, Thomas McKay, not only had the great influence and prestige of being the stepson of Doctor McLoughlin, but he had the Indian gift of oratory. He said to the Indians in the council, 'I appear among you as one risen from the long sleep of death. You know how my father was killed aboard the Tonquin when I was a boy. From the time of my father's death till five years ago, I have been a wanderer. None of you have traveled as I have. Once each year I have visited you or your fathers. I have been with you in war and in peace. I have been with you in seasons of much food, I have been hungry with you in times of want. At last I vanished from among men. I was seen no more. I was silent as one dead. The voice of my brother aroused me. I spoke. I looked. I mounted my horse. I am here. I came at the call of the Great Chief, the Chief of the whites and of the Indians—the great white Father. You must listen—you must hear. If you will not hear, your ears will be torn open—you will have to listen. Be wise.' After my grandfather had finished his talk, Five Crows spoke, so did Bloody Chief, who was ninety years old. They chose a new chief, Chief Ellis, and agreed to be friends with the whites.

"Immediately after the killing of his friend Doctor Whitman and the others, my grandfather raised a company of volunteers on French Prairie. He was captain. Charles McKay was first lieutenant, Alexander McKay second lieutenant and Edward Dupois was orderly sergeant. The citizens on French Prairie presented my grandfather a flag for the company. It had a lone star with several stripes. After it had been presented to him, he presented it to the company saying, 'We are expected to defend this flag and we must defend it.' My grandfather served under Colonel Gilliam. In February they went to The Dalles. From there they marched to Meek's Crossing of the Deschutes, where they had a skirmish with the Deschutes Indians. From there they started for the Whitman Mission and on the way they met the Indians at Sand Hollow, about eight miles from Wells Springs. My grandfather's company was on the extreme right. Five Crows, head chief of the Cayuses, had told his warriors that his medicine was so strong, the white man's bullets could not hurt him. War Eagle had said he could swallow all the bullets the white men could fire at him. These two chiefs told their people they would not let the volunteers cross the Umatilla River. To prove that the white men's bullets could not hurt them, these two chiefs rode at full speed at my grandfather's company. My grandfather was a noted shot, in a day when most men shot well. As War Eagle rode forward, my grandfather shot him through the head, killing him instantly. Lieutenant Charles McKay
was carrying a shotgun loaded with buckshot. He wounded Five Crows so badly that he had to give up the command. The Indians were demoralized by the death of their chief and the wounding of Five Crows. They fell back and there was no more charging of the volunteers, who reached Whitman Mission three days later. In a skirmish a day or so later, an Indian killed William Taylor. One of my grandfather's old time friends, Nathan Olney, grappled with the Indian and seizing his war club, struck him over the head. Finally he killed him with his knife.

"Shortly after the close of the Cayuse war, word came that gold had been discovered in California. In September, 1848, a company was organized at Oregon City to go overland to the gold diggings. There were fifty wagons in the train and about 150 men. Peter H. Burnett who had been captain of the wagon train that crossed the plains in 1843 and who later became the first American governor of California, was elected captain and my grandfather, Thomas McKay, was elected guide. He took them by the old Applegate trail to Klamath Lake. From there he headed for the old trail across the Sierras. They ran across a newly opened wagon road made by Peter Lassen. They reached the summit of the Sierras on October 20th and shortly after that they overtook Lassen, who had started out with ten wagons. Lassen and his party had found it impossible to travel through the heavy timber with wagons, so they had cut some of the wagons down to carts and abandoned the others. Some of the men were using their oxen as packhorses. Lassen and his party had been without flour for months. They were about starved out. The Oregon gold seekers took them under their wing and shared their supplies with them. Captain Burnett kept seventy-five expert axmen ahead of the train to cut down the trees and to clear the road. They got to the newly discovered diggings with all of their wagons.

"My maternal grandfather was Colin Campbell, chief factor of the Northwestern Fur Company. My mother spent her girlhood in the Peace River country and was later sent to school at Fort Garry. On May 24th when she was 20, she went with her brother-in-law James Sinclair and her sister, Mrs. Sinclair from the Red River country to Fort Walla Walla on the Columbia River, where Mr. Sinclair was sent to take charge of the Hudson's Bay post. My mother drove a two-wheeled Red River cart, pulled by a black ox, the entire distance. My father who had taken up a place in 1851, on McKay Creek, not far from the present town of Pendleton, heard of the arrival of the Red River Brigade at Fort Walla Walla and rode there to welcome the newcomers. There he met and fell in love with my mother and thereafter he was a frequent visitor at the fort.

"In the winter of 1854 the Indians became very restless. Kamiakin sent runners not only all over Eastern Oregon but as far west as Cathlamet on the Columbia, to stir up the tribes over the broken promises of the white men. He told them that unless they fought to retain their land, the white men would soon crowd them from the land where their fathers lay buried. Peu-Peu-Mox-Mox, who had always been a loyal friend of the white settlers, was now an avowed enemy because the white men had murdered his son in cold blood. Finally it was decided by the white men that
it would be cheaper to pay a part of the money promised to the Indians when the treaty was signed, in which they gave up their land, than to have an Indian war, so Nathan Olney was sent to Fort Wallula from The Dalles with $500 in silver and some presents for Peu-Peu-Mox-Mox as a first installment of the payment promised under the treaty. This chief refused the presents or the money in payment for the murder of his son. Mr. Olney and my brother-in-law, Mr. Sinclair, saw that the chief’s action meant war, so they notified the settlers to leave the country and take refuge at The Dalles. Mr. Sinclair took the powder and lead stored at the Hudson’s Bay post at Wallula and dropped it into the river, so the Indians couldn’t get it. Nathan Olney, the Indian agent, with my uncle and aunt, Mr. and Mrs. Sinclair, and my mother Margaret Campbell, left by canoe for The Dalles. On March 26, 1856, the Yakima Indians attacked the white men at the Cascades, who were building a warehouse and two portage bridges. My uncle, James Sinclair, was one of the first white men to be killed during this attack.

“That fall, on October 6th, my father and mother were married at The Dalles. Theirs was the first marriage license issued at The Dalles. My brother, Thomas Campbell McKay, was the first of the children in our family. Flora came next, then John McLoughlin McKay, then William McGilvray McKay, and I was the next child. My father’s grandmother, Mrs. Alexander McKay, was a member of the Ojibway tribe. My mother’s mother belonged to the Cree tribe. My father’s mother was of the Chinook tribe. In 1855 mother was left in charge of the Hudson Bay post at Wallula while her brother-in-law and sister, the Sinclairs were at The Dalles. Mother heard the Indian drums at night. She asked Mr. McBean, the interpreter, to see what the Indians were doing. He went to the camp of Peu-Peu-Mox-Mox and found that the Indians were holding a war dance. They had the scalp of Mr. Bolen, the agent of the Yakimas and another fresh scalp. My father came next day from his place on Houtama Creek or McKay Creek as it is now called, to visit my mother. Mother told him that the Indians had held a war dance the night before. My father told her that the Indians were very restless but he doubted if they were going on the warpath. A day or so later Peu-Peu-Mox-Mox and his warriors came to the trading post and demanded the key to the building where the powder and lead were kept. Mother said, ‘I am in charge here. You cannot have the powder and lead. You will have to kill me before you get the key.’ They admired her courage and after holding a council they told her they would come back later and get it. However, when Mr. Sinclair came back he and Mr. Olney threw all the powder and lead in the river. That same year, father’s store on the Boise-Salt Lake City road on McKay Creek was burned by the Indians.

“In December, 1855, the volunteers had a battle near Walla Walla. Nathan Olney in speaking of this battle, said that the volunteers arrived near the camp of the Walla Wallas at about dusk on December 5th. Peu-Peu-Mox-Mox with about fifty of his men came out with the white flag. They wanted to have a talk. The chief was asked what he wanted and he said he wanted peace. After some talk, he and four Indians decided to
stay with the volunteers. While he and his comrades were being held as prisoners, the Indians attacked the volunteers. The sergeant of the guard who had charge of Peu-Peu-Mox-Mox and the other Indians told Colonel Kelly, he was afraid the Indians might try to escape. Colonel Kelly told him to tie the prisoners and if they resisted, or attempted to escape, to kill them. The Indians resisted being tied and were killed. Dr. Shaw, assistant surgeon of the volunteers, exhibited the scalp and the ears of Peu-Peu-Mox-Mox a little later, when he came to The Dalles. Some of the volunteers cut strips of flesh from Chief Peu-Peu-Mox-Mox's back and sides to make razor straps.

“My grandfather, Thomas McKay, went to Astoria in 1811 with his father Alexander McKay. My father, Dr. William McKay, was their first child. Then came Alexander, John and Donald. Dr. John McLoughlin always spoke of my father as his grandson. Dr. McLoughlin took my father to Fort Vancouver to be educated. His first teacher was John Ball. This was in 1832-33. When Mr. Ball went to the Sandwich Islands in 1834, Dr. McLoughlin employed an English sailor as a teacher. In 1836 father went to school to Cyrus Shepard, a member of the Methodist mission party, who taught school for a while at Fort Vancouver. Dr. McLoughlin had my father help in the dispensary so as to learn from the resident doctor, how to put up prescriptions. My grandfather decided to send my father to Scotland to be educated. Alexander and John were to go to Wilberham Academy to be educated where Jason Lee had received his education. On his way east, my grandfather stopped to visit Doctor Whitman. From there my father was to go north by way of Fort Garry, thence to Montreal where he would take a vessel for Edinburough. Doctor Whitman said to my grandfather, 'This country is going to belong to the Americans. Why don't you send William to an American college?' My grandfather said, 'I have not the money to send William, as well as my other two sons, to an American college.' Doctor Whitman said, 'If you will send him to Fairfield, New York, where I received my schooling, I will pay his expenses and you can supply me goods, for what I spend. As you ship your goods up the Columbia River to Fort Hall, you can put off what I order at Fort Walla Walla.' My grandfather agreed to this, so father went on across the plains with his two brothers and he put in five years at the academy and a medical college. He returned in 1843 with the yearly express for the Hudson's Bay Company. Father was nineteen years old. Dr. F. H. Hamilton gave him a license to practice medicine till he was 21 at which time they would issue him a regular diploma. Later father attended the Willamette University, graduating from the medical department. In the late forties, father clerked for Mr. McKinley at his store in Oregon City. In 1849 he went to the California gold diggings on Trinity River. He started a store on the Boise-Salt Lake Road and McKay Creek, in 1851. Vic Trevitt of The Dalles, who is buried on Memaloose Island in the Columbia River, not far from Mosier, was a frequent visitor at my father's store on McKay Creek. After the Indians burned my father's store in 1855, he moved to The Dalles. Father and mother were married there in 1856, father's best man being Ben Stark, for
whom Stark Street in Portland is named. The bridesmaid was Ruth Buckingham, later Mrs. John G. Campbell, who for many years, was house mother of the Bishop Scott Academy.

“When Governor I. I. Stevens was making the treaties with the Indians, he employed father as interpreter. When father was attached to the United States Army, he was asked to recommend a good place for a proposed fort in Eastern Oregon. He recommended a site about two miles from where the city of Walla Walla was later built. This fort was named Fort Walla Walla. Father served as scout and interpreter from 1855 to 1861. From 1861 till 1866 he was agency physician at the Warm Springs Indian Reservation. In 1866 father had command of the Warm Springs Indian scouts in the war with the Snake Indians. In 1868 father was transferred to the Umatilla Reservation as agency physician. In 1877 we moved to Pendleton, where father practised medicine for many years. General Canby and my father were warm personal friends. General Canby wanted my father to go in charge of the Warm Springs scouts to the lava bed country at the time of the trouble with Captain Jack and his band of Modocs. Father could not get away, so his half brother Donald went in charge of the scouts. Donald spoke Shoshone and six or seven other Indian languages and had had a long experience as a scout. I was not only born at The Dalles but I spent a good part of my girlhood there, so I always have a very warm spot in my heart for The Dalles.”

In 1869 Dr. William C. McKay read a paper before the Ladies’ Aid Society of the Congregational Church at The Dalles in which he told something of the early history of The Dalles. He said, “Long before the Indians had any knowledge of white men, what we now know as The Dalles was called by the Indians, Win-quatt, meaning a place encircled by a rocky cliff. Within this circle there are many points to which the Indians have attached significant names.

“The island now occupied by the Oregon Steam Navigation shops was called Ka-pooks. Tradition tells of a beautiful grove of ironwood trees standing somewhere near the present site of the machine shop. It was a place much resorted to by the young folks and many tales are told respecting it. The mouth of Mill Creek had the name of Will-look-it, meaning looking through an opening or gap. The mouth of Three-Mile Creek was We-galth, signifying a place of danger. Tradition says the Snake Indians, inhabiting at that time Fifteen-Mile Creek, Tygh Valley and Des Chutes, often made raids on the Wasco here at Win-quatt and The Dalles fishery, by the way of Three-Mile Creek, by following it down to its mouth, and often bloody strife was the result.

“The mouth of Five-Mile Creek was I-gal-li-matic. Tradition gives an account of a Wasco Indian being pursued by the Snakes—his hereditary enemies—and he, knowing of a pole lying across the gulf or canyon, and his only means of escape being to cross it, succeeded in walking over on the pole, hence the derivation of the name. The government or Mission Springs, was called Amotan, meaning wild hemp which grew in abundance at that place and was a staple article of trade. The garrison Point
Qual-qual-Chal means Squirrel Point. The spring at Logan’s house, Gai-galt-whe-la-leth means Alone in Its Beauty. The mountain southeast of the Logan house, Shinni-na-kalth, means the mountain that tells of the sun’s travel. The mountain back of Irvine’s place, Molock Oaihut, means the Elk’s trail. The rocky point west of Irvine’s farm, Ethno-Chalk, signifies the vulture’s rest. The Catholic mission, Tayas-whe-yam, means storm upon storm. Irvine’s farm or spring, Shelooks-thla-gipt, means the wolf spring. There is a long legend in connection with this place, but it is too long to be given here. Chenoweth Creek, Thlemit, means caving, or constant washing away. The mountain back of Crate’s, Kat-ka-Talth, means flint mountain. Crate’s Point, Thle-yap-Kanoon, means fresh water muscles. Tradition tells of a certain time and season when there was a general turn-out in fishing after the muscles, when a great feast and a good time in general was had. Three-Mile Creek, at Mr. Whitney’s, Thle-gam-Yan, means beautiful prairie.

“There is a cold, living spring at The Dalles, near the fishery called the Wasco Springs. The tradition tells of a young man’s wife having died, and left him with two helpless children in his charge, who gave him much trouble and great anxiety. He would often try by all manner of means to quiet their cries, but to no avail. But at last he amused them by picking three holes in a rock, the largest one being in the center. These holes in the rock are still represented at the above mentioned spring. The father becoming dissatisfied with his relatives on account of their mistreating his children, he concluded to leave them and come down and settle at Win-quatt, which soon got to be a large village. The inhabitants were known as the Wasco people, signifying the makers of basins. The literal meaning of the word Wasco is a horn basin. Some of these can still be seen at their camps, fantastically carved with certain hieroglyphics.

“There is a pond in the rocks near the fishery called Te-kai-kayots—the poleway pond. On the Washington Territory side the village of Wish-Ram, opposite The Dalles fishery, was called Nech-loi-deth—stationary people that never move. Rockville, Quallachin—the spotted rock. Opposite Crate’s Point there used to be a large village called Kill-ka-hat. The Klickitat Mountain, opposite here, Thle-ge-neuche-teche, signifies ‘resembling persons looking or peeping over.’

“The Wasco tribe were the owners of this country, and the village of Win-quatt was their headquarters. They were considered by the early voyagers and traders as the most numerous and strongest of the bands living on the Columbia. They extended from The Dalles fishery down to the Wind Mountains. Their influence with the other tribes was great; their place was the central point for all the adjacent tribes, who resorted here in the summer during the fishing season from all quarters for the purpose of trafficking, gambling and indulging in sports of various kinds. The Indians from the north and east brought horses, buffalo robes, pauer-fleshes, furs of all descriptions, dressed skins of several qualities, ropes and dried buffalo meat to trade. The southern tribes brought Modoc, Pitt River, Chasty and California Indians—to sell as slaves—and also dressed elk, deer, mountain sheep and antelope skins, dried meats, furs of all
qualities, ropes, hemp, dried and prepared roots—such as looks, kouse, sawet, nonas, camas, peyahe, guiya, semame, itallo, and wocas—all very nutritious and part of their subsistence; all kinds of berries, such as mountain whortle, blue, sauvies, raspberries, salal, salmon and strawberries, currants, cherries, etc., which will keep for a long time when properly dried. The western tribes—those from the Cascades and around Vancouver, Portland, Oregon City and Sauvies Island—brought prisoners from the coast, guns, ammunition, clothing, blankets, utensils, axes, knives, traps, fish hooks, files, tobacco and whatever else they could procure from the fur traders at Vancouver. The tribes that congregated here yearly for trading purposes and sporting such as gambling, foot-races, wrestling and horse races, were the Klickitats, Wanachapams, Ildepiers, Okanogans, Spokanes, Colvilles, Palouses, Walla Wallas, Yakimas, Umatillas, Long Islands, Kamilth, Dockspurs, Winwawa, Teninos, Tilchines, Tyghs, Klamaths, Cayuses, Nez Perces, Coeur d’Alenes, Pend D’Orelles and Flatheads, from above. Those from below were the Cascades, Multnomahs, Thalawelas, Clackamas and Molallas. The Wascos gave in exchange, aside from what has been enumerated, dried and pounded salmon.”

“OLD JAKE” (HUNT) TONETOX
Klickitat Indian said to have been 118 years old when he died

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Vancouver, Washington)
CHAPTER VI

THE INDIANS OF THE COLUMBIA RIVER VALLEY

The Indians who in the old days dwelt along the banks of the majestic Columbia between The Dalles and the sea are but a memory. Their race is run. Their story is the story of a vanishing if not an already vanished race. In the old days they were a populous and powerful people. It is estimated that at one time not less than 50,000 Indians made their homes along the banks of the Columbia between the Cascades and the mouth of the Great River. When Lewis and Clark reached their journey's end and camped by the shores of the western sea, they estimated that there were about 16,000 Indians in the valley of the lower Columbia. These belonged to the Chinookan family. They took their name from the Chinook Indians, who, in their own language, called themselves Tsinuk and who lived on both sides of the Columbia River, near its mouth. When Lewis and Clark spent the winter near the Columbia's mouth, there were about four hundred members of the Chinook tribe. When John G. Swan made a study of this same tribe, in 1855, there were but 112 left. Today there is not a single member of the tribe alive. Even their language is extinct. Though the Chinook Indians have taken the one-way trail, the Spirit Trail to the Land of the Hereafter, their memory is perpetuated by the Chinook Jargon, the trade language of the Pacific Northwest, and by the Chinook wind. Here in the Oregon Country, the rigor of our winters is moderated by a warm, soft wind from the southwest, which we call the Chinook wind. During the War of 1812, when Astoria was taken over by the British, the fur traders noticed that whenever the wind blew from the direction of the Chinook village toward the trading post, the weather grew mild and warm, so they termed this wind the Chinook wind, and so we still call it. Bert Huffman, an old-time friend and former partner of mine, is the author of the following poem which he calls

THE CHINOOK WIND

White and cold was the robe that lay
Over the Oregon hills away;
Coldly the mountain's lifted face
Gleamed in its wintry crown's embrace.
The white-robed hill as a sentinel stands
Like a waiting nun with folded hands;
Hushed is the pulse of the singing stream,
Coldly brilliant the forests gleam;
Wierd and ghastly, with frozen lips
The earth from its flagon of Silence sips;
The heart of the hills beats low, beats low,
For cruel and heavy its burden of snow;
The voice of the hills is faint, is faint,
But never is lifted in sad complaint,
For a patient jade is the humble earth
Meekly waiting the Springtime's birth!

And then on the western sea afar,
The Gate of the Winds is left ajar,
And softly stealing on timid wing,
A soft wind comes from the Garden of Spring!
And oh, the kiss of her passionate mouth,
Warm with the breath of the languorous South!
And oh, the touch of her thrilling hand,
Soft as a lover's upon the land!
She steals to the wintry tyrant's lair
And tangles her fingers in his hair;
Her hot breath kisses his pallid cheek—
His lips of Silence in wonder speak!
And oh, how the quivering touch of her hand
Stirs and awakens the pulseless land!
And oh, how the heart of the world leaps wild
By the warm Chinook of the West bequiled!
For Life and Wonderment, Joy and Spring
Are the gifts that her pinions ever bring!

Members of the Chinook family lived on both sides of the mouth of the Columbia, from Shoalwater Bay on the north to Tillamook head to the south. All along the sea shore and on both sides of the Columbia, you will find shell heaps or kitchen middens, mute evidence of the passing of a great race. In or near the site of these old villages, you will also find stone mortars and pestles, stone hammers and innumerable delicately made and beautifully shaped flint spearheads and arrowheads. The three principal centers of the Chinookan family were at The Dalles, at Cathlamet and near the mouth of the Columbia, though scores of villages dotted the banks of the Columbia, the principal villages being located near the mouths of streams emptying into the Columbia. There were more villages on the northern bank than on the southern. Many years ago I interviewed Judge T. N. Strong, a pioneer resident of Cathlamet. I also interviewed Mr. Birnie, also of Cathlamet, whose father was at one time factor for the Hudson's Bay Company at Fort George. Judge Strong told me, how as a boy, he had known Queen Sally. This was in the late fifties. She was very old at that time, and one of the recollections of her girlhood was of having met Lewis and Clark. She told Judge Strong how the Lewis and Clark party had stopped at Cathlamet and of the council and feast that had been held at the time. We think of the West as of an unsettled wilderness, yet long before the prairie schooners of the pioneers made their way across the unpathed desert, scores of Indian villages lined
the banks of the Columbia. These villages consisted of well made cedar houses from 30 to 50 feet long and about 15 or 20 feet in width. The cedar planks were from three to six inches thick, usually about 30 feet long and from two to three feet in width. The larger planks were split out with wedges made from elk horn while the smaller ones were split with chisels made of beaver teeth. Cedar being almost indestructible, made these villages as permanent as the cities built by white men. Sometimes the house was partly below and partly above ground. When built entirely on the ground, it was usually about eight feet high. A long depression in the center of the house served as a fireplace and on each side and at the rear were platforms or bunks which served as sleeping places. The bed clothing consisted of furs. From the ceiling was suspended dried roots and smoked salmon. This was their winter home. In summer they made long trips on the river, either to the mouth of the Columbia or to the Cascades and on up to The Dalles, to meet the inland tribes for trade and barter, to catch salmon and to gamble. They also made excursions into the mountains to pick huckleberries and to dig roots. Near every Indian encampment, suspended from the limbs of the trees, were the burial canoes. They were usually suspended in cottonwood or balm of Gilead trees and their prows usually pointed downstream or if not buried near a stream, the prows pointed toward the west. In this canoe was the body of the warrior, wrapped in blankets, with his weapons, his beads and his treasures. Sometimes the canoe was placed on a platform of poles. In the old days, all of the possessions of value were placed on the ground or tied in or about the canoe. To an Indian the dead are sacred. They would not think of taking anything belonging to the dead, or molesting them in any way. The white man, seeing a beautiful canoe in a tree, would throw its dead owner out and make use of the canoe or, take from the ground at the foot of the tree, the beautiful old willoware, or blue Hudson Bay platters and plates. The Indians soon learned to mutilate or break the weapons and make holes in the canoes, so that the white men would not steal them. At the Cascades, the Indians made houses for their dead. They usually placed them on islands in the river. These houses were made of cedar and were usually eight or ten feet long, six feet wide and five feet high. In these houses they buried long strings of wampum, stone and flint implements, strings of beads made of the petrified vertebrae of salmon, or beads traded to them by inland tribes. It was hard for the Indian to understand the white man's religion, civilization and ethics, when he broke open these houses of the dead, took the skulls of the Indians, the beads and other ornaments, thus despoiling and desecrating the graves of their forefathers. So sacred were their dead to the Indians that for years the name of a dead person was not spoken above a whisper. Frequently near relatives of the departed changed their names so the spirits of the dead would not return. After the death of a loved one, the relatives would go daily, at sunrise and sunset, to sing songs to their memory. The Indians are devotedly attached to their ancestral homes. They treat their children, and the aged, kindly.

The Indians had plenty of bad traits, particularly those who lived
near the mouth of the Columbia, but most of these bad traits were aggravated by contact with civilization.

Most of the tribes living between the Cascades and the mouth of the Columbia belonged to the Chinookan family, yet the dialects spoken by the various tribes, differed widely. The four principal dialects were the Chinook, the Clatsop, the Cathlamet and the Wakiakum. The Chinook language itself was probably the most difficult to acquire of all the Indian tongues. The language was full of gutturals. Many of the words are pronounced in the throat and are impossible of reproduction in the English tongue. The Chinook language has no sounds to represent the letters f, r, v, and z. The sounds for the letters c, s, k, g, d, and t are used interchangeably, which produced much confusion when the white man tried to understand what they were saying. In spite of the efforts of fur traders and missionaries to learn the Chinook language, it is said that only one white man, a Canadian employed by John Jacob Astor, ever learned to speak the Chinook language fluently. To overcome the difficulty of attempting to learn the Chinook language the early day traders invented a trade language which they called Chinook Jargon. When Lewis and Clark wintered at the mouth of the Columbia, they found this trade language already well established. With the coming of John Jacob Astor's fur traders and with the advent of the Hudson Bay traders, many English and French words were incorporated in the Chinook Jargon. In 1841 the vocabulary of the Chinook Jargon consisted of about two hundred and fifty words. When Gibbs wrote his dictionary of the Chinook Jargon in 1863, he recorded over five hundred words. Eells' Chinook Jargon dictionary, compiled in 1894 listed 740 words in common use. An analysis made in 1863 of the Chinook Jargon showed that ninety-four words were of French origin, sixty-seven of English, about two hundred were modified Chinook or Clatsop words while the others were Klickitat, Yakima, Wasco, Callapooya and Cree, with a few words of Russian origin. Instead of saying as we do in English, "I am stronger than you," the Chinook Jargon expression is "Wek maika skukum kakwa naika," which translated, is "You not so strong as me." The Lord's prayer translated into Jargon and then re-translated into English reads as follows: "Our Father who stayeth in the above, Good in our hearts Thy name, Good Thou chief among all people, Good Thy way on earth, as in the above, Give every day to us food. If we do evil, be not Thou angry. If anyone evil towards us, not we angry toward them. Send away far from us all evil."

Living on the river, the Indians of the lower Columbia had no use for horses. They plied the great liquid highway and were as much at home as in their lodges. It is doubtful if any other tribe of Indians ever made finer canoes than those made by the Indians of the lower Columbia. They were not only expert boatmen, but they were at home in the water. I remember many years ago, while walking along the Oregon coast with a friend, we came to a lake which meant a long detour unless we could find an Indian to ferry us over. We ran across an old Indian, whose voice was as hoarse as that of a raven and who volunteered to take us over in a one-man canoe. Before we had gotten half way over, I was bailing desperately
with my hat to keep the water down. When we were about one hundred yards from the opposite bank, the Indian turned his head and said "Maybe so you better swim—maybe so she sink now." A moment later we were up to our necks in the water. We managed to get ashore safely, while the Indian righted the canoe and brought it ashore. The canoe would have been perfectly safe for one man as it was a one-man hunting canoe but one shriveled up old Indian and two husky white men proved too much for it.

Some of the canoes made by the Indians were from 40 to 50 feet long, five feet wide and could easily carry forty people. To build a canoe of this type took months of steady labor. A huge tree was felled and hollowed out with fire. The finishing work was done with chisels made of flint or beaver teeth. Water was placed in the canoe, in which hot rocks were dropped, so that it would be shaped to the correct form, after which stretchers were placed in, and sewed with sinew. These canoes were not only graceful but were swift and seaworthy. They were not only seaworthy on the Columbia and its tributaries but their owners put out over the Columbia River Bar and made trips up and down the coast. They were operated by paddles about five feet in length.

Before the introduction of tobacco by the white traders, the Indians used the leaves of barberry. To the Indians smoking was not a mere pleasure or relaxation, it was a solemn ceremony. The pipe was always smoked at councils, the head chief passing it from left to right, till all had smoked. Not only the method of smoking but the decoration of the pipe was carefully regulated by tribal custom. The pipe was smoked to invoke the good will of the animal Gods, to protect one in journeying, to calm stormy weather and to arrest evil.

Prior to the coming of the white men, the tribes of the Columbia River had no knowledge of intoxicating drink. Their one great passion was gambling. The inland tribes indulged their love of gambling at horse races while the tribes of the lower Columbia gambled with beaver teeth or with marked sticks. They would bet not only their furs and their weapons, but their slaves, their wives, their children and risk their own freedom. The custom of slavery prevailed with the Indians throughout the entire Pacific Northwest. What were termed the fishing tribes secured their slaves largely by barter. These slaves were prisoners taken from neighboring tribes by the more warlike Indians, such as the Klickitat and other Indians east of the Cascades. When Jewett was held captive by the Nootka Indians, the head chief of the tribe owned over fifty slaves. An adult Indian slave was valued at about $500 in trade. A child, if well formed, from $100 to $150. These slaves were used for handling the canoes, for fishing, for hunting, picking berries, making canoes, cutting wood, building houses and even making war on neighboring tribes. The women and children slaves did the menial tasks about the camp. These slaves were excluded from all ceremonial feasts and practises. The slaves could not own property and their owners had the power of life and death over them. Among the northern Indians it was the custom to kill slaves and bury their bodies beneath the corner posts.
of the chief's house. Among certain tribes when a chief died, his slaves were killed and buried with him. Frequently the children of slaves were adopted by the owners of the slaves. Occasionally the slaves themselves were adopted. If a slave proved unworthy in war, they “made a woman of him,” making him perform menial tasks. In the south, the Spaniards had the habit of capturing Indians and selling them as slaves in Cuba and the West Indies. The English settlers in South Carolina used to send out expeditions to capture Indians to be used as slaves. In one raid they captured 1,400 Indians who were sold as slaves to the Carolina settlers. Here in the Pacific Northwest in early days, slaves formed a regular article of barter among the Indians and had an established price in blankets or furs.

The Chinook Indians, unlike the Indians at The Dalles or near the Cascades, who caught their salmon with dip nets, or spear them, used a long net made of tough cedar roots. These nets were sometimes 500 feet long and 15 feet deep. They snared wild geese and other waterfowl. They either captured elk and deer in pits or shot them with bows and arrows. Prior to the introduction of the Hudson Bay musket, the principal weapon of the Indians, both for the chase and for warfare, was the bow and arrow. The bow was usually made of cedar or yew, covered with sinew. The arrowheads were of flaked flint, beautifully and exquisitely shaped. Occasionally the arrowheads were made of bone or metal. In warfare they used a club about two and a half feet long, which had a double edge. Scalping knives and tomahawks were always in demand and commanded good prices. The squaws made needles from the wingbone of a crane. With these crude needles they made beautiful garments of tanned buckskin. They also wove baskets of cedar roots or rushes and much finer ones of silk grass. The making of these beautiful baskets in colors, with designs of eagles, deer, men or geometric figures, is almost a lost art. The Indians near the mouth of the Columbia traded salmon and dried berries to the inland tribes for the skins of mountain goats, coyotes and other animals. From the coyote skins they made shirts. They used the deer and elk skin for moccasins. From the elk hide they made shields and arrow-proof armor.

Many years ago I saw at the coast, a very old woman, a member of the Chinook tribe. Her head had been mechanically flattened. In broken English she told me how and why it was done. She told me that Indians having round heads were either slaves or very low class people. As a matter of fact all Indians who aspired to social prominence or who came from what they considered the first families of the tribe, elongated the heads of their children by applying pressure to their foreheads. The forehead was flattened by placing the child at birth, on a board to the top of which was fastened a shorter board which pressed on the child’s forehead. Each day this upper board was laced down a little tighter until a straight line was formed from the end of the nose to the top of the head. To have the head so flattened was considered a mark of great distinction and superiority. The baby was usually left strapped to the board from birth till it was six months to a year old. The dictates of fashion com-
pelled a girl baby to have her head more elongated than that of her brother. Another custom of the Chinook tribe was the wearing of hiaqua shells in the nose and in the ears. The women made punctures with an awl on their chins, foreheads and cheeks, also on their arms and legs, in the form of dots, in which they put pulverized charcoal, this form of tattooing being thought to be a peculiar mark of beauty. In many of the tribes the squaws wore skirts made of the fiber of cedar bark. These skirts hung from the waist to the knees. In winter they wore a blanket or cape of sea otter skin. During the spring and fall runs of salmon, the Indians gathered in large numbers at the Cascades, at The Dalles and at the falls of the Willamette, to catch and dry salmon. This was always a gala time, when much trading and gambling occurred.

The Wasco tribe lived in the neighborhood of The Dalles. They take their name from an Indian word which means, "a small bowl made of horn." The Wascons lived on the south bank of the Columbia, in what is now Oregon, while across the river lived their relatives, the Wishrams. These Wishrams or Echeloots as they were sometimes called, spoke the same language and had the same tribal customs as the Wascons. Before they were decimated by the Great Fever of 1829, there were about nine hundred members of the Wasco tribe. The Wascons were taken to the Warm Springs Reservation in 1855.

On the north bank of the Columbia were the Klickitats. Their principal villages were on the White Salmon, the Klickitat, the Lewis and Cow-litz rivers. In 1805 Lewis and Clark estimated their tribe at about seven hundred members. When the tribes living in the Willamette Valley were decimated by the great plague in 1829, the Klickitats sent a war party against them to capture them as slaves and to take their territory. They went as far south as the Umpqua River, but the southern tribes drove them north again and they returned to the banks of the Columbia. When the Yakimas signed a treaty with the whites on June 9, 1855, ceding their lands to the United States, the Klickitats were sent to the Yakima Reservation, where they became merged with the other tribes.

Among the principal tribes of the Chinookan family, who lived in the valley of the Columbia, when the first white man came to this country were the Cathlamets, who lived on the south bank of the Columbia between Tongue Point and Puget Island. There were about three hundred members of the tribe when Lewis and Clark visited them. When General Joseph Lane became first territorial governor of Oregon, he made a census in which he reported that there were fifty-eight Cathlamets still living. They are now extinct.

In 1806 the Cathlanahquiah Tribe lived on the southwest side of what is now known as Sauvies Island in Multnomah County and at that time there were about four hundred members of the tribe.

The Cathlathlalas tribe lived just below the Cascades and in 1812 there were about five hundred members of the tribe.

The Cathlapotlie tribe lived on Lewis River in what is now Clark County, Washington. When Lewis and Clark visited them in 1806 there
were fourteen large wooden houses in their village and there were about nine hundred members of the tribe.

The Cathlacomatup tribe was a small tribe having about one hundred and seventy members and their home was on Willamette Slough.

A tribe with a very similar name, the Cathlacumups, had, when Lewis and Clark visited them in 1806, about four hundred and fifty members. They lived between the mouth of the Willamette River and Deer Island.

The Cathlakaheckits lived at the Cascades of the Columbia and had nearly one thousand members.

The Charcowas were a branch of the Clowwewalla tribe. There were about two hundred of them and they lived just above the falls of the Willamette at what is now Oregon City.

One of the large and important tribes of the Chinookan family, were the ChillLuckittekauws. They lived on the north side of the Columbia, about ten miles below The Dalles. Before the Great Sickness of 1829 there were about twenty-four hundred in the tribe. A few of these Indians still lived near the Cascades up to twenty-five years ago. The Chippanchickchicks lived on the north bank of the Columbia not far from The Dalles, and had about six hundred members in the tribe.

The Clatsops, whose Indian name signifies "dried salmon," lived on the south side of the Columbia, near what is now Cape Adams. They also had their homes along the coast, from the mouth of the Columbia to Tillamook Head. They were not a large tribe, having not over two hundred members. They lived for the most part in the following six villages: Knope, Neacoxy, Nehkeluk, Necotat, Nehkstkowp, and Niakewankih. Though a small tribe, they figure largely in the history of the Pacific Northwest. The few surviving members of the tribe were moved to the Grande Ronde Reservation in 1875 and today they and their language are extinct.

In 1806 the Clackama tribe had numerous villages on the Clackamas River in what is now Clackamas County, Oregon. At that time there were more than eighteen hundred members of the tribe. By 1851 they had decreased to eighty-eight members. In 1855 they were taken to the Grande Ronde Reservation.

The Clahnaquahs made their home on Sauvies Island. They were a part of Chief Multnomah's band. Another tribe also living on Sauvies Island were the Claninnatas. There were five large houses in their village and about two hundred members of their tribe.

The Clatacuts occupied a village on the north side of the Columbia River, a few miles below The Dalles. They are mentioned in Lee & Frost's "History of Oregon."

One of the important branches of the Chinookan family in early days was the Clowwewallas who lived at Willamette Falls. The epidemic of 1829 almost swept them out of existence. When Oregon became a territory in 1849 there were only thirteen members of the tribe living. A few years later they were removed to the Grande Ronde Reservation in Western Oregon.

The Cooniacs, who were members of the Skillloot tribe lived at Oak
Point on the south side of the Columbia River near the mouth of the Cowlitz.

The Skilloot tribe was entirely wiped out by the epidemic in 1829-30. The Cushook band lived on the east bank of the Willamette River not far from the falls. They were a branch of the Clowwewallas. There were about six hundred and fifty members of their band.

The Ithkyemamits lived in what is now Klickitat County, Washington, and there were about six hundred members of their tribe.

Where Scappoose Creek empties into Willamette Slough was the village occupied by the Kasenos.

The Katlagulaks had their village in what is now Columbia County, Oregon, near the present town of Rainier.

The Katlaminimins had their village in the south end of Sauvies Island. There were twelve large cedar houses in their village and there were about two hundred and fifty members in the tribe.

A small band of the Chinookan tribe, known as the Killaxthokles, lived on Shoalwater Bay. They have long since disappeared, leaving only their name to perpetuate their memory. About 25 miles to the westward of The Dalles was the village of the Klemiaksacs. Some of these Indians attended Lee and Frost's mission at The Dalles.

The Knowilamowans lived twenty-five miles to the westward of The Dalles.

The city of Rainier on the Columbia River is built on the village of the Katlamoiks.

The Multnomah tribe, from which Multnomah County, Oregon, takes its name, lived on the upper end of Sauvies Island. The meaning of the name is "Down the River." This tribe is mentioned by almost every early day traveler, including Lewis and Clark, Franchiere, Ross and many others. When Lewis and Clark visited this tribe there were more than 800 Indians living in the village, but the Great Plague of 1829 wiped them out so that in 1835 not a single member of the tribe was left. The village of the Namoits was located on the lower end of Sauvies Island.

St. Helens, the county seat of Columbia County, is built on the site of the village of the Nayakaukaues.

A few miles to the westward of the mouth of the Sandy River was the site of the village of the Nechacokees.

Ross, in his narrative mentions stopping at the village of the Necootimeighs who lived on the Columbia River, not far from The Dalles.

The town of Seaside, Oregon, is built on the site of the Indian village of Necotat. One of the large and important divisions of the Chinookan family when Lewis and Clark came down the Columbia River was the Neerchokioons of whom at that time there were about 1,340 members. They lived on the south side of the Columbia River, just above Sauvies Island.

The Nemalquinner tribe had a permanent village near Willamette Falls and a temporary village on Sauvies Island which they occupied in summer while collecting wappatoo. There were about 200 members of this tribe.
The village of the Nenoothlect tribe was located twenty-eight miles west of The Dalles.

The village of the Scaltalpes was on the south side of the Columbia River, not far above the Cascades.

The Seamysty tribe had their village at the mouth of the Cowlitz River.

The Shahala branch of the Chinookan tribe had their villages between Sauvies Island and the Cascades. They had sixty-two large houses. Several small tribes were included in this larger group.

The Shoto branch of the Chinookan tribe had a membership of about four hundred and sixty. They lived on the north side of the Columbia River, directly opposite the mouth of the Willamette.

The Skilloots had their villages above and below the mouth of the Cowlitz. There were about twenty-five hundred members of their tribe. The epidemic which swept this country about one hundred years ago, almost exterminated them. The small remnant of their tribe at Oak Point, Washington, soon died off, leaving no members of the tribe.

The Smackshops who were really a branch of the Chilluckittequaws and were allied with the Weocksockwillacums, made their home on the south bank of the Columbia River between Hood River and The Dalles. Prior to the Great Epidemic there were more than eight hundred members of their tribe.

The Teiakhochoes had their village three miles above Oak Point.

The Thlakalamas lived at the mouth of the Kalama River in what is now Cowlitz County, Washington.

The Tlakatlalas lived on the north bank of the Columbia some distance above Oak Point. The Tlakluits lived on the north side of the Columbia, from about six miles above The Dalles to the mouth of the White Salmon River. Wishram whose Indian name was Nixluidix, was one of their principal villages. Other villages were Wayagwa and Wakemap. Niukhtash at Big Eddy, Shkonana opposite Crate’s Point, Kwalasints directly opposite The Dalles, and some other villages of lesser importance. Originally there were more than one thousand members of this tribe but now it is doubtful if there are one hundred left, many of whom are of mixed blood.

The Tlakstaks had a village on the Columbia River, which was later occupied by the Wakanasisi whose name signifies “the woodpecker.” The Tlalegaks, whose name means “eddy,” lived near Pillar Rock on the Columbia River.

Just below the present town of Skamokawa, Washington, was the village of the Tlashgenemakis.

Two miles south of the present city of Rainier was the village of the Tiegulaks.

The village of Wahe was on the south side of the Columbia at the head of the Cascades.

The Wahkiakum tribe lived down the Columbia from Oak Point. They had formerly been members of the Chinook tribe, but had separated, about two hundred members of the tribe moving up to the vicinity of Pillar
Rock. The last survivor of the tribe, the chief, died in the fifties. Only four members of the Wappatoos survive, from a tribe that was once one of the powerful tribes, making its home at the mouth of the Willamette River.

The Watlala tribe lived on what was formerly known as Dog River, now called Hood River. These Indians were usually referred to as the Cascade Indians by the whites. A few of them still survive on the Warm Springs Reservation.

The Willapah tribe lived on the lower Willapa River. They ceded their lands to the United States in 1864. It was reported that in 1910 there was one member of the tribe still surviving.

The Wiltkwilluks lived on the south bank of the Columbia about opposite the mouth of the Cowlitz River.

The Yehuhs were a small tribe living on the south bank of the Columbia near the Cascades.

Bert Huffman, native son of Oregon, in his poem, "The Lament of the Umatilla," tells of the passing of a dying race.

Spirit of the yesterday hovers near and croons—
Brings my heart the hunting grounds of the long-lost Junes!
Sings of years forgotten, chants of races dead—
Weep, my wondering baby, for the Good Moons fled.

By the silvery river all your race has died—
Sleep and dream my baby by its lisping tide!
Comes no more the hunter from the glorious chase—
O'er yon templred mountains swarms the paler race.

Hark! I hear a whisper calling from the past—
Hear the warrior's long-drawn cry on the tempest cast!
Hush, my heart, and listen! Calling, calling still!
Ah, 'tis but the moaning wind o'er the silent hill!

Hark the hurried hoofbeats of the warrior band!
Ah, my heart betrays me in this empty land!
Sleep and dream my baby, by the tepee fire—
Nothing for thy kindling hope, nothing to desire.

Broken let thy young heart ache; crushed thy spirit brood!
What to thee the white man's ways worse than solitude—
By a dying watch fire crooning to the night—
Let the vanquished tribesman pass from human sight.
CHAPTER VII

MYTHS AND TRADITIONS OF THE COLUMBIA RIVER INDIANS

Volumes could be written on the myths and traditions of the Indians of the Columbia River Valley, without exhausting the subject. Recently I interviewed Dr. G. B. Kuykendall of Portland. He has lived in the Oregon Country for more than seventy-five years. For many years he was agency physician at Fort Simcoe. At the time he was there, there were about sixteen hundred Indians on the agency. Major J. W. Powell, director of the Bureau of Ethnology, asked Dr. Kuykendall to secure from the old men of the Yakima and Klickitat tribes, reports on their folklore, myths, traditions and customs. These reports were printed by the government and have been used by subsequent investigators and historians. From notes I made when I interviewed Dr. Kuykendall, and also from articles he published in the West Shore Magazine, I am going to tell something of the beliefs of the Indians prior to their contact with the white men. It is hard to get an Indian to discuss the myths and traditions of his fathers. He realizes that the white man disbelieves and ridicules the Indian beliefs. The Indian has been taught to regard these old traditions as sacred and naturally he resents the white man's ridicule. Unlike the white man's records, the Indian's system of religion and philosophy has been passed down by word of mouth from generation to generation. For untold generations, the wise men of the tribe have believed these old traditions, so to the Indians they are not mere fables. While the Indian believes in the Great Spirit who rules over all, yet he has innumerable lesser Gods, who, though they possess almost unlimited power, are yet mortal and possess mortal appetites and passions. The Indians of the Columbia River Valley believe that the men and animals of today cannot compare in size, in courage and sagacity with the long, long ago people. These long, long ago people they term Wat-tee-tash, or animal people. In the long gone days when the animal people dwelt in the valley of the Columbia, not only the animals and birds, but the insects, the trees, the rivers and the rocks talked together and all spoke one language. They believe that the Great Spirit grew angry at their misdeeds and took from them the gift of universal speech and universal understanding.

Most of the tribes of the Columbia River Valley claim to spring from Speelyai, the powerful Indian animal God, who has now degenerated into the furtive coyote. Of all the animal Gods in the time of the long, long ago people, Cayote was most powerful. He was the ruling spirit among all of the Wat-tee-tash. Other powerful Gods were Whai-a-ma, the Eagle, Amash, the Owl, and Wish-poosh, the Beaver. Speelyai, the all powerful Cayote, created all the Indian peoples from the beaver. Long before the
time of the Indians they say that the Beaver God lived in Lake Cle-el-um. He had red eyebrows and his eyes shone like hot coals. Many had tried to kill the Beaver God by spearing him, but the Beaver had always dragged them under the water and drowned them. Many of the ancient people who had gone out to attack him died of fright at the sight of him. The lake was full of fish. The ancient people were hungry, their children were starving, so finally they appealed to Speelyai the Cayote God. Speelyai secured some Indian flax from which he made a strong cord. He made for himself a huge spear and fastened this spear to his wrist with the cord. When the beaver came to attack him, he threw the spear into the beaver, who dived to the bottom of the lake, dragging Cayote with him. The Beaver God swam across the lake and frantic with pain, tore a gap in the mountains and made his way to the lake that in the old days covered Kittitas Valley. Still he fled, dragging Cayote with him and with his powerful feet cutting what is now known as the Natchez Gap. On he hurried, ever southward and westward, till he had torn through the ridge, cutting Yakima Gap. Finally he reached the Columbia River, thinking to drown Cayote. In desperation Cayote caught at the fir trees along the bank but they were torn out by the roots; he clutched at the stones, but these, too, were torn up. Onward, along the swift waters of the Columbia, the two animal Gods were carried, fighting desperately till finally they came to the Great Waters. Here, in the breakers at the mouth of the Columbia, Cayote overcame Beaver, but he was so weakened by his struggle that he could not get to the shore, so he called on the Muskrat, who helped him ashore. Cayote pulled the Beaver God up on the sand and cutting him up, “From your belly I will make a tribe of Indians to dwell along the coast,” he said. “They will be fat, short, and have big stomachs.” From the legs he made the Cayuses, saying as he made them, “You will have strong legs and be swift runners.” From the head he made the Nez Perces, saying, “You I make from the head, so you will be smart and strong in war.” He made the Yakima Indians from the ribs. After he had used every part of the Beaver to make a different tribe, he finally scooped up the blood that had dripped on the sand, flung it eastward and said, “From the blood, I will make the Snake Indians. They will always be people of blood and violence.” Cayote then went to where the Snake flowed into the Columbia and looking to the four points of the compass, said, “I have filled the earth full of people. There is no longer room for me,” so he went to find himself a place in the sky.

One animal God the Indians dreaded was the Grizzly Bear, who, in the old days was so large that he swallowed people whole or snuffed them up his nostrils. Even today, the Indians will not speak derisively of the Grizzly Bear, for fear that he will learn of it and avenge the insult.

The Indians at Tumwater, above The Dalies, for generations have told of a creature, half fish and half woman, whose home was in a deep whirlpool in the Columbia. Her hair was long and red. When the Indian fisherman came near the whirlpool in which she lived, she stirred up the water so that the canoe and the fishermen whirled helplessly around and around and were finally sucked into the whirlpool. Finally the ancient
people appealed to Cayote. He went to a cliff near the whirlpool and he saw the monster rise half out of the water. So awe inspiring was she that he feared to attack her, so he turned himself into a feather and floated down into the whirlpool. The woman saw him and swallowed him, but the feather tickled her throat and she threw him up. Once more she swallowed him and once more threw him up. Five times she swallowed him but the fifth time Cayote changed himself when he had got in her stomach, from a feather to an Indian. With his fire rods he struck a blaze. With his stone knife he split up some pieces of a canoe which the woman had swallowed, and built a fire. By the flames of the fire he saw that her stomach was full of people, some of whom were dead and others so chilled they could hardly move. He found there Whai-a-ma, the Eagle, but his wings were so wet he could not fly. Cayote told the Eagle to come to the fire and dry his feathers, and when they were dry, to fly to a nearby mountain to get help to rescue the people. Cayote took his stone knife and began hacking at the heart of the woman God. Her heart was so hard that his stone knife broke. One after the other he broke his knives till finally the fifth knife cut the fastenings of her heart. The Eagle seized a canoe he found in her stomach and flew with it to Mt. Adams. Speelyai made his way to the shore and said to the woman, "I will let you stay here to frighten the fishermen and once in a while to have one, but no longer may you terrorize the people. Some day there will be a better race—these you cannot destroy." In the old days a monster also dwelt at Celilo and also one below The Dalles.

The children of the Wasco Indians had their ears punctured with five holes, this being the sacred number. With some nations three is the mystic number—with the Hebrews it is seven and with the Columbia River tribes, five.

Cayote was worshipped by the Indians because he went about helping others and doing good. He destroyed the evil Gods, usually making them small and comparatively harmless, for example in the old days mosquitoes were larger than oxen. They lay in wait for the Indians and knocking them down, they would suck all their blood. Cayote conquered the mosquito God and allowed mosquitoes to live but never again would they be large.

In those days people had power to change themselves from animals to trees or into any other objects of nature. One of the evil Gods of the long long ago people was Amash the Owl. He lay in wait by the trails and ate people alive. One time Cayote met Amash, so he changed himself into a warrior chief. When Cayote met the Owl monster, he said to him, "Where do you come from?" After the question had been repeated many time by Cayote, the Owl said, "Where are you from yourself?" Cayote said "I am from nowhere but this country where you live, this is my country. I am looking for people to eat." Amash the Owl, said to himself, "Who can this be?" and then addressing Cayote he said, "I have travelled all over this country. I never met you or anyone like you before." Cayote said, "I have been where the sun comes up, I have been where it goes down. I have been north and I have been south. You say
you eat people. I challenge you to a vomiting match. We will see who will throw up the most bones. Then we will know which is the greatest.” The Owl God agreed to this. Cayote said, “Shut your eyes tight and vomit. Neither of us will open our eyes till I say to open them.” The Owl agreed to this. Both shut their eyes, the Owl tightly but Cayote kept one of his open a little to watch the Owl. The Owl vomited up a large pile of bones, among which were the skulls of people. Cayote, looking at his pile of bones could see only the bones of mice and squirrels. While the Owl’s eyes were still closed he pushed the bones he had thrown up over in front of the Owl and pulled the Owl’s pile of bones in front of himself. “Now we will open our eyes,” he said, “and see what we have thrown up.” The Owl God looked in astonishment at the small pile of squirrel bones in front of him and at the large pile of skulls and human bones in front of Cayote. Cayote said, “You see that I am the greatest. You eat mice and small animals. I eat men—the bones speak for themselves.” The Owl God was not satisfied, so they repeated the process five times, each time Cayote stealing the human bones and skulls and substituting the mice bones and squirrel bones that he had thrown up. The Owl God was so astonished at Cayote’s magic that he confessed that Cayote was greater than he was. Cayote seized the Owl, cut off his head with his stone knife and said, as he threw him on the side of the mountain, “You may live in the mountains—you may frighten travelers at night by hooting, but no longer can you eat men. A new kind of people are coming—they will not fear you or have any use for you.”

In the old days before Cayote conquered him the Spider used to make huge ropes which he laid on the trails to capture people. Before they could disentangle themselves, he seized them and sucked out all their blood. Long ago five young women built a fish trap which they stretched across the Columbia River near where Astoria was later built. The Indians near The Dalles and elsewhere along the Columbia, became gaunt from hunger, for no salmon came up the Columbia. Cayote changed himself into an Indian baby and fastened himself to a pappoose board. He floated down the Columbia till he came to the fish dam. The Indian women saw him and as they had no husbands, they rescued him and said, “We will keep him till he becomes a man, so that he can be a husband for us.” They left him in their hut, but taking advantage of their absence, he changed himself into a beaver and broke the dam, and the salmon waiting outside to come up the river, came up so thickly that the water was dark with their bodies.

The Indians believed that the winds were the breath of people. The five Chinook wind brothers had their home at the mouth of the Columbia, while those who blew cold winds lived in the upper river. In the old days, the Chinook wind was very strong—it blew down the Indians’ houses and tore trees up by the roots, while the five brothers who lived on the upper Columbia, blew their breath at the Indians and froze them. Finally the brothers had a dispute as to which was the most powerful, so they arranged to settle the matter by having a wrestling match, the loser to have his head cut off. They chose Speelyai, the Cayote God as umpire.
The Cold Wind brothers defeated the Chinook Wind brothers, so Cayote cut off the heads of the losers. The eldest Chinook Wind brother had a son, a baby. His mother told him how his uncles, the Cold Wind brothers, had killed his father. While he was yet a boy, he began pulling up and breaking to pieces, willows and small trees. Each day as his strength increased, he pulled up larger trees, so that finally, when he came of age, he was able to uproot large trees. He sent a challenge to the five Cold Wind brothers and once more Cayote was chosen as umpire. One after the other, he threw these Cold Wind brothers till four of them were defeated and had their heads cut off. Cayote, the umpire, then stopped the wrestling match and said, "If you kill the last Cold Wind brother, we shall have no more wind in this country and that will not be good. Hereafter the wind shall not blow so as to freeze men, or do so much damage—nor shall the Chinook wind be rough and boisterous any more. You shall divide the day between you—the cold wind shall blow in the daytime and the Chinook wind at night."

In the old days the Indians had medicine men who were called "dog understanders" while others were "baby understanders." They believed that both babies and dogs had a language which could be understood.

Each tribe of Indians, according to their myths and traditions, was the favored tribe of the Gods, the others being inferior. The Wishram Indians above The Dalles, say that in the old times there was a white stone at Tumwater. At night it shone like the moon. It protected them and guarded them and as long as it shown they had plenty of fish and lived comfortably. When the other tribes learned of the good luck stone, they formed a confederation against them and overpowering the guardians of the stone, they rolled it into the river. Thereafter the Wishrams were hungry and unhappy. Finally they located this luminous stone, got it out and set it in its place again, but once more the surrounding tribes combined against them, captured their stone and broke it into many pieces and scattered it.

The Indians believe that spirits live in the lakes and that if stock is driven into the lake or stones are thrown in, the lake spirits will make it rain. The Indians believe that Speelyai built a dam across the Columbia to form a fishing place for the Indians. He also made the rapids of the Cascades. Believing however that the Indians made their living too easily, instead of planting the huckleberries nearby, he threw them into the mountains in the rough and inaccessible places for he said, "If people get their food too easily, they will become lazy or get rich and independent—it is better for them to have to work for their living."

Every picturesque or unusual point on the Columbia River, has connected with it, some Indian myth or tradition. Near Mosier is a ledge of rocks which the Indians call Speelyai's wall. Speelyai, when very hungry once, committed a crime here. He was so filled with remorse that he built this wall to stop the news from going up the river. The knowledge of his crime however, broke places through the wall and began getting away. He hurled more rocks on the wall but no sooner did he repair one place in the wall than the knowledge of his crime broke a new place,
so he finally started up the river to overtake the knowledge of his crime. As he came close to an Indian's house in the Klickitat country, he heard them talking about his sin. He hurried towards Tumwater and there he heard the Wishrams talking about it. Hurry as fast as he could, he never succeeded in heading off the knowledge of the sin he had committed.

Not far above the old steamboat landing at the upper Cascades is a large round-bottomed hole in the rock. This was Cayote's pot where he cooked his salmon. Before Cayote made his hole in the rock, the people dried the salmon in the sun or ate it raw. They also ate roots and dried berries. Cayote caught some salmon, put them in this pot-hole, poured water on them and then, to the astonishment of the Indians, he made fire and heated rocks, which he dropped into the pot-hole till the salmon was cooked. He called all of the people to eat of the cooked salmon and he commanded them each spring, when the salmon ran, to give a salmon feast. He also taught them how to broil salmon by holding it over the fire on sticks.

In the long, long ago time, one of the most powerful Gods of the Indians was Enumtla, the Thunder God. His home was in the clouds and he was able to kill all of his rivals with darts of fire. When Cayote came among the people where the Thunder God lived, he asked them why they were so downcast and sad. They told him that the roar of the Thunder God frightened them and that his gaze was so bright it killed them. Cayote consulted his sisters, who advised him to change himself into a feather. He floated on the wind past the Thunder God. Finally he settled on a sunflower stalk where he could watch what the storm God was doing. The Thunder God watched the floating feather and decided to see if it was really a feather, so he sent a shower of rain. The rain did not wash it away. Instead, the feather rose up on the wind and caused lightning to flash, the thunder to peal and the rain to descend. The Thunder God in anger, threw thunderbolts and lightning at the feather. They engaged in a terrific duel. Finally Cayote seized the Thunder God and they fell to the earth. Holding the Thunder God with one hand, with his other hand, he used, one after the other, his five clubs, to try to kill the Thunder God. He beat him till all of his clubs were broken. The Thunder God begged for mercy, so Cayote spared his life. He said, “I will let you live and on hot summer days, you may thunder and lightning, but not much,” so from that day to this, the people have no longer been afraid of thunder and lightning in the Oregon Country.

The creation of the sun, of the moon, of the stars and of almost every other natural phenomenon, is explained through the myths and traditions of the Indians. From time immemorial, Indians, in their spare time, about the lodge fire, have told stories of the old days. Katherine B. Judson in her “Myths and Legends of the Pacific Northwest,” gives the Indian legend of the Bridge of the Gods, which is as follows: “Long ago, when the world was new, Tyhee Sahale with his two sons, came down the Great River. They came down near to where The Dalles is now. The land was so beautiful and desirable that each son wanted it. Sahale took
his bow and shot two arrows. One he shot to the north, the other to the west. He said to his sons, "Go find the arrows. Where they lie you shall have the land." One son went north. He was the first grandfather of the Klickitats. The other son went west and became the first grandfather of the Multnomahs. Then Sahale raised great mountains between the country of the Klickitats and the country of the Multnomahs, so that the tribes would not quarrel. White men call this barrier the Cascade Mountains. The Great River was deep and broad. The river was a sign of peace between the tribes. Sahale made a great stone bridge over the river, so that the tribes would be friends. This he called the Bridge of Tomanowos. The tribes grew but they did evil in the sight of Sahale. Tyhee Sahale was displeased. He caused the sun not to shine, and cold and snow to appear. The people were unhappy, for they had no fires. Only Loo-wit had fire. The people sought to steal the fire of Loo-wit. Loo-wit fled and because the runners were stiff with cold, they could not catch her. Loo-wit told Sahale of the need of the Indians. She told Sahale that the Indians were cold, so he gave fire to the people. Sahale built a fire on the Bridge of the Gods and there all the people secured fire and warmth. Sahale promised Loo-wit that she should have eternal youth and beauty. She became a beautiful maiden. The chiefs began to love Loo-wit. Many chiefs loved her because of her beauty. Chief Klickitat came from the North and Chief Wiyeast came from the West. To neither would Loo-wit give her answer. The chiefs fought. Their people also fought. Thus they angered Sahale, and because blood had been shed and because the Great River was no longer a sign of peace, Tyhee Sahale broke down the Tomanowos Illahee. Huge rocks fell in the river. They can be seen to this very day. The forests which were buried when the bridge of Tomanowos was destroyed, may still be seen, submerged below the water. Once more the tribes were separated by the Great River. Then Sahale turned Loo-wit, Klickitat and Wiyeast into snow clad peaks. Always thereafter, they were cold and covered with ice and snow. The Indians call them Loo-wit, Klickitat and Wiyeast, but the white men call them Mount St. Helens, Mount Adams and Mount Hood.

Though Chief Klickitat and Chief Wiyeast were turned into mountains, they still quarreled over Loo-wit. Sheets of flame burst from their summits and they threw huge rocks at each other. The rocks fell into the great river and blocked it, so that it is narrow and swift there. This place is called The Dalles.

This is the legend the Klickitats tell of Memalooose Island. Long before the white men came, a young chief loved a young woman. The chief went over the Spirit Trail but he was lonesome and found no rest in the land of the spirits. The maiden grieved for him. A vision came to her which told her to go to the land of the Spirits. She told her father of the vision so he made a canoe, placed her in it and together they paddled up the Great River to the Island of Spirits. In the darkness as they neared the Death Island, they heard singing and the sound of the tom-tom and the drum. Four spirit people met them on the shore. The maiden stepped ashore, but the father returned. The maiden met her lover there more
beautiful than he was on earth. All night they danced. When morning
came they fell asleep. She slept, but when the sun was high she awoke.
She looked around. All around her were skeletons. Her lover's skeleton
seemed to gaze upon her. She saw that she was on the Island of the
Dead. She was filled with horror. She found an old canoe and paddled
across the Great River to her village. She had been to the Spirit Land.
If she returned, evil would surely fall upon the tribe. That night her
father paddled her across the river to Memaloose Island. Once more in
the darkness she heard singing and the sound of the tom-tom and the
dance drums. After a while a baby was born to her. It was half human,
half spirit. Her lover, who was a spirit, wished his mother to see the
baby. He sent a messenger to his mother, telling her to come to the island
at night. In those days, those who lived could visit and talk with those
who had gone to the Spirit World. The spirit lover told his mother, when
she arrived on Memaloose Island, not to look at the baby until it was ten
days old, but she was impatient and lifted the cloth from the baby's face.
The baby died and the spirit people were displeased, so they said, "Never
again shall living people visit their loved ones who have taken the Spirit
Trail."

MEM-A-LOOSE ISLAND, FIFTEEN MILES BELOW THE DALLES, OREGON,
IN THE COLUMBIA RIVER
A former Indian burial place, hence the name Memaloose or dead man
CHAPTER VIII

CATHLAMET ON THE COLUMBIA

Long before the coming of the white man to the Oregon Country, Cathlamet had a population of not less than 1,000. It was the largest Indian settlement on the Columbia River west of the Cascades. Here at Cathlamet lived the Cathlamets, the Wahkiakums, the Coweliskies and the Chinooks. Among the first white settlers were Anderson, a former employee of the Hudson's Bay Company and later Birnie, Roberts and Allen, also former employees of the Hudson's Bay Company. Many years ago I talked to Alexander Duncan Birnie, who for twenty-six years served as postmaster at Cathlamet. In telling me of the early days of Cathlamet, he said, "I was born in Astoria in 1843. My father James Birnie, was born in Aberdeen, Scotland in 1795. He entered the service of the Northwest Fur Company in 1817 when he was twenty-two years old. In 1818 he was sent to the Columbia River and was stationed at Astoria. In 1820 he was sent to The Dalles to establish a trading post among the Indians. I think my father was the first white settler at The Dalles. He went there in 1820. He spent three years at The Dalles and in 1823 he was sent to Fort George at the mouth of the Columbia River. He served at various other places but in 1840 was once more sent back to Astoria where he stayed for the next six years during which time I was born. In 1846 father left the employ of the Hudson's Bay Company and moved to Cathlamet. My father never killed a bear, a deer or an elk in his life. He had no use for firearms. When I was a boy deer and elk and bear and water fowl were plentiful in the vicinity of Astoria and Cathlamet. Father was a good trader, a great reader and an expert at accounts, but when it came to shooting or rowing or other work of that nature he let his employees take care of it. My father was a large man, broad-shouldered, deep-chested and six feet tall. I am one of thirteen children. Father opened the first store in Cathlamet. This was in 1846, and he was the first postmaster there. He died at Cathlamet on December 21, 1864, and I took over the store and became postmaster. When father first joined the Northwest Fur Company, they had some pretty lively times, for the Northwest Company and the Hudson's Bay Company were bitter rivals. In 1821 the two companies were consolidated, so after that father worked for Dr. John McLoughlin. When father was the Hudson's Bay factor at Astoria, he entertained William A. Slacum, of the United States Navy, who came to investigate conditions here in December, 1836. Father sent an Indian messenger by canoe to Fort Vancouver to notify Doctor McLoughlin of Slacum's arrival. Doctor McLoughlin sent James A. Douglas with nine French voyageurs at the oars, to bring Mr. Slacum to Vancouver. He entertained him royally at Vanconver and then sent him in charge of Duncan Finlayson to the French settlements at what is now Champoeg."
Some years ago, I interviewed Judge Thomas Nelson Strong, who spent his boyhood at Cathlamet. His father, Judge William Strong, arrived in Oregon in August, 1850, to become supreme judge of Oregon territory. In coming from his eastern home, Judge Strong and his family came on the United States storeship *Supply*. They arrived in San Francisco in November 1849. From San Francisco they came to Astoria on board the sloop of war *Falmouth*. Judge Strong took up a donation land claim at Cathlamet. At that time there was only one other white man living there—James Birnie. In speaking of their arrival in Oregon, Gen. James C. Strong, a relative of Judge Strong, said, "In our party were Governor Gaines with his family, General Hamilton who had come out to be secretary of Oregon Territory, and who had brought his family with him; Judge William Strong, who had come out to be territorial judge and who had also brought his family. The *Multnomah*, the only steamer plying on the Columbia, was laid up for repairs. A Hudson's Bay employee, living at Scarborough Point said that if we would send word to Peter Skene Ogden at Vancouver, he would send a bateau for us. Governor Gaines wrote a letter and an Indian took it by canoe to Fort Vancouver. Gov. Peter Skene Ogden sent a bateau for us and we stayed the first night at Cathlamet, at the home of James Birnie. Judge William Strong was so much pleased with the country around Cathlamet that he returned and took up a donation land claim there. At this time there were very few white men on the North Bank of the Columbia River, from its mouth to the Cascades. Settlers began coming in the fall of 1851 and by the fall of 1852 there were enough residents north of the Columbia River to petition congress for the division of Oregon Territory and the creation of what is now Washington. I made numerous trips up the Cowlitz River as far as Cowlitz Landing, always going by canoe. From Cowlitz Landing I would go on horseback to Puget Sound, usually stopping the first night at Jackson's place and occasionally if the trails were good, getting as far as Ford's place. Judge Strong and myself each built a house at Cathlamet. I was employed to survey a road from Cathlamet to Boisfort Prairie. Although Cathlamet was nominally my home, I spent much of my time at Fort Vancouver. I surveyed the upper end of Esther Short's land claim at Vancouver into city lots and streets. In 1854 I was appointed United States attorney and the following year I was elected prosecuting attorney for the first judicial district. I also served in the Washington territorial legislature from Pacific County. While living at Fort Vancouver, I became well acquainted with Capt. U. S. Grant of the Fourth U. S. Infantry and with Major Ingalls, quartermaster of the post there. Major Ingalls later became a major general in the U. S. Army and Captain Grant became general of the Union Army and later President. In speaking of his boyhood days at Cathlamet, Judge Thomas Nelson Strong says: "The earlier Cathlamet life was sometimes enlivened by the visits of strangers. Half way between the Hudson's Bay store and the Strong house was a little cove, in the low rocky bank, before which in high tide, floated the Indian canoes and behind which were the Indian lodges. Here in times past, McLoughlin, McDougal, McTavish and many other notables had landed. In the fall of 1852 a canoe turned into the landing from the
Columbia River. In it were an Indian crew and a young man of pink and white complexion, evidently one of the new United States officers at Fort Vancouver. He was a stranger in the country and was on his way to Shoalwater Bay. He was anxious to get some white man to go with him. He stayed at our house for several days, and prevailed upon my father to go with him. They were gone for a week or more. Twice again the young officer came to Cathlamet, a welcome guest and then his short stay of a year in this country being finished, he went away to a career that time had in store for him. It was written in the book of fate that this obscure young officer, Capt. U. S. Grant, should command the armies of the Great Republic in the Civil war, that he should sit at a ruler of the nation in the national capital and should finally sleep in that great tomb that looks down upon the Hudson. It was fated that both host and guest should sleep at last at two Riversides, far apart, one in his stately tomb beside the Hudson, the other under the trees and grass in the dark forest he loved so well, looking down upon the Willamette. One rendered a great service to his country in its time of need and met with quick and great reward. The other at the fountain head of the history of a great commonwealth—the Oregon Country—after the fashion of the pioneers, expended his life and strength for a coming people and gave the best that was in him for future generations.

“About the time of the great flood, came one of the coldest winters ever known in Oregon, the winter of 1861-62. Ice rarely forms at Cathlamet, but that winter the water along the shores of the Columbia was frozen so solidly that horses and sleds could cross the river on the ice. Snow fell and remained on the ground to the depth of three feet. The little steamer Multnomah with the genial Captain Hoyt as master, was frozen in at Cathlamet. The Indians had plenty of food and clothing and were happy, the passengers from the Multnomah were jolly, as pioneers always were if they had half a chance. The six weeks of cold weather were filled in with sleigh riding, games and dancing and from the hills of Cathlamet to the Columbia River, the men, boys and women, white and Indian, coasted continually. Food with the white people grew scarce, but this made no difference for a young horse was shot for meat and served as roast beef. In the log houses and the lodges, great fires blazed and there was nothing of sorrow or fear.

“The Indian war of 1855-56 brought great anxiety to Cathlamet. There were a few more white men there than when we had settled, but the preponderance of the Indian was still overwhelming, and when it was whispered about that the Klickitat Chief, Kamiakin, head and front of the war, had sent messengers to Cathlamet, there was fear everywhere. The white men had no need to fear, had they but known it, for the Indians stood manfully by their white friends, who had helped them, and Mrs. Birnie and her husband held them with a steady hand. Here was one of the great advantages of the Hudson’s Bay men having Indian wives. No plotting could go on without their knowledge and in times of stress the Indian wife could always be relied upon. No white person saw the messengers or knew who they were, but that they came was certain. Across the little creek in a small pasture stood two tall spruce trees, and at the
top of one of these placed on a limb trimmed off for the purpose, there
suddenly appeared a box, red as blood. It was said to be Kamiakin's signal
to war, but no white man knew how it got there or what was its message.
This red box that appeared so mysteriously at Cathlamet at the time of
the Kamiakin war, it was said, was placed there by the son of the chief
of the Skookum Tillicums, who had murdered a fellow Indian and was
intended by him as a public confession of guilt and an expiatory sacrifice.
I am inclined to believe that the elevation of the red box was made more in
pride than in humility. This strange red box was possibly a confession, a
boast, and a call to war, all in one, and people as quick as the Indians in
interpreting signs would easily have known its deeper import, though they
might not tell it to their white neighbors.

"From 1850 to 1862, pioneer life of Cathlamet went on, the white popu-
lation steadily increasing, the red steadily diminishing. The order of burial
of the book of common prayer, was continually in use and was read over
many a lonely little grave, every trace of which has long since been swept
away. One of the saddest of these burials was that of Indian George, an
Indian boy of 16. He had been a slave of the northern Indians from Fort
Simpson and on one of their war excursions to the Puget Sound, my father
saw him and, moved with pity, bought him for $2.50 and brought him to
our home in Cathlamet. Here he grew up in our household a strong and
happy boy. Every now and then the wild instinct would come upon him
and he would run away but in a few weeks he would return, ragged and
thin, but happy to get back. Nothing pleased him so much as to salute
the steamboats that came monthly from San Francisco, by dipping to them
his homemade American flag. When he lay dying at our home, his every
wish was gratified by the promise that he should be buried wrapped in the
flag.

"There was no doctor at Cathlamet and in pitiful dependence upon
their superior skill, the Indians used to come to James Birnie and to my
father, William Strong, the only white settlers there, to secure medicine
and advice, but sickness in an Indian lodge was not to be checked by
medicine. Nowhere along the seacoast were there any war dances to speak
of. The medicine dance was an entirely different matter and was at its
best among the coast tribes. In an Indian lodge 60 or 70 feet long, in
case of sickness of some distinguished person, one hundred or more Indians
would gather. In a sunken place in the middle of the lodge, cleaned out
for the purpose, between the two end fires, the sufferer, covered with furs,
would be placed upon a mat. Around the sides and ends of the lodge, in
double and triple ranks, each with a pole in his hand, would be placed every
available man, woman and child. In Cathlamet we white children would
join in and we were always welcome. At a given signal from the master
of ceremonies the dance would commence, at first slowly, but afterwards
more quickly, everyone jumping up and down to a loud chant of yo-o-o
yo-o-o, yo, the first two long drawn out and the last sharply cut off and
shouted explosively. No one stirred from his position, except to jump up
and down with a pole held upright in both hands in front of him so that
the movement brought it into contact with the roof of cedar boards in
perfect time with the chant and the jumping, the movements being so
timed that the poles struck the roof altogether with the final 'yo.' The noise was deafening and the lodge would shake in every timber. After this had gone on with increasing enthusiasm for a half hour or more, the patient was supposed to be sufficiently prepared and the evil spirit properly alarmed. A terrific noise would be heard in the darkness outside and the medicine man, with four or five of his assistants, would bound to the door with howls and yells, into the smoky interior. Their bodies were naked, their faces covered with hideous masks over which towered a frightful head-dress, and in their hands were rattles, large, cumbersome things, decorated with teeth and feathers. The idea of the head-dress and the rest of the costume was to make it as hideous and awe-inspiring as possible, so as to frighten the demons away, who had wrought witchcraft upon the sufferer. The medicine man circled with great leaps and bounds about his patient, howling dismally the while, endeavoring to get at close grips with the evil spirit. Finally his chance would come. The spirit, invisible to all but the medicine man, was caught off guard. The medicine man rushed in, seized the sick man and with his hands and teeth attempted to drag from his patient, the demon that was tormenting him. The patient was tossed about and roughly handled, for Indian devils are supposed to come out reluctantly. The performance took up the greater part of the night and the assemblage would be wrought up to frenzy. The demon was driven out, but the sick man also usually gave up the ghost.

"The Indians had another device that for quick dispatch was superior to the personal treatment of the medicine man. This was the Indian sweathouse. No Indian man voluntarily or for the mere purpose of cleansing himself ever took a bath. He trusted to the rain, to the necessary swimming, or the passing through wet woods and grass to secure his personal cleanliness. It created a decided sensation in the highest social circles of the Chinooks when Duncan McDougal caused his Indian bride elect to be thoroughly soaked and washed preliminary to the marriage ceremony. The fact was considered of so much importance that history has gravely recorded it as one of the unusual and notable circumstances that attended that notable wedding. The Indian woman by instinct, was more decent than her Indian master and under favorable circumstances, she was neat and clean. To her a bath though rare, was not an altogether unknown thing. To an Indian man, a hot bath seemed the greatest sacrifice he could make to the deities that ruled disease and death. Far back in the history of the race some aboriginal genius with a talent for inventing great sacrifices, invented the Indian sweathouse. On the Cowlitz and Lewis rivers, all along the valley of the Willamette and on the upper Columbia and its tributaries, sweathouses were everywhere to be seen. They were mound shaped structures, like old fashioned beehives. They were about four feet high and five feet in diameter and were constructed on the banks of cold, swift streams. They were made of willow branches loosely intertwined, like a great basket upside down, with an opening in front just large enough for a man to crawl in. The willows were daubed with clay, making an almost impervious hut. After heating a number of large stones red hot, the Indian, naked as the day he was born, would
crawl into the sweathouse, taking with him a vessel of water and the hot stones. Closing the door tightly, he would pour water on the hot stones until he was almost parboiled with the hot steam. He would then crawl out and plunge into the running stream. This treatment was taken for every kind of sickness or indisposition. Occasionally an Indian would survive this treatment and even be benefited by it. With measles, smallpox and diseases of this character, the treatment usually caused speedy death, but the Indians took it for granted that if the afflicted one died, he was fated to die anyway so it didn't discredit the remedy. When an Indian medicine man failed to make good, occasionally a relative of the departed would kill the medicine man. A sorrowing chief of the Klickitats threw a rope around the neck of an Indian medicine man and with his lasso fast to his saddle bow, rode his horse at full speed till the medicine man had joined his victim in the land of the departed.

"Lucy Quillis, a little Indian girl, was nurse in our family. She was carefully taught, clothed and cared for. In those days though, you might just as well have put a pretty little tiger cat in pantalets and expect it to change its nature. With the very best intentions, she taught us the Chinook language, how to gamble in Indian fashion, and various other things of a similar nature. When she was fifteen years old, after the fashion of the young girls of her age, she fled from our house with her lover and so began a life which ended a few years later in all that was mortal of poor Lucy, a battered body, being gathered up from the floor of the madhouse, and buried. The madhouse of the lower Columbia, in pioneer days was not a lunatic asylum nor a female seminary, but a combination of the two with unlimited whiskey thrown in. The Indian woman of the Northwest Pacific coast was not the light o'love that so many Indian romances depict her. There was in her from childhood, a certain gravity and sober earnestness, the natural result of her sober, hardworking life. For centuries the burden of the toil and the responsibility of her people rested on her shoulders. Hence, she was a thoughtful earnest woman. Inarticulate in the expression of her feeling, she was in reality alive and earnest with great capacity for joy and suffering. In the tribe as a young girl, she obeyed without question, the moral code of her people. Married to an Indian husband, she was his slave. Married to a white man and made acquainted with his moral law, she would have passed through fire, torture and death before she would have gone one step out of the straight and narrow path in which he desired her to walk. There is not on record in Oregon history a single case of an unfaithful Indian wife of a decent white man. In view of this, one cannot recall the history of the early times without a shudder and without taking a firmer hold upon the belief in a future life in which the crooked ways of this world may be made straight, for God seemed to deal very harshly with the Indian women."

The Cathlamet of today is a progressive community. It is the county seat of Wahkiakum County. It is located on the Ocean Beach Highway. Until this Ocean Beach Highway is completed, Cathlamet is land-locked or the greater part of the year. Logging, dairying and fishing are the principal industries of Cathlamet. It has a population of approximately three hundred people.
CHAPTER IX

EARLY NAVIGATION

Long before the breaking of the trail from the eastern centers of civilization, Oregon had been visited by roving seafarers. The magnificent Columbia with its network of tributaries provided highways over which the canoe and bateau of the traders and trappers could conquer distance with much greater ease than was possible for any land vehicle or even for a man with a pack horse. It was by reason of their easy access from sea that, first Astoria then Vancouver and Oregon City at the head of deep sea navigation on the Columbia and Willamette rivers, became the respective headquarters from which the first slender “feelers” of commerce were thrown out. Game, fish and fur have been the predominant resources first to be depended on by original settlers in all parts of the United States all the way from Plymouth Rock to Astoria. In Oregon they were of exceptional value because of the prodigality of nature in favoring this country with climatic conditions most favorable to the wholesale production of animal, bird and piscatorial life. In the rivers the royal Chinook salmon swam in such vast numbers in its annual journey to the spawning grounds at the headwaters of the streams that thousands were actually crowded out of the water and left rotting on the banks. Sturgeon, trout and other food fishes were also in great abundance and the annual run of the smelt, was and still is one of the most astounding of nature’s miracles. Along the shores of the river, bays and lakes in this evergreen region, were countless numbers of beaver, mink, otter and other valuable fur bearers, while in the forests and adjoining hinterland big game of all kinds was plentiful.

To the builders of the commonwealth who later trekked overland to this region of wonderful natural wealth, fur, fin and feather bearers were temporary necessities that came in handy while they were bringing about a condition “nearer to the heart’s desire.” In its wild state, the country was producing wealth but not at all in keeping with its possibilities. The discovery of the Columbia River by Capt. Robert Gray in 1792 marked the beginning of civilization in what was then known as the Oregon Country. Earlier explorers had coasted along the shores of the western world for many years prior to the epoch-marking discovery of the great river, but from the anchorage grounds in bays of Puget Sound, Vancouver Island and Alaska where they bartered for furs and fish, they sensed no possibilities of the greater wealth that awaited only the coming of the “settler.”

Along the Atlantic coast in that early period in our country’s existence most of the farms were so close to the seaports that many farm boys were
numbered with the crews of the American ships that fared forth to the far off ports of the world. Some of these boys were before the mast with Gray in the Columbia, and many more were in the American ships that followed the pioneer ship into the great river a few years later. It was the stories carried back to the New England seaboard by these early sailors that revealed to the people of the eastern states that Oregon was something more than a fish and game preserve for the hunter and trapper.

Unquestionably an everlasting debt of gratitude is due that hardy army of adventurers who in their quest for fur blazed so many trails inland from the sea. From headquarters at Vancouver, these trails led up the Willamette; along the Rogue, McKenzie and Umpqua rivers and down into California. They led to the upper Columbia and along all of that vast fan-like spread of tributaries from Montana westward, and they led up the Cowlitz and thence to the numberless bays and rivers of Puget sound and the North Pacific coast. These trails and the knowledge gained by the fur takers materially lightened the almost overwhelming burdens that were borne by those who laid the foundation for the present agricultural commercial and industrial greatness of the region. But the trader and trapper had to give way to the settler who developed and improved the trails and built up the country. In this growth and development however the water trails which led to the discovery of the region and its possibilities have proved, and are still proving the most potent influence in the prosperity and industrial expansion of the Oregon Country.

Captain Gray's ship, the Columbia, was folowed into the river that bears her name by the American brig Jenny from Bristol, R. I., in command of Captain Baker whose fame is perpetuated by the bay which bears his name. Captain Gray had wintered in Clayoquot sound and while sailing south on the voyage that was to result in the discovery of the Columbia River, he met Captain Vancouver in H. M. S. Discovery who reported the position of the river but expressed the opinion that it could not be entered. After the news of Gray's success reached Vancouver, he dispatched Lieutenant Broughton with the Chatham to learn the particulars of what he had missed. The Chatham, the third ship to enter the Columbia arrived on October 20th, 1792 and Broughton surveyed the channel as far inland as the present site of Vancouver which he named in honor of his commanding officers.

American ships had begun trading around Nootka sound and other west coast ports nearly four years before Gray discovered the Columbia River and British and French traders were there as early as 1785 many years after Cook's famous voyage. As the Columbia River was still an untried field with the fur trade not yet established or organized, most of the fleet continued to trade farther north where they were assured a good supply of furs from the Indians who had learned to expect them. An occasional ship dropped in however to look the field over, and when Lieutenant Broughton returned in 1796, he found several ships making the river a port of call. As competition in the north increased, the Columbia became more attractive and among the arrivals in 1800 was
the Boston brigantine *Betsy* in command of Capt. Chas. Winship who a few years later with his brother and Boston associates made a determined but unsuccessful attempt to establish a permanent trading post near Oak Point on the Columbia.

It is a long distance from Hudson’s Bay to the mouth of the Columbia River but the big fur company whose cabalistic H. B. C. once so impressed an irreverent trapper that he interpreted it to mean Here Before Christ, followed Vancouver’s tip and started westward. Their supremacy in the fur trade of the Columbia River was seriously threatened in 1811 when John Jacob Astor established what is now one of the oldest American cities west of the Rocky mountains. Astoria came into existence when the American ship *Tonquin* anchored in the harbor March 24th, 1811. The career of the Astor enterprise was one consistent story of hard luck from start to finish. The stubborn master of the *Tonquin* quarrelled with Astor’s trading post employees on the way out and he quarrelled with the Indians at Nootka where the *Tonquin* sailed on her first trading expedition. The Indians according to fairly well accepted tradition murdered the entire crew except a mortally wounded factor who escaped to the powder room and after several hundred Indians had come aboard, blew up the ship. Before the news of the disaster reached New York Astor had dispatched a second ship the *Beaver* with a cargo of trading goods. After her arrival she made a trip to the Sandwich Islands carrying Mr. Astor’s chief factor. While he was absent, the partners in charge were bluffed, bullied or cajoled into turning the establishment over to the British.

Historical accounts vary greatly regarding the details of the incident. One of the crew of the *Tonquin* wrote his version of the cruise and the trouble that followed, and that distinguished writer Washington Irving in his very interesting “Astoria” presents the matter in an entirely different light. Other authorities who have essayed to tell the tale are equally divergent in their comment. One essential point on which all agree however is that Captain Black of the British sloop-of-war *Raccoon* hauled down the American flag, ran up the British banner and re-christened the place Fort George. Five years later in conformity with the treaty of Ghent, the territory was returned to the United States. Meanwhile the British interests had secured a strangle hold on the fur trade and to be nearer the source of supplies, they moved up stream and established headquarters at Vancouver. At this point the first vessel built on the Columbia River was launched. She was a two-masted schooner of about eighty-five tons burden and bore the name of the port where she was built. (The *Dolly* a smaller craft that was launched at Astoria in 1811, was brought out from the east in sections which were assembled at the gateway city.) The *Vancouver* was employed in the coasting trade gathering furs and distributing merchandise to various posts returning to the Columbia River where her cargo was re-shipped on the fur company’s regular ships which by this time were coming once, and sometimes twice a year, with reinforcements of men and merchandise from Europe. Their 1828 ship, the
William and Ann was lost on Clatsop Spit in February, all of the crew perishing and the cargo proving a total loss.

Marshall and Wild, Boston merchants had two ships in the river in 1828, the Owyhee and the Convoy. The Convoy crossed in the same day that the William and Ann was wrecked and made an unsuccessful attempt to rescue the crew of the unfortunate vessel. Both of these Boston ships remained in the river a year, trading with the Indians and securing profitable cargoes. With the Hudson's Bay Company so snugly intrenched on the Columbia River, but few other foreign ships entered the river in the thirties. In 1832, the Hudson's Bay Company established a precedent for the steamship monopolists that were to follow, by purchasing the American brig Llama which after lying in the river a year, was unable to secure a satisfactory return cargo. The Llama was placed in the coasting trade as another feeder for the main line to Europe, remaining in charge of the American captain McNeil who brought her out from Boston.

While Oregon was still remote from the world's trade routes, and bona fide settlers had not yet appeared to crowd out the trappers and traders, this far-off land was visited by the second steamer that had ventured out on the Atlantic and the first to enter the Pacific. The steamer Beaver which was launched at Gravesend, England, early in 1835, just before the steamer Savannah completed the first steamship trip across the Atlantic ocean, arrived in the Columbia River in March, 1836, and steam navigation in and out of the river, and between Alaskan and California ports was inaugurated. The Beaver however was not intended to assist in the development of the country or facilitate the movement of any commerce except that originating in and through the operations of her owners the Hudson's Bay Company. Her coming did not even increase to any appreciable extent, the number of men engaged in trapping and trading, and it was fourteen years after her arrival, before the whistle of another steamer awoke echoes in the trackless forests that rose above the banks of the mighty river.

This historic craft, the Beaver, which was launched on the Thames in the presence of 100,000 people, made her voyage to the Columbia under sail, brig-rigged and convoyed by the British bark Columbia. She was too speedy for her convoy and reached the Columbia River several days ahead of the larger vessel. With the arrival of the Beaver, steam navigation, still a new thing on the Atlantic ocean, began in the Pacific northwest. As soon as her engines were lined up and paddle wheels attached, the Beaver was pressed into service. On May 17, 1836 she towed her late Consort the Columbia, from the fort to the sawmill a few miles up the river. This was the first trip of any steam propelled craft on the Pacific coast. On May 31st and on June 11th according to the log book, "a party of ladies and gentlemen from the fort came aboard," and were treated to a trip around Menzies (now Sauvies) Island. Among the excursionists on the first trip was the Rev. Samuel Parker who in his reminiscences states that the party indulged in "a train of perspective reflections upon the probable changes that would take place in these remote regions in a very few years."
The Beaver’s first ocean voyage under steam was to Fort Simpson where she carried the chief factor Duncan Finlayson. Illustrative of the primitive nature of steamship travel at that period, it is interesting to note in a log entry under date of June 29th, that “Finding that we had not enough fuel to carry us to Millbank Fort, stopped the steam and made sail to the topsail and unshipped five paddle blades on each side to avoid holding so much water, afterwards shipped the paddle blades, made steam and entered Millbank sound.” The Beaver was in active service for nearly fifty years, and when she struck a rock at the entrance to Vancouver Harbor in 1883, the oak and greenhart timber with which she was constructed, was as solid as when it was originally placed in her hull.

An important arrival in 1834 was the American brig May Dacre which was dispatched from Boston by Nathaniel Wyeth with goods for the Methodist mission which was established by Jason and Daniel Lee who came overland with Captain Wyeth—the first missionary party to reach Oregon. The May Dacre also brought a considerable quantity of merchandise with which Colonel Wyeth intended stocking a trading station. Another installment of “Boston” men arrived on the brig Diana in 1837, after trans-shipment at the Sandwich Islands where their Boston ship had landed them, and the British bark Sumatra also brought a few Americans from the island port. The American ship Peabody a previous visitor returned in 1838, and the Thomas Perkins was here in 1839. In the latter year the first survey and official sounding of the Columbia bar was made by Capt. Edward Belcher in command of H. M. S. Sulphur.

The Hudson’s Bay Company had perfected their monopoly to a point where these occasional visitors of the “thirties” did not seriously disturb them until the missionaries began to appear. Jason Lee who came out with the Wyeth party and returned east came back in 1840 on the American bark Lausanne which also brought a number of other missionaries and a considerable stock of goods. The same year, destined to play an important part in the building of Portland and Oregon, Capt. John H. Couch arrived with the brig Maryland which had been sent out from Boston to investigate the field. Like many of his predecessors, he had difficulty in breaking in on the big British company and his vessel was sold and sent to the Sandwich Islands. Captain Couch returned east and took command of the brig Chenamus with which he reached Clackamas rapids below Oregon City in June 1842, discharging goods for Oregon City which was already quite a trading point for the incoming settlers.

Captain Couch returned to Newburyport, Mass., in 1847, and the following year took command of the bark Madonna. The chief mate who sailed with him on the Madonna was Geo. H. Flanders and on their arrival at Portland, Captain Couch established a store and turned the Madonna over to Captain Flanders who operated her between Portland and San Francisco with occasional trips to the Sandwich Islands. The names of these two men who arrived on the same ship, have been perpetuated by two of Portland’s principal streets, while the principal addition to the original townsite of Portland, is “Couch’s.” Local nomenclature received an addition in 1841 when the U. S. sloop-of-war Peacock was wrecked at...
CAPTAIN JOHN H. COUCH

EDWARD CRATE
Pioneer of 1834. Employe of Hudson Bay Company. Settled on a claim below what is now Crate's Point in 1848. Manned the Hudson Bay Company’s boat that brought Missionary Spalding’s family to Oregon City, Oregon, after the Whitman Massacre.
the mouth of the Columbia on the spot which still bears her name. The Chenamus which came here in 1842 was back again with another cargo in 1843. This was discharged on lighters at the mouth of the Willamette, low water preventing the vessel reaching her destination.

While the Hudson's Bay Company was fairly successful in keeping the Americans out of the fur trade, they could not keep them from farming and stock raising, general merchandising with some fishing and logging on the side. These resourceful pioneers not relishing the treatment they were receiving from the big company, in 1841 built the schooner Star of Oregon, on Swan Island, now prominent as a great air port. This was before a single tree had been cut on the present site of Portland. Gale was the only man on the job who had had any experience in shipbuilding or in navigation, but he turned out a neat little schooner fifty-five feet long, and after fitting her out at Oregon City, loaded her with products of the Willamette Valley farms, and with a crew of four men and a boy, set sail for Yerba Beuna (San Francisco). 'Twas a stormy trip, and with a seasick crew Captain Gale was obliged to remain at the wheel unrelieved for thirty-six hours. As an exhibition of courage and self reliance the exploit of Joseph Gale is noteworthy even though it took place in an era of magnificent performances. The Star of Oregon was traded for 1,250 head of cattle, 600 horses, and 3,000 sheep, and when this band chaperoned by forty-two proselytes whom Gale had rounded up in California, marched into the Willamette Valley the following spring, the power of the great fur company received its hardest blow. Oregon was demonstrating that there were other and greater resources than the fur trade.

Oregon needed shipping and industries, but no protest was made when in 1845, the Hudson Bay Company diverted one of its European ships to the new post at Victoria. The shipping business was becoming diversified. A schooner had taken Oregon salmon to the Sandwich Islands. Some of the tall trees that grew along the river bank were cut and trimmed into spars which were sent to Europe. Down the Columbia, Saul the negro cook who had left the Peacock when she was wrecked, was making regular trips between Astoria and Cathlamet with a small fore and aft schooner, and at Astoria Capt. Brazil Grounds was operating the sailing barge Calapooia as a ferry across the Columbia. Bateaux ran regularly between Vancouver and Oregon City and in 1847 Capt. B. C. Kindred was running a regular packet between Astoria and Oregon City. The fare was $20 and the passenger provided his own meals and helped pull the boat. The nature of the business available for transportation in the "forties" can be understood by the following item from the Californian of Nov. 17th, 1847:

"The brig Henry, Captain Kilbourn, arrived yesterday from the Columbia River with a cargo of lumber, flour, cheese, cranberries, turnips, salmon, beef, potatoes, butter, cabbage and onions, also a small invoice of almanacs adapted to the meridian of Monterey. She brought nine passengers while the Whiton arriving the same day, brought four cabin and ten steerage passengers."
CHAPTER X

GROWING IMPORTANCE OF MARINE TRAFFIC

The growing importance of the marine traffic of the Columbia was recognized in 1846 by the Oregon legislature which passed a law authorizing the governor to appoint a pilot commission. S. C. Reeves, the first pilot appointed under the new law, was granted a license in April 1847. In 1849 the brig *Sequin* brought to Portland from San Francisco the first mail that arrived in United States Postal sacks. There were no towboats in those days and on one trip the *Sequin* was fifty-four days fighting contrary winds and sand bars between Astoria and Portland. Oregon was well out of the clutches of the Hudson Bay Company when the California gold discoveries created a big demand for Oregon products of all kinds. Then as now, the Oregonians wanted to own their own ships and in 1848 Joseph Kellogg, Lot Whitcomb and William Torrence bought the schooner *Forrest* to carry lumber from their Milwaukie sawmill to San Francisco and the Sandwich Islands.

Joseph Kellogg, who came across the plains in 1848, located a claim adjoining that of Lot Whitcomb and with Whitcomb and Torrence laid out the town of Milwaukie and built a sawmill. They also built a schooner at Milwaukie and sent her to California with a cargo of produce where vessel and cargo was traded for the *Forrest*. Captain Kellogg was also interested in the bark *Lausanne*. He retired from this business to build the Standard Flour Mills and in 1863 built the steamer *Senator* which was bought by the People's Transportation Company. He held a prominent place in the organization of this company, and while it was in operation, he superintended the construction of the basin at Oregon City. With Capt. Geo. Pease, another pioneer navigator, he inaugurated a steamboat service on Tualatin River and Lake with the little steamer *Onward*. He also laid out the town of Oswego. When Ben Holladay bought the People's Transportation Company, Captain Kellogg organized the Willamette Transportation Company of which he was vice president and director, superintending the construction of the steamers *Beaver* and *Governor Grover*. He afterwards disposed of his interests above Portland and formed the Joseph Kellogg Transportation Company which operated steamers on the Cowlitz route for more than thirty years.

Taking a tip from the experience of Joseph Gale and his associates, the Clatsop plains farmers in 1848 built the small schooner *Skipanon* at Lexington now known as Skipanon. They sailed her to Sacramento with a cargo of butter, eggs, bacon and potatoes which they sold at high prices. In 1849 the bark *Madonna* previously mentioned had the distinction of being the first vessel to be laid on berth at Portland for New York. The wreck of the bark *Sylvia de Grasse* between Tongue Point and Astoria in
1849, called attention to the big gamble in commodities then on in the California gold mines. To supply a demand that had fixed prices from $300 to $500 per thousand feet for lumber, the owner of the vessel hurriedly picked up a cargo of about 600,000 feet at Oregon City, St. Helens and Cathlamet, and the craft reached anchorage at upper Astoria in safety. When the pilot lifted anchor the next day preparatory to taking the craft to sea, the Sylvia drifted on a ledge of rock from which it was impossible to remove her. By the time the owner could secure transportation for his lumber, the market had fallen and his fortune went glimmering.

Capt. William Irving arrived in Portland in 1849 with the bark Success and like many other pioneers has his name perpetuated by the streets of Portland. Irvington one of Portland's finest residence districts is located on part of Captain Irving's original donation land claim. On the deck of the Success when she came to Portland, was the diminutive steamer Eagle, which was placed in operation on the Oregon City route. He afterwards sold the Eagle to Williams and Wells and bought the Express which he also operated on the Oregon City route. He remained on the Willamette about ten years and then went to British Columbia where he made a fortune steamboating on the Fraser River and other routes out of Victoria.

On Christmas day 1849, Capt. J. G. Hustler sailed into the Columbia with the Mary Taylor, the first pilot schooner on the bar which had been taking heavy toll from shipping for many years. Captain Hustler was in the navy for many years and had also been a pilot out of New York harbor. The service was of great value to shipping, and was much appreciated by timid shipmasters who had been warned of the dangers of the bar as it then existed. Oregon shipowners again figured in the records for 1849 when three Oregon City men, S. S. White, D. B. Hanna and Berryman Jennings formed a company and bought three barks, the Anita, Ocean Bird and Keoka all of which ran regularly in the Columbia River and coastwise trade.

An overstocked market for merchandise in San Francisco in 1849 sent to the Columbia River a man who in after years built up fame and fortune in the marine industry. The man was Capt. Geo. Flavel who was in command of the brig John Petty which he had brought from the east to San Francisco. Finding no market there for the cargo, he brought it to Portland where he sold it. After a brief visit to the California gold mines, he took command of the old steamer Goliath running her first on the Sacramento River and afterwards to the Columbia River. From the Goliath, he went to the Goldhunter leaving her to establish an independent pilot service on the Columbia bar with the schooner California which he had purchased in San Francisco. He was also interested in the schooner Haleyon and the famous clipper Jane A. Falkenberg. Control of the bar pilotage proved so profitable after he had vanquished all opposition including the Rabboni, the first steam tug on the bar, that he retired from active service at sea in 1858, and for nearly forty years thereafter enjoyed a monopoly of the bar business. After he had driven the Rabboni from the bar, the
state of Oregon offered a bonus of $30,000 for anyone who would maintain a bar tug service for five years. Flavel accepted the offer and Flavel pilots and Flavel tugs were known all over the world for their high rates and incidentally for good service.

As a constructive force in the upbuilding of the country from which it was annually taking such rich toll, the shortcomings of the Hudson’s Bay Company are revealed in their operation of the steamer Beaver. Fourteen years after her arrival at Vancouver, we find local freight and passenger traffic on the Columbia and Willamette still handled by bateau and flatboat, while ocean sail craft waste from ten to fifty days in negotiating the hundred and thirty miles between the sea and Portland. Improved transportation meant greater prosperity for the farmers and merchants who were already crowding the trapper farther back into the wilderness and lessening the quantities of his catch. The big company had a monopoly of this new transportation which meant so much to early Oregon settlers but it had no intention of providing them with the transportation facilities which were revolutionizing the carrying trade of the world. On the contrary the fur traders were doing everything in their power to perpetuate and continue the old order of trade. The steamer Beaver was engaged in the fur trade and her owners so managed her movements that she had no open time for general commerce that might tend to develop the country and interfere with trapping.

This restrictive condition existed until 1850 when steam transportation appeared on both river and ocean routes, and Oregon took a long forward move toward the destiny awaiting her. The first American steamship to enter the Columbia River was the Caroline, a small packet which came around the horn to participate in the gold rush trade between the Isthmus of Panama and San Francisco. Finding the field overcrowded, she came north on a “prospecting” trip in June 1850, bringing the first United States mail to reach Portland by way of the Isthmus of Panama. The Caroline was followed a few weeks later by the Goldhunter, the first Portland owned steamship to appear in Oregon. The Goldhunter a pretentious craft of 511 tons burden and 172 feet length, like the Caroline was built in New York for the gold rush and arrived too late. She was bought by Messrs. Coffin, Lownsdale and Chapman, proprietors of the Portland townsite, and a few smaller stockholders, Captain Hall and N. P. Dennison who were part owners in the craft also retained their interests after the steamer was placed on the Portland route. The Goldhunter made several trips between Portland and San Francisco and proved of great value in opening up a new market for perishable Oregon products that would not stand the long sailing ship voyage to California. As a townsite promoter and trade developer, the Goldhunter was a success, but the trade had not yet grown to profitable proportions, and in the fall of 1850 Captain Hall and other stockholders without the knowledge or consent of the Portland interests withdrew the steamer from the Portland route and sent her to Tehuantepec where she was sold. Two years later she was purchased by the government for the geodetic service, and in this work made a complete survey of the North Pacific coast and harbors. In
the government service she was re-christened the *Active* and in 1860 was sold to Ben Holladay who placed her on the Victoria route under the flag of the California, Oregon and Mexico Steamship Company. She closed her career on a rocky ledge on the California coast a few miles south of Cape Mendocino in January 1870.

In 1851 a few months after the *Caroline* and *Goldhunter* had proved so disappointing to Oregon producers and merchants, their efforts to secure regular steamship service were rewarded. The new up-to-date steamship *Columbia* built in New York by Holland and Aspinwall especially for the Oregon and California trade, arrived at Portland early in the year and with the exception of a special trip to Panama, made regular trips to Portland for many years. The *Columbia* made but one trip a month, but she was regular in her sailings and dependable and for those days was a big steamship and Portland was quite proud of her. It is noteworthy that on her first trip to Portland she carried among other passengers, H. W. Corbett who later wielded a powerful influence in the industrial and commercial life of the state. Passenger fare on the *Columbia* was $75 first cabin, and $45 steerage and it was so much of an improvement over the old sailing ship facilities, that there were no complaints. The service of the *Columbia* on the Portland route was reinforced in the summer by the steamship *Sea Gull*, a small coaster which included in her schedule stops at Port Orford, Trinidad and Humboldt. She was commanded by Captain Tichenor who was afterwards one of the pioneer settlers at Port Orford. The *Sea Gull* was wrecked on the California coast after about a year in the trade.

Another famous steamship appearing for a few trips on the Portland route was the *Goliath* in charge of Capt. George Flavel, both ship and master afterwards looming large in the marine history of the Pacific coast. The *Goliath* was built in New York in 1849 by W. H. Webb for a towboat, the second of this type of craft to be constructed in the United States. She was purchased from Webb by California interests and ran away from New York with a United States marshal aboard, her purchasers having become involved in financial difficulties. She put into St. Thomas with empty bunkers and short of food, but managed to secure enough to bring her through to San Francisco. On arrival she was lengthened out and her name changed to the *Defender*, but she again became the *Goliath* before she ran on the Portland route. After nearly fifty years of exciting and unusual experiences she ended her career while in the towboat service on Puget Sound.

Portland began showing real seaport pretensions in 1851 and in addition to the establishment of permanent steamship service there was an increase in business by sailing ship. Half a dozen sailers arrived from New York with general cargo for the stores at Portland and Oregon City and the bark *Ork* brought a cargo from Boston. An interesting arrival early in the year was the *Willamette*, an iron propeller with a ship's bottom built round her. The *Willamette* came out under sail from Philadelphia where she was built and was more than 200 days making the trip. On arrival the *Willamette* emerged from her cocoon and appeared
on the Astoria route in opposition to the steamer *Lot Whitcomb*, but proving too expensive for such work was sold to San Francisco parties who afterward sent her to China where she ended her days. A company of Astorians in 1851, built the sloop *Killamook* and inaugurated a local coasting trade to the new settlements at Tillamook and Shoalwater Bay (Willapa Harbor). Another noteworthy arrival in 1851, was the American brig *Amazon* which came to Portland from Whampoa China, the forerunner of a fleet that afterwards poured millions into the trade channels of Oregon.

From a maritime and commercial standpoint, the most important event on the Columbia River in 1852, was the attempt to make St. Helens the head of deep sea navigation on the Columbia River. Even in that early period of her existence Portland was forced to admit that channel conditions were deplorable. Between Portland and St. Helens were three of the worst bars on the river. At Swan Island and Post Office bars in the Willamette and St. Helens bar on the Columbia, shipping was continually being held up during low water periods. There were, of course numerous bad bars below St. Helens, but when ships grounded on them, the tidal rise enabled them to work over them at high water. The steamers *Columbia* and *Fremont* made several round trips between the new port and San Francisco, and in the first six months of the year, the shipping was of greater proportions than that of the metropolis up the river. It included eighteen barks, ships and schooners, and the steamers mentioned. The *General Warren* a new arrival in the trade was wrecked on Clatsop spit with a loss of forty people. The tragedy was the result of an overloaded craft encountering a heavy gale and trying after passing out in safety to re-enter the river over a breaking bar.

A cargo of lumber shipped to Australia on the schooner *Spray* was the outstanding event in maritime circles in 1853. Shipments of Oregon’s great staple had been going coastwise since the gold discoveries in 1849, but this was the initial shipment to the Antipodes, and encouraged the sawmill owners who were then operating at Milwaukie, Oregon City, Portland, Cathlamet, Lewis and Clark, St. Helens and a number of other points on the two rivers. The Hudson’s Bay Company, still expanding its operations in the north, although they were being hampered by the incoming rush of settlers in the Willamette Valley, in 1853 reinforced the service of the pioneer *Beaver* with a smaller steamer the *Otter*. The *Otter* did not cut much figure in the Oregon trade, as by the time she reached here our own river steamers had begun to appear, and she was of insignificant proportions compared with the craft then engaged in the ocean trade. At that, she was large enough to cost the United States government $300 per day when they were obliged to charter her during the Indian war on Puget Sound. The *Otter* was the first propeller boat to visit the trading posts of the North coast and caused great surprise among the Indians who had become accustomed to the side-wheels on the *Beaver* and were unable to understand what caused the *Otter* to move through the water.

Portland was only a straggling village in 1853 but then as now, it was
fighting for its prestige. Resentment against the Pacific Mail for attempting to make St. Helens the head of navigation on the Columbia River took practical form when Portland business interests induced the owners of the steamship *Peytonia* to begin a direct service between Portland and San Francisco. The *Peytonia* which was owned by Henry Meigs, W. P. Williams and Capt. J. S. Nash arrived at Portland Dec. 25th 1853, and the following day her officers were banqueted by the Portland business men who pledged themselves to support the new steamer giving as a reason that the Pacific Mail was “antagonistic to the best interests of Portland.” As the traffic for steamships all originated in the immediate vicinity of Portland and the adjacent Willamette Valley, the Pacific Mail soon abandoned their new venture and came back to Portland headquarters.

For the five years following 1853, there was nothing very sensational in the development of Oregon’s ocean trade. The Pacific Mail still retained the *Columbia* as a flag ship and when occasional opposition cropped up they ran the *Republic* and later the *Oregon* and the *California* in the California and Oregon trade. The *Oregon*, *California* and *Panama* were a trio of fine ships that had been built before the gold excitement for use on North Pacific routes, but the gold rush changed the plans of the owners and it was several years later before they appeared regularly in the Oregon trade. The *California* was the first steamship to round Cape Horn, and the *Oregon* was the second. In 1854 the steamships *Southerner*, which was the old *Isthmus* under a new name, the *Peytonia* and the *America* were on the Portland-San Francisco route, but were soon bought off by the Pacific Mail. The *Southerner* was wrecked near Cape Flattery soon after leaving the Oregon trade, and the *America* burned a year later.

In 1857 Capt. John T. ("Bully") Wright started a spirited opposition with the steamship *Commodore* which a few years later met a terrible fate as the steamship *Brother Jonathan*. The *Commodore* was old and tender even then, but at reduced fares she carried good crowds. Allen and Lewis were the Portland agents of the *Commodore*, and Leonard and Green looked after the business of the Pacific Mail. Wright was a famous character on two oceans. Before coming to the Pacific coast with the gold rush he was a large operator of steamships on the Atlantic and was the founder of what afterwards became the famous Morgan line between New York and New Orleans, Morgan purchasing the line and the four steamers with which Wright was operating it. On the Pacific he was in high favor with the Hawaiian government, and made a fortune on the California-Honolulu route and in running local steamers at the islands. In the northwest he operated the *Commodore, Pacific, Sea Bird* and *America*. He died in 1868 and his three sons John T. Jr., Geo. S. and Tom Wright were all well known in Pacific Coast marine circles. The sailing fleet in and out of the Columbia River continued to grow in number and size of vessels and they carried cargoes of steadily increasing size. Leonard and Green the merchants had purchased the brig *Orbit* and were operating it in the Sandwich Island and China trade. The *Lausanne* had carried a full cargo of "boards, plank and scantlings" to Hongkong and the *Eudorus* had loaded a lumber cargo at Rainier. Small consignments of flour and salmon went
out with some of these vessels, and in 1855 the bark *Metropolis* carried 200 barrels of flour to Hongkong from the Oregon City mills. The same vessel the year previous had ten barrels of salt salmon on board when she sailed for Honolulu. At the mouth of the Columbia some of the terrors of the bar were lessened when the Cape Disappointment light threw out its first warning beams in October 1856. Wrecks had been frequent and some of them would probably have been avoided had the lighthouse been built earlier. The well known sailing packet *Vandalia* was lost with all on board in 1853, and the same year the *Oriole* carrying material for the lighthouse was lost in attempting to cross in. In ships, steamers, cargoes, wrecks and rate wars, the Columbia River was rounding into seaport prestige.

In 1858 the Fraser River gold mining excitement brought thousands of people into the Pacific northwest. Directly Oregon could not reap such benefits from this mining boom as were gathered in by the Puget Sound and British Columbia cities located nearer the mines. Indirectly the Oregonians profited greatly. In July and August nearly 15,000 people sailed from San Francisco for the Fraser River direct, and many hundreds who were unable to secure passage on the direct ships came by way of Portland and made their way overland to Puget Sound and thence to the mines. A fortunate few returned with large sums of money but the great majority returned disappointed. However, of this number hundreds, perhaps thousands, lived to bless the day when they were lured to the new mining camp. They found at the end of the rainbow no gold, but near-by throughout Oregon and Washington, rich land to be tilled, timber to be felled and a great fishery industry still awaiting discovery. These men, some from choice and some from necessity remained in the northwest, and their descendants today are operating our banks, railroads, sawmills, fisheries and farms and are glad that a kindly fate led their ancestors into this favored land.

Oregon's immediate profits in the mining boom were reaped from the heavy demand that sprang up for the products of the farm, field and orchard, the Willamette Valley being the nearest point at which these very necessary supplies could be secured. Some of the local steamboatmen took their craft around to share in the spoils on the Fraser River run. The north-bound movement to the mines was over in a few weeks and so many vessels were engaged in it that there was a surplus of south-bound tonnage which also worked to the advantage of Oregon shippers. This applied to steam as well as sail. Some of the south-bound fleet called at Astoria but the most of them came on up the river where the chances for freight and cargo were better. Steamboat inspection was less stringent than it was later and the owners of some of the craft that were in the passenger trade, assumed an awful responsibility. The steamship *Panama* which today would probably be permitted to carry an extreme limit of 250 passengers, had 1,070 aboard when she sailed from San Francisco in June, 1858, and the diminutive sailing brig *Merchantman* which would today be prohibited from carrying any passengers, had 200 aboard when she sailed out of the Golden Gate bound for the new Eldorado. As stated
the mining boom flattened out in a few weeks, but the impetus given general development in the Pacific northwest was unchecked for many a year. New cities sprang up on Puget Sound, and as they prospered sent down orders for Oregon produce and merchandise, and out of this movement came the establishment of steamship lines to Puget Sound and Victoria and later to Alaska.

After more than a decade on the Portland route, the Pacific Mail in 1861 decided to concentrate on the southern routes out of San Francisco, and sold six steamers and the goodwill of the Portland and Puget Sound routes to Holladay and Flint. The steamers were the *Oregon*, *Sierra Nevada*, *Republic*, *Panama*, *Fremont* and *Cortez*. This was the first appearance in Oregon transportation affairs of Ben Holladay, a famous western captain of industry whose romantic and terrific career outshone anything that fiction could produce. With his pony express, his overland stages, his steamships operating from Panama to Alaska and his big railroad building schemes of which further mention appears elsewhere, Ben Holladay's name is written in large letters on the history of the west.

An abundance of sail tonnage between the Atlantic seaboard and San Francisco and menacing delays on the Columbia bar and in the river, combined through the greater part of the sixties to shut Portland out of direct communication with the east. All freight for Oregon was trans-shipped at the bay city, and reached the distributors by way of the regular ocean steamships, the heavy charges for the steamship haul adding materially to the handicap of the Oregonians as compared with the California people. The same practice was followed in the export trade and for many years the surplus supply of Oregon wheat that found its way to the European markets was all subject to a heavy coastwise freight charge between Portland and San Francisco where it was loaded aboard ocean carriers. Between 1863 and 1868 not a single sailing vessel arrived at Portland from New York although for nearly two decades preceding, the route was seldom bare of Portland ships. The return to the old order was started again in 1868, when a direct line to Portland was established by A. S. Mercer, the man who, a few years before, secured great publicity by bringing out a cargo of ladies from New York. Mercer's first ship was the American bark *Sallie Brown*, and after discharging, she loaded back with a full cargo of Oregon produce, consisting mostly of wheat and flour.
CHAPTER XI
CALIFORNIA STEAMERS CARRY WHEAT SOUTH

The Willamette Valley was producing a surplus of wheat in the latter '40s, and before the coming of steam transportation between Portland and San Francisco, small shipments of the great staple were sent to the northern trading posts by the Hudson's Bay steamer Beaver, but an actual wheat business of importance did not develop until the California steamers began carrying the cereal south. These first shipments were mostly used for local consumption or sent to the Orient as flour, but as California began working out of gold mining and into wheat growing, practically all of the Oregon surplus sent south was reloaded at San Francisco on European-bound sailing ships. As the coastwise carriers exacted from $4 to $8 per ton—the rate varying as competition waxed or waned—it can be understood that very early in her commercial history, Portland appreciated the necessity for river and bar improvement that would enable shippers to secure the same charter rates that were enjoyed by competitive ports. A break in this roundabout system for reaching the European market with Oregon wheat was made in 1868, when the bark Helen Angier sailed from Portland for Liverpool direct with a small cargo of wheat. She was followed a year later by the Adeline Elwood, which came out from New York in Mercer's line, which in 1869 brought six vessels to Portland, among them being the Hattie C. Besse, the first four-master to enter the Columbia River. The Elwood was chartered on arrival by Corbett & Macleay to load 30,000 bushels of wheat for Liverpool. She also took out 200 barrels of flour and 100 cases of salmon. In 1870, with the dispatch of half a dozen wheat ships, including the Montgomery Castle, the first iron sailing ship to enter the Columbia River, the grain trade of Portland became firmly established, and for more than fifty years an unbroken procession of these grain carriers followed each other round the horn from the Columbia River to the European markets.

Chinese immigration, a problem which a few years later created much trouble, had set in quite strong as soon as gold was discovered in California. The thrifty Chinese made so much money as laundrymen, gardeners, servants and laborers that when the news of their prosperity trickled back across the Pacific, a veritable horde of yellow men rushed into the country. Many of them found their way to the northern ports, but it was not until 1868 that the first direct arrivals reached Portland in the French ship Jennie Alice. There were 430 in this first shipload, and there was so much work to be performed in the new Northwest that they were quickly assimilated without undue agitation. Ben Holladay was rushing construction on the railroad which he was building from Portland to Roseburg, and the Chinese were pressed into service as fast as they
arrived. Holladay's activity in railroad building was also responsible for the coming in 1870 of a number of ships laden with railroad iron. Six of these cargoes came from England, three from New York, and one from Wales.

A five-million-dollar shipping concern came into existence in 1869 with the reorganization of the Holladay interests under the name North Pacific Transportation Company. Sixteen steamships were included in the equipment, and the officers of the company were Ben Holladay, president; William Norris, vice president; and C. J. Brenham, secretary. A "colorful conquering life" is the language used by one of his biographers in describing the career of Ben Holladay, and it was all of that, and the important part he played in the development of Oregon and other vast regions in the West entitle him to more than passing mention in any history that is written of the golden days of the Golden West. This famous master of transportation, had he lived in the era of Hill, Harriman and other more modern railroad and steamship magnates, would have been the peer of any of them. He was born in 1819 on a farm near Blue Lick Springs, Ky., but with his family moved to Missouri when he was fifteen years old. Almost from his boyhood days he was a successful trader and dealer in live stock, and during the Mexican war profited greatly in his dealings with the Government and also with the Indians. In 1850 he purchased at Fort Leavenworth a big supply of surplus Government stores, which he transported to Salt Lake with his own mules and oxen. He sold this at an immense profit and engaged in freighting between the Missouri River and Salt Lake, afterwards extending his operations to the Pacific Coast, where in 1856 he secured the contract for supplying meat to the Pacific Coast Steamship Company's big fleet of steamers, this indirectly proving the entering wedge that landed him in the steamship business. Freighting, trading and supplying meat to the army posts in the West enabled him to pile up a big fortune, and when Russell, Majors and Waddell, who had the contract for transporting the mail and army supplies across the continent, were in financial straits, Ben Holladay loaned them large sums. As they were unable to repay the loan, Holladay took over the business, including the famous "pony express," the most expensive and romantic transportation enterprise that ever figured in American history.

Holladay put on a line of daily coaches from the Missouri River to Salt Lake and reinforced this service with hundreds of freight wagons, his service extending wherever there was any business to be handled. Foreseeing the coming of the railroad in the Middle West and across the continent, Holladay extended his operations to California, Oregon and Idaho. When he reached San Francisco he found his friends in the Pacific Mail making so much money on the Panama route—which had never proved an easy field for opposition steamships—that they were glad to get rid of the never-ending war on their northern routes by selling the steamships engaged thereon at a nominal figure.

Ben Holladay was as ruthless and resourceful as a steamship man as he had been with the land transportation problems that he met and conquered. Within six months after he took over the routes, the steamships
were paying more than $100,000 per month, single ships clearing from $10,000 to $15,000 per month. One ship, the John L. Stephens, on a single round trip to Mexican ports at $100 passenger fare and $20 per ton freight, showed net earnings of $40,000. As feeders to these ships out of Portland, he took over the big fleet of river steamers owned by the People's Navigation Company, and from Mexico to Alaska the Holladay house flag was a familiar sight in every port. As the Union Pacific's transcontinental railroad had curtailed Holladay's activity with the old methods of transportation, he was quick to adjust himself to the change. Congress had provided for a liberal land grant for a railroad through Oregon, and a number of Oregonians had organized the "Oregon Central Railroad of Salem," hoping to build the road and earn the grant. Holladay promptly incorporated the "Oregon Central Railroad of Portland," and after a protracted fight in Oregon and at the national capital secured the grant and built the road from Portland to Roseburg on the east side of the Willamette River, and to St. Joe on the west side.

Meanwhile his vast enterprises on sea and shore had tied up so much money that when the panic of 1873 struck the country, he was in sore straits. He retained nominal management of his rail and steamship properties until 1876, although for the last two years of his reign, control of the properties was actually in the hands of Henry Villard, agent for the German bondholders who had put up the money for railroad construction. When his financial trouble set in he deeded to his brother, Joseph Holladay, as security for money advanced, a big sawmill property in Portland, the Holladay Hotel at Seaside, and the now Holladay's Addition to Portland, now an immensely valuable property. He also turned over the old Holladay home on Stark Street and farms in Washington, Polk and Yamhill counties. In the East his famous Ophir Farm, near White Plains, N. Y., one of the show places of the country, which had cost him $750,000, was sold under the hammer. When the skies cleared a little, Brother Joe refused to return the property which he had held in trust, and endless litigation followed. When not fighting Joe Holladay in the courts in Oregon, he was fighting the Government at Washington in an effort to secure payment for losses by Indian depredations while operating the overland stage.

Ben Holladay was a fighter to the finish. On his last trip from Portland to Washington in the interest of his claim, he was so badly broken in health that he had to be carried aboard the steamship. He returned to Portland a few months later, and died at the old Stark Street home, July 8th, 1887, in his sixty-eighth year. He left numerous enemies as well as friends, and some of his methods were open to criticism, but the name of no other captain of industry or master of transportation will ever loom larger on the pages of history than that of Ben Holladay, an empire builder when empire building was not an easy undertaking.

Marine business of all kinds continued to increase rapidly in the Columbia River trade in the years following the Fraser River excitement. Immigration from the East by way of the Isthmus of Panama, as well as by the overland trail and round the horn, was steadily increasing, and
thousands of the newcomers were headed for Oregon. The Brother Jonathan on her first trip to Portland, in the spring of 1864, brought 700 passengers, and the Holladay steamships were averaging 500 passengers per trip. In June, 1864, the John L. Stephens, the largest steamship that had ever entered the river, arrived at Portland. The Stephens was 275 feet long and 1,886 tons burden. The June rise enabled her to reach Portland, but when the water receded even the smaller steamers were unable to get past the bar at the mouth of the Willamette. To remedy the situation, the citizens of Portland took up a subscription and cleaned out the snags which aided in holding the bar in place. This was Portland's initial attempt at river improvement, on which they have since spent millions and achieved most satisfactory results. Compared with the present thirty-five-foot project on which they are working, and noting the ease with which 12,000 and 15,000-ton ships drawing more than thirty feet now negotiate that channel over the Willamette bars, the results of that first attempt at channel improvement are interesting. In commenting on the improved depth, the Oregonian, in mentioning the arrival of the bark Industry, the first vessel, to go through the improved channel, stated that "She came well freighted and under the pilotage of Gilman had no trouble entering the Willamette drawing twelve feet."

An unsuccessful attempt to establish steam tug service on the bar was made in 1864 by Capt. Paul Corno, a pioneer coasting captain, who had met with much trouble in entering the river with sailing vessels. He brought the steam tug Rabboni up from San Francisco, but much to his surprise found that the inroads of the steamships on the business of the sailors had prejudiced the masters of the "wind jammers" against any kind of a craft that used steam as a propelling power. But few of them availed themselves of the service, and as nearly all of the steamships carried bar pilots aboard all the time, there was not enough support to warrant continuation of the service, and after a few months the Rabboni gave up in disgust and returned to San Francisco.

The inevitable result of overloading old and poorly constructed steamships sent a shock through the country in the summer of 1865, when the old steamship Brother Jonathan, operating under the flag of the California Steam Navigation Company, struck a rock and foundered near Crescent City, only nineteen lives being saved from a total of about 200 on board. This steamer ran north during the Fraser River gold rush and had never been regarded as very safe, although she carried as many as 700 passengers while on the northern routes. On her final trip she was so heavily overloaded that she could make no headway against a strong northwester and had put about to seek refuge at Crescent City when she met her fate. The tragedy created much excitement at the time, but no one was punished, and the dreadful affair was almost forgotten until about ten years later, when the Pacific, the Jonathan's old running mate, carried more than 200 passengers down to death almost in sight of Victoria. The third mate of the Jonathan, whose boat reached Crescent City with the nineteen survivors, brought back a farewell message from Captain DeWolf, who went down with his ship. "Tell them," said he, "that if they had not
overloaded us, we would have got through all right, and this would never have happened.” A few months before the loss of the Brother Jonathan, the old bark Industry, a pioneer packet on the Portland-San Francisco route, struck on the Columbia bar and went to pieces, ten people, including Captain Lewis, losing their lives.

Transportation facilities had caught up with the demand in 1866 and there was fierce competition on all water routes. To quote from Wright’s marine history of the Northwest: “The traveler northbound from San Francisco could choose his steamer, name the price he wished to pay for passage, and on reaching Portland, find opposition steamers in waiting to carry him to the Cowlitz River, where opposition stages whirled him overland to Olympia, and an opposition steamer waited there to take him through to Victoria.” A new factor in the ocean trade appeared with the arrival on the Portland route of the new steamship Montana, brought out to the coast by G. Y. Patton, a Maine Yankee. Prior to the arrival of the Montana, Ben Holladay and his rival, the California Steam Navigation Company, were operating under a temporary truce with the restored fare of $45 cabin and $25 steerage. This rate was cut in half by Patton, and Holladay et al. retaliated with a $10 and $3 rate, which resulted in the Montana passing into the hands of the old combination, which at the same time took over the steamship Idaho, then on the stocks at Bath, Me. The Continental and Oriflamme also appeared on the Portland route in 1866, under the Holladay flag.

The Continental enjoyed nationwide notoriety at this time as being the ship that brought the “Mercer girls” from New York to the Pacific Coast. Mercer, taking note of the scarcity of females on the Pacific Coast as compared to the number of males, conceived the idea of equalizing the situation by importing a shipload of husband-seeking ladies from the Atlantic seaboard. Despite the extensive publicity given the project in the East, he succeeded in rounding up only about thirty unattached females, although the Continental brought many other passengers. The “Mercer girls” were of a good type and proved a valued addition to the growing population of the Pacific Northwest. The Oriflamme was frequently used by Ben Holladay as a private yacht, on which he cruised with influential people who might be of aid to him in his far-flung steamship, railroad and stage interests. The encroachments of steam in the old domain of the sailing ship were much in evidence even in the early ’60s, and in 1866 the old bark Cambridge, the last of the regular liners between Portland and Honolulu, was withdrawn from the route. In explaining her withdrawal, the master stated that the steamers plying between Honolulu and San Francisco could take Portland freight to the Bay City and transship on Portland steamers and land it in Portland at lower rates than the sailing vessel could make by sailing direct between the Columbia River and the islands.

White-winged peace settled over the steamship lines in 1867, when Patton’s steamers were absorbed and everything north of San Francisco was taken into one big company known as the North Pacific Transportation Company, operating the steamships Active, John L. Stephens, Moses
Taylor, Oriflamme, Orizabe, Pacific, Panama, Senator, Sierra Nevada, Ajax, California, Continental, Gussie Telfair, Idaho, Montana, Pelican, and Del Norte. All of these steamers were on the Portland route at various times and with the restoration of rates made money quite rapidly.

The loss of the bark W. B. Scranton on the Columbia River bar in May, 1867, marked the retirement from a prominent place in early marine circles of Capt. Paul Corno. Measured by present day standards, Corno’s efforts in the Oregon Country might seem unimportant, but it was the persistency and courage of men of his type that laid the firm foundation on which the later prosperity and development was built. Operating the old brig Susan Abigal (afterwards destroyed by the Confederate privateer Shenandoah) out of Portland in the early ’50s, he acquired the funds with which he built the fine bark Industry. That vessel, as mentioned, was wrecked on the bar, with heavy loss of life. There was but little insurance on the Industry and Corno’s later experience in attempting to establish a tugboat service on the bar also cost him a small fortune. With the loss of the Scranton, Corno’s prestige vanished, but as a pioneer navigator in and out of the Columbia River his place in history is secure. The Paul Cornos and their breed would build up any kind of a country.

Jacob Kamm, one of the most powerful figures that ever engaged in maritime enterprises in the Northwest, in 1868 branched out in a new field, inaugurating a steamship service to Puget Sound and British Columbia, and later extending the service to Alaska. He started the service with the steamship George S. Wright, the first steamship to engage regularly in that trade, although the San Francisco liners had previously handled freight for the northern ports, calling at Portland on their way north. Ben Holladay, appreciating that he had overlooked something in the way of a steamship route, promptly placed the steamship Active on the same route, and both vessels found a profitable trade there for many years, the Wright in due season passing into the hands of the Holladay interests, who used her as a mail steamer for Alaska. In this service her career ended in 1873 with one of the most mysterious ocean tragedies ever recorded. She sailed from Portland early in January on her regular trip to Sitka, made her regular calls in the north, and after completing her return cargo with salmon, oil and furs taken aboard at Kluvok, sailed from that port January 25th. When she was long overdue at Naniamo, her first southbound port of call, the British government dispatched H. M. S. Petrel to search for her, but aside from some wreckage which came ashore at Cape Caution and the finding of two bodies on the beach near Cape Caution, no news of her fate ever came back. She was in command of Capt. Thomas J. Ainsley and her crew of twenty-one men were mostly Portlanders, her chief engineer, John Sutton, being quite widely known in Oregon. The ten passengers aboard included Major Walker and wife, and Lieutenant Rogers, U. S. A., and the quartermaster’s clerk at Sitka. Many theories have been advanced as to her fate, but the most plausible is that her boiler exploded and those who were not killed were drowned. This theory finds confirmation in the destruction of the Clara Nevada years later. This ship also was on the Portland-Alaska
route, and there were no survivors, but the character of the wreckage found left but little doubt about her being the victim of a boiler explosion.

Steamship service to the Orient was still well in the future in the '70s, but there was an increasing number of sailing vessels available. The Garibaldi and the Edward James were the first of the regular liners to China, but later they were reinforced by the Alden Besse and Coloma, which continued on the run long after the appearance of steamships on the trans-Pacific routes. That the trade was profitable is shown by the arrival in 1872 of the Garibaldi with 270 and the Edward James with 380 Chinese. Direct shipments of wheat to Europe increased so rapidly after the initial cargo sent out on the Helen Angier in 1868 that five years later it required a fleet of thirty-seven vessels to carry the surplus in addition to that which was shipped to San Francisco. To bring this wheat down from the Willamette Valley required the services of a large fleet of steamers, and both the People's Transportation Company and their competitors were well supplied with business when the season was on.

A new factor in the grain trade appeared in 1872, when the first cargo of wheat grown east of the Cascade was shipped from Portland. In honor of the locality in which it was grown, it was known as "Walla Walla" wheat, and a few years later Willamette Valley wheat cargoes were no longer known in the foreign markets, while the Eastern Oregon and Washington wheat output had swelled to such proportions that Portland had become one of the largest wheat exporting points in the United States. An innovation in grain shipping trade was noticed in 1874, when R. C. Kinney & Sons, pioneer flour manufacturers, salmon packers and lumbermen, dispatched four cargoes of wheat from Astoria. The British ship Vermont had the distinction of being the first grain ship to load at the gateway port. These cargoes were brought down from the Willamette Valley on steamers supported by grain producers and shippers who thought by this method to reach the foreign market at a lower freight rate. The condition of the river was giving Portland a very bad reputation abroad and owners would send only small ships to the port, and for them exacted a differential of from 10 to 20 shillings per ton over the rate paid from San Francisco. There were eighty-five ships in the grain fleet out of Portland in 1874, the year the Astoria experiment was tried, and the largest of the fleet registered but 1,346 tons, while the smallest, the British bark Reindeer, was 291 tons burden.

A long predicted fate overwhelmed the ancient steamship Pacific in 1875, when she foundered off Cape Flattery, November 4th, after a slight collision with the American ship Orpheus, carrying down to death nearly 300 people in the worst ocean tragedy that ever happened in the North Pacific. According to the coroner's jury at Victoria, where some of the bodies drifted ashore, the steamer was carrying 238 passengers and had a crew of fifty-one. Of this number, there were but two survivors, Neil Henley, quartermaster, and Henry F. Jelley, a passenger. The Pacific was regarded as unsafe many years before she met her fate, and while running to Portland in 1861 sank in the Columbia River near Coffin Rock. She was pumped out by a Portland fire engine and, after a few repairs,
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was back on the run, where she appeared at intervals for more than ten years. The occasion of her reappearance in 1875 was the Cassiar mining boom. This excitement, like that of the Fraser River, which preceded it, and the Klondike, that followed many years later, brought out every old tub that could turn a wheel and get away from the dock without sinking. While on the Portland route the Pacific was a running mate of the steamship Brother Jonathan, which in 1865 foundered off Crescent City with nearly 200 people losing their lives. The blow struck by the Orpheus was so light that the crew of neither vessel knew that the other was hurt, and the crew of the Orpheus complained bitterly because the Pacific did not stand by to ascertain if the sailing ship had been damaged.

Despite a heavy travel to the mines, so many ancient packets came out of retirement in 1875 that there was a drastic cut in rates, and for a time first cabin passage was $4, and steerage $2. When this war ended, the Pacific Mail interests in the Northwest were bought by the Goodall, Nelson & Perkins Company, which, with the exception of brief periods of opposition, held the routes out of Portland and Puget Sound for many years. It was under their ownership that the Pacific made her last voyage. Other steamships secured by them from the Pacific Mail were the Mohongo, Orizaba, Gypsy, Senator and California.

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The first official notice of the financial downfall of Ben Holladay appeared in April, 1875, when he was replaced as president of the Oregon Steam Navigation Company by Henry Villard, a man who for several years following was a powerful figure in transportation circles in Oregon. Villard and his associates pleased the Oregonians by inaugurating a five-day service between Portland and San Francisco with the fine new steel propellers George W. Elder and City of Chester. The Elder was the finest craft that had yet appeared on the Columbia, and the Chester was also a very good steamer. The Goodall-Perkins line reincorporated in 1877 under the name Pacific Coast Steamship Company, with no change in owners or directors. They met the superior service of the Elder and Chester with a passenger rate of $10 and $5, and the Oregon Steamship Company dropped the fare to $7.50 cabin and $3 steerage from Portland to San Francisco, meal and berth included. A year later P. B. Cornwall placed the mammoth side-wheeler Great Republic, an old China liner, on the Portland route, and the rate dropped to $4 cabin, $2 steerage, and freight $1 per ton. These rates were so much cheaper than living at home or at a hotel that great crowds took advantage of them, the big steamer seldom having fewer than 800 passengers aboard. This interesting competition continued until April, 1879, when the Great Republic, with 900 passengers aboard, ran ashore on Sand Island inside the mouth of the Columbia River. Eleven lives were lost in an attempt to launch a boat, but at low tide the remainder of the passengers and crew had no difficulty in reaching Sand Island dry-shod.

The loss of the Great Republic was not seriously felt on the Columbia, for within a month after her mishap two new propeller steamships, the Oregon and State of California, the finest that had yet appeared, arrived from the East and were placed on the Portland route. They were fol-
owed a year later by the new steamship Columbia, which years later added another to the long list of sea tragedies by going to the bottom of the ocean near Cape Blanco, 135 people losing their lives. All three of these steamers gave excellent service on the Portland route for many years. The Columbia and Oregon were the first ocean carriers to fly the flag of the Oregon Railway & Navigation Company, the successor of the Oregon Steam Navigation Company. The new company was incorporated June 14th, 1879, with a capitalization of $6,000,000, with Henry Villard, president; J. N. Dolph, vice president; and G. H. Andrews, secretary. Further details regarding the passing of the mighty O. S. N. appear in the pages devoted to river steamboating, which up to this time had been the source of the big company's revenue.

In 1878 and 1879 there were a number of large operators in the grain trade out of the Columbia River. Balfour, Guthrie & Company, who have been in the trade out of Portland for more than fifty years, dispatched twenty-seven cargoes in 1878, and other large shippers were Sibson, Church & Company; Henry Hewitt; Rodgers, Meyer & Company, and G. W. McNear. Several of the pioneer merchants also figured in the wheat export trade. Allen & Lewis, J. McCracken, and Corbett & Macleay dispatched several vessels, and in 1879 the Salem Flour Mills sent out seven cargoes for the European market, and M. C. Moore of Walla Walla was also an exporter.

With the construction of its rail lines, and the operation of ocean steamships, the Oregon Railway & Navigation Company became a large consumer of coal. To meet this demand, the Oregon Improvement Company, also a Villard corporation, in 1881 brought out from the East three fine new colliers, the Willamette, Umatilla and Walla Walla, also a couple of foreign-built craft, to ply between Portland and the Vancouver Island collieries. The Villard fleet was further increased in November, 1881, when the syndicate, temporarily at least, eliminated all competition from northern routes by purchasing from the Pacific Coast Steamship Company the steamships Queen of the Pacific, Los Angeles, Ancon, Dakota, State of California, Alexander Duncan, Senator, Orizaba, Eureka, and Idaho. The net profits on the ocean division of the big company for the month of May, 1881, were $60,050, and the rail division, which grossed $136,100, showed a net for the month of $86,100.

Since the inception of the port, the shippers and merchants of Portland have always been liberal in their support of river improvements that would facilitate the movement and lessen the cost of getting cargoes to sea. With this end in view, in 1882 they made an onslaught on the Flavel pilotage and towage monopoly at the mouth of the river by purchasing the tug Pioneer and placing her on the bar at reduced rates. This year they also made the first attempt at clearing a deeper channel through St. Helens bar. The big steamship Walla Walla, weighted down by the stern, sluiced a twenty-four-foot channel through the bar in five days, removing 40,000 cubic yards of sand which drifted into the deep water below the bar.

The great opportunities for Chinese labor in the Northwest, together
with the threatened exclusion that was already casting its shadow before, resulted in an avalanche of Orientals descending on Oregon and adjoining states in 1882. In May and June, seven tramp steamships came to Portland, landing nearly 6,000 Chinese, one of the ships, the Bothwell Castle, having 1,190 on board. The prevailing rate was $47.50 per head, and many sailing vessels engaged in the trade, the bark Bessie bringing 600. As soon as the Chinese were landed in Portland, they were rushed to the interior, where the Northern Pacific was building across the continent and using all of the man power obtainable. The O. R. & N. Company also gave employment to large numbers. The desirability of the Chinese as citizens has been questioned, but their necessity for railroad construction at that time was very great. A noteworthy arrival bringing a noteworthy cargo in 1884 was the American ship Tillie E. Starbuck, the first iron sailing ship built in the United States. Part of her cargo was the big railroad ferry which for many years carried the Northern Pacific trains across the Columbia River between Goble and Kalama. The ferry arrived in 57,000 pieces, which were put together in Smith & Watson’s yard in South Portland. The Tillie Starbuck was a fine ship, but was late in reaching the water, for already on the high seas the tramp steamer was beginning to enhance the prestige of Great Britain, with a corresponding dimming of that of America.

By far the most important improvement yet undertaken on the Columbia River began in 1885, when plans were completed for building a jetty at the mouth of the river, which for years had been a serious drawback to the growth of Oregon. With an initial appropriation of $100,000 in 1884, actual construction work on the great jetty began a year later. Owing to the difficulty of at all times securing the necessary appropriations from Congress, it was nearly ten years before the work was completed. This first jetty, which was built out from the south side of the river, stretches seaward for about 25,000 feet. It proved so successful in controlling the currents that had been wandering seaward through half a dozen channels, that a depth of more than thirty feet of water was secured as soon as the structure was completed. The action of the current and the movement of the sand on the bar demonstrated that a still greater depth could be secured by the construction of a second jetty from the north side of the river. Funds for this second structure were even more difficult to secure than those for the original project on the south side of the river, and so much difficulty was experienced that the people of Portland and Astoria arose to the emergency and subscribed $500,000, Portland contributing $475,000 and Astoria the remainder, although it was a project from which every producer in Oregon, Washington and Idaho reaped a direct benefit. With this half million from local people and the money afterwards available from the Government, the jetty on the north side of the river was pushed out to a point where it caused the last vestige of the troublesome bar to disappear, and for ten years there has been more than forty feet of water at low tide in a fine channel 4,000 feet wide. The north jetty was completed ten years ago, and its splendid work on
the channel has been of distinct advantage to every producer and shipper in the Oregon Country.

Steam had practically eliminated sail tonnage from the Oriental trade out of Pacific Coast ports when the Canadian Pacific Railway completed its transcontinental line to Vancouver in 1887. The railroad company established a trans-Pacific connection with two old Atlantic liners, the Parthia and Abyssinia, later adding the Batavia. Oregon shippers, who had worked up an extensive flour trade in the Orient, persuaded the Canadian line to establish a "feeder" service between Portland and Vancouver, and in 1888 the small steamships Danube and Mongkut were placed on the route and well patronized. This service was much superior to the former route by way of San Francisco, but the business increased so rapidly that in 1891 a direct line out of Portland was established by Frank Upton with the steamships Zambesi, Sussex and Batavia, the latter being released by the Canadian Pacific as soon as their palatial new steamers reached the coast. Upton's line was dependent mostly on local freight, as the transcontinental freight required to make a line profitable was nearly all sent to San Francisco. As a result, the steamers were withdrawn after a few months' service. On her first trip, the Zambesi, an old P. & O. liner, made a rich salvage haul by picking up the whaleback steamer C. W. Wetmore with propeller missing. For this service she received $50,000. The Wetmore was the first vessel of the whaleback type to reach the coast. She was highly unsuccessful and was wrecked near Coos Bay less than a year after the Zambesi towed her into the Columbia. Another attempt to establish an Oriental line was made a year later by Samuel Samuels & Company, but this also failed for lack of railroad support. The Northern Pacific in 1892 established a freight line between Tacoma and the Orient, and this also drew shipments from Portland which otherwise would have been available for a Portland line.

An event of great importance in maritime circles in 1892 was the arrival at Portland of the cruisers Baltimore and Charleston, the largest vessels that had ever entered the river. It was an occasion for general rejoicing, and in a report of the incident the Spokane Review commented as follows:

"It is interesting to speculate upon the astonishment that would have seized Vancouver, or even Captain Gray, if some prophetic vision had enabled them to look a century into the future and behold the magnificent spectacle of two of the largest warships in the American navy ascending far into the interior upon this 'mysterious river of the West,' the Oregon of song and romance, the Rio Aguilar of old Spanish charts. The river that Washington Irving pronounced navigable only for vessels under 400 tons burden now floats, 100 miles from its mouth, the Baltimore, of 4,600 tons, the largest, swiftest and costliest warship that flies the American flag, and the Charleston, of 4,044 tons, thereby demonstrating its superiority over all rivers of North America. This achievement rather throws in the shadow the demonstration made by the Concord in ascending to Memphis on the Mississippi River. The Concord went farther inland, but she is a baby alongside the Baltimore and the Charleston,"
registering only 1,700 tons. The commanders of the Baltimore and Charleston say that the Columbia is the only stream in America that their vessels could ascend for 100 miles."

The visit of these ships was made possible by the improved channel that the recently completed jetty had scoured out on the bar and by the high water in the Columbia. To keep pace with the improved depth on the bar, the Port of Portland was organized in 1891, and at an expense of millions since expended now has a channel in the river in keeping with that which leads out to sea where the objectionable “bar” formerly claimed so many victims.

For a number of years after the unsuccessful attempt of Frank Upton and Samuel Samuels to establish an Oriental steamship line out of the Columbia River, the shippers were dependent on tramp steamers or on the facilities available at rival ports. To offset the competition of the Canadian Pacific steamship line, which absorbed the local haul to Vancouver, the Northern Pacific gave Portland shippers the same rate that the Canadian company quoted. Each of the northern lines provided a much better service than Portland could get with tramp steamers, so the direct service was not easily obtainable. Numerous attempts were made by foreign shipowners to secure the business with an inferior class of ships, but it was not until 1897 that the O. R. & N. Company awoke to the necessity of protecting its rail lines with an Oriental connection. This company secured four modern freighters, the Knight Companion, Indrapura, Indrasahma and Indramayo. They were 7,000-ton carriers, and were reasonably fast, but when their three years’ charter expired the railroad company did not care to renew it, and the business was turned over to Frank Waterhouse, Puget Sound agent for Andrew Weir & Company, large owners of tramp steamers. The Weir steamers and other foreign tramps, including a line of Norwegian freighters, kept the business moving until after the war broke out. On this route, as elsewhere, the scarcity of tonnage interfered seriously with business, and in the greater demand for Oregon commodities in Europe, the Oriental trade languished.
CHAPTER XII

STEAMSHIP COMPANY ORGANIZED

With the close of the war the Columbia Pacific Steamship Company was organized by local capitalists and merchants, and from a small beginning worked up to the largest and best equipped freight line operating out of any Pacific Coast port. For several years this company was the operating agency for the U. S. Shipping Board, but in 1928 purchased outright from the Government eleven of the best freighters on the Pacific and is continuing the splendid service it has maintained on both North and South China routes. The company also purchased five big trans-coastal liners which make regular trips between Portland and Atlantic ports. All of the stock of this company is owned in Portland and its destinies are largely controlled by J. C. Ainsworth, K. D. Dawson, H. B. VanDuzer, Drake O'Reilly, Charles Dant, and Peter Kerr.

Tramp steamships, which arrived on the Columbia in large numbers when the big Chinese immigration movement was on during the early '80s, were not in evidence in the grain trade out of the port until 1897, when August Berg, a prominent exporter, dispatched the Norwegian steamship Florida with a cargo of about 200,000 bushels of wheat. A second steamer, the Hyson, was sent out by Balfour, Guthrie & Company a few weeks later. The doom of the sailing ship had already been written on most of the trade routes of the ocean and builders had ceased launching them early in the '90s. In 1896 there arrived in Portland from Boston, by way of South America, Australia and the Orient, W. D. Wheelwright, a man thoroughly familiar with every branch of the export lumber business. Until his arrival in Portland a lumber cargo of a million feet caused much comment along the water-front, but Wheelwright signalized his appearance as a Portland exporter by dispatching a tramp steamship for Vladivostock with 2,750,000 feet of lumber. He followed this steamer with dozens of others until 5,000,000-foot cargoes for the Orient, Australia and the Atlantic Coast were common, and a 6,000,000-foot cargo no longer excited comment. As the founder of an export lumber trade out of the Columbia River on a large scale, Mr. Wheelwright will not soon be forgotten in the Pacific Northwest.

Transcontinental railroads, built and operated at enormous cost from the beginning, exacted all that the traffic would bear in the way of freight rates, and this policy enabled the round-the-horn carriers to carry on for many years after the roads were built. The best known of these lines running to Oregon was that of Sutton & Company, which continued monthly sailings out of New York until 1896. The completion of the Great Northern to the Pacific Coast, in 1893, brought on a rate war in which the Pacific Mail, operating the Isthmus of Panama portage, par-
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ticipated, and rates dropped so far that Sutton & Company were ruined. Dearborn & Company, with a shipping record that reached nearly back to the California gold rush, took over the line and made a futile attempt to stay the tide that was steadily setting to the railroads and the steamships. As a connecting link between the old clippers of the gold rush days and the modern steam freighters, these vessels which made the last stand for the sailing ship in the round-the-horn trade, hold an interesting place in Pacific Coast commercial and industrial history. The fleet with which Dearborn & Company followed the Sutton fleet included such well known ships as the May Flint, Kenilworth, Iroquois, E. B. Sutton, Indiana, St. Nicholas, Solitaire, Roanoke, W. F. Babcock, Henry Villard, Dirigo, and others of similar fame.

George S. Dearborn was a first-class American citizen, and this induced him to keep the flag flying over these old wind-jammers long after they ceased to return profits in keeping with their operating expenses. In 1900, however, he wrote the swan song of the American sailing ship by beginning the construction of a first-class steamship fleet to ply between Pacific Coast ports and New York by way of the Straits of Magellan. With him in the enterprise was Lapham & Company, Flint & Company, and their associates, who had also been interested in the round-the-horn sailing ship trade. They organized the American-Hawaiian Steamship Company, and in 1900 launched two fine steamers, the American and Californian. Ten years later the fleet had increased to seventeen ships, and in 1928 there were twenty-five American-Hawaiian steamers in the intercoastal service.

Until 1907 the steamers were operated through the Straits of Magellan, but the completion of the Tehuantepec National Railroad that year brought a new and very important change in transportation out of the Columbia River as well as other Oregon ports. The American-Hawaiian divided their fleet between the Pacific and the Atlantic, and established a fast and frequent service between New York and Pacific Northwest ports. This line demonstrated the possibilities of ocean transportation by taking freight from points as far west as Detroit and Chicago by rail to New York, by steamer from there to the gulf terminals of the Tehuantepec Railroad, thence across the isthmus by rail, where it was again loaded on steamships for Portland, from which point it was sent as far inland as Spokane and Helena at a lower rate than could be quoted by the railroads for a land haul between the same points. There was so much money in this trade that by the time the Panama Canal was opened, the original pair of small steamships had grown into a fleet of nearly twenty enormous freighters.

This original company in the intercoastal trade was followed by many other big lines which, with low rates, fast and frequent service, made serious inroads on the business of the railroads, but were of inestimable value in developing trade between the two coasts. A dozen years before the completion of the Panama Canal, one lone ship a month represented the ocean carrying trade between Portland and the Atlantic seaboard. In the year 1927 the big freighters using the canal carried between the
Columbia River and Atlantic and gulf ports more than 530,000 tons of cargo, with the business growing by leaps and bounds. Similar development on the route to Europe followed the opening of the Panama Canal, and cargo in and out of Portland for foreign ports in 1927 reached a grand total of 1,943,000 tons. Ocean trade in and out of the Columbia River in 1927 reached a grand total of more than 5,000,000 tons, about one-half of which was with other Pacific Coast ports. These figures pay an eloquent tribute to the wisdom of the early settlers who located in such a rich and productive region and to the early pioneers of Portland, who were successful in their long, hard fight to secure an adequate channel by which the products of this empire could reach the world's markets.

Soon after the Astoria Railroad was bought by the Spokane, Portland & Seattle Railroad, the Hill interests established direct communication with San Francisco by a fast passenger service between the mouth of the Columbia River and the Bay City. Two big turbiners, the Northern Pacific and Great Northern, built for high speed and with limited freight capacity, were placed on the run between Flavel, across Young's Bay from Astoria, and San Francisco. These fast liners easily made the run from bar to bar in twenty-four hours. A special steamer train covered the distance to Portland in three hours, and under favorable circumstances the through trip was made in about the same time as that of the Southern Pacific crack train, the Shasta Limited. This speed and service attracted some travel, but not enough to bother the Harriman lines. With their “Shasta” and three other daily trains on land, and the Beaver, Bear and Rose City bowling along over the ocean route only a few hours slower, much more comfortably and much heavier freighted than the flyers, the experiment soon proved a failure. While the losses were less than those incurred by the mammoth Minnesota and Dakotah, which Mr. Hill had built to run in the Oriental trade out of Seattle, they were out of all proportion to the resultant benefits, direct or indirect.

The World war offered Mr. Hill an opportunity to unload his white elephants and at the same time render a distinct service to the Government, for in the transport service on the Atlantic they made wonderful records in rushing American troops across the ocean at a time when speed meant everything. Even before the war ended a new factor in transportation was cutting in on both rail and steamer lines, and the men who took up the work where death compelled Mr. Hill to drop it, found a better way for reaching the California trade field than by a steamship route. As a result the big docks built at Flavel are in ruins, and the San Francisco route is no longer covered by such elegant steamships as the Great Northern, Northern Pacific, Beaver or Bear.

Operating on the San Francisco-Portland route under an agreement with the Pacific Coast Steamship Company, Goodall-Perkins and the O. R. & N. Company, by reason of its rail feeders, earned big dividends with its ocean division for many years after the Villard consolidation of rail, river and ocean lines. Through the early '80s they operated the Columbia, Oregon and Elder as “regulars,” and later pressed into service Goodall-Perkins liners like the Queen of the Pacific and the State of Cali-
Sailings every three days were made, and before the completion of the Oregon & California Railroad the passenger traffic was very heavy. In this service the Oregon and Elder became somewhat antiquated and the loss of the Columbia off Cape Blanco left the service badly crippled. The Columbia was replaced with the Rose City, formerly an army transport. As a fleet mate she afterwards had the Alaska, another oldtimer that was wrecked soon after her appearance on the route.

A few years before the World war the company, which had become technically divorced from the O. R. & N. Company and was now known as the San Francisco & Portland Steamship Company, built the Beaver and the Bear. These were the best “all-around” ships that had appeared on the San Francisco-Portland run. They were fairly fast, large freight carriers and had excellent passenger accommodations. The Bear was wrecked near Mendicino and the Beaver was commandeered for war work, and the company endeavored to carry on with the Rose City and the Alaska, both small and slow in comparison with the Beaver and the Bear. For several years they had as contender on the route the North Pacific Steamship Company, headed by Charles P. Doe. This line had no steamers, but it worked up quite a trade with the old ones that had been left over from the Klondike rush. The best known ships in the Doe fleet were the George W. Elder, Roanoke, Yucatan, and Alliance, the latter calling at Coos Bay.

While the steamers of the North Pacific and S. F. & P. S. S. lines were the principal ones engaged in the passenger traffic, after the Great Northern, Northern Pacific and Beaver steamed away to war, there was always an ample supply of freight carriers. Scores of steam schooners were built for the coast lumber trade in the early '90s, and in preference to coming north in ballast for lumber cargoes, which were always available, they would accept northbound freight at rates that were unattractive and unprofitable to either the passenger steamship lines or the railroads. This is an economic condition which still exists, and will continue as long as there is lumber to ship from the forests of the Northwest to the California markets.

Firms handling this “tramp” tonnage changed quite frequently, but many of them have retained their identity for more than twenty years. Among the best known of the freight fleet operators in the early '90s was the McCormick Lumber Company, Hammond Lumber Company, Olsen & Mahoney, E. H. Dodge & Company, Loop Lumber Company, Sudden & Christiansen, Swayne & Hoyt, Dant & Russell, Gray Steamship Company, and many others. McCormick's fleet at one time included the steamers Willamette, Multnomah, Klamath, Yosemite, Daisy Putnam, Celilo, Shoshone and J. B. Stetson. At the same time the Gray Steamship Company was handling between Columbia and Willamette River ports and California the steamers Aberdeen, Iquira, Despatch, Fulton, Nome City and Prentiss. Many of these firms that were just beginning to be heard of a few years ago have expanded rapidly and are now known all over the world. The McCormicks are operating a line of large freighters in the South American trade and have also been prominent in the intercoastal
trade, and still keep a big fleet of coasters busy. Dant & Russell are shipping big cargoes all over the world, the Hammond fleet has grown amazingly, and Swayne & Hoyt are in the South American and inter-coastal trade.

It seems quite appropriate that the first steamboat built in Oregon should come into existence at Astoria, and equally appropriate that it was named in honor of the great river christened by the American ship Columbia. This pioneer steamboat, the Columbia, was built at Upper Astoria by a company headed by Daniel Frost, a civilian, who had accompanied a mounted rifle regiment from Missouri to Oregon City in 1849. Possibilities for an enterprise of this nature were suggested to Frost by the flatboat and barge traffic between Oregon City and Vancouver, at that period the principal trading points in the Oregon Country. The Hudson's Bay Company, having the steamer Beaver to look after its interests and being inclined to frown on any development other than the taking of furs, made no effort to aid the incoming settlers with better transportation methods, so Frost took his project to Astoria, and with the assistance of Leonard and Green, pioneer merchants on the Columbia and Willamette, Gen. John Adair, Thomas Goodwin and other lower river men formed a company and built the Columbia.

The pioneer steamboat was only ninety feet long and sixteen feet beam, but even these dimensions placed a heavy strain on the diminutive engines of eight-inch bore and twenty-four-inch stroke from which power was transmitted to the sidewheels. About four to five miles per hour was the limit of her speed, and her running time between Portland and Astoria was twenty-four hours. The lower river route at that period was of less importance than that between Vancouver and Oregon City, and it was in this field that most of her activities centered. When the Pacific Mail steamers occasionally came no farther than Astoria, the Columbia found lucrative business in carrying the passengers on to Portland, and there was also an occasional profitable trip with supplies from Vancouver to the Cascades. Thomas V. Smith, who installed the engines in the Columbia, was engineer on the steamer, and his two sons, Thomas and Reuben, afterwards well known O. S. & N. Company engineers, assisted him. For a period of several months in 1851, the Columbia was in command of Dan O'Neil, who had come across the plains as a member of the regiment which Frost had accompanied. O'Neil, who became a very popular purser on O. S. & N. steamers, served for more than forty years on the Columbia and Willamette, and lived to see the industry which started with the little Columbia swell into great proportions and then decline almost as rapidly as it had arisen.

The Columbia on her first trip left Astoria at noon July 3rd and arrived at Portland at 3 o'clock the following afternoon. After a brief reception at Portland, she continued to Oregon City, where she added to the glories of the greatest Fourth of July celebration that had yet been held in the territory. This decided improvement in transportation facilities apparently justified the $25 rate for passengers and $20 per ton that was exacted for freight. The monopoly, however, was short-lived, for
on Christmas day a larger, finer and faster steamer, the *Lot Whitcomb*, was launched at Milwaukie and entered service on the Astoria-Oregon City route. The *Columbia* was superseded on the Willamette by a number of better boats, and after her first year was not very profitable. Her engines were removed in 1853 and placed in the steamer *Fashion*.

As an advertisement of the new townsite of Milwaukie, where she was launched, the *Lot Whitcomb*, the second steamboat built in Oregon Territory, was a success. Unfortunately, she was too large and too expensive to operate to advantage on any route on either the Willamette or Columbia. Her power was from a single engine seventeen by eighty-four inches which had been shipped from New Orleans to San Francisco for use in a large Sacramento River steamer. *Lot Whitcomb*, S. S. White and Berryman Jennings, owners of the Milwaukie townsite, bought the engine, boilers and equipment before it had been unloaded, hoping that the advantage of quick delivery would offset the disadvantage of having a much larger power plant than was needed. The boat was built to fit the machinery and was 160 feet long and 24-foot beam, with 18-foot side-wheels. After the *Whitcomb* was launched the promoters sold stock to many residents in the vicinity of Oregon City and adjoining counties. Included in these stockholders was Sidney Moss, Robert Canfield, Hiram Clark, Alanson Beers, and Jacob Hunsaker of Oregon City, Robert Newell of Champoeg, Thomas Hubbard of Yamhill, and Walter Pomeroy of Polk County.

While the *Lot Whitcomb* played a very important part in early transportation on the Willamette and Columbia rivers, one of the most interesting features in her appearance was that it brought together two men who were destined in after years to amass millions and become the outstanding figures through four decades of transportation history. Neither Capt. J. C. Ainsworth, in the pilot house, or Jacob Kamm, answering his bells in the engine room of the *Lot Whitcomb*, ever dreamed that a dozen years later they would be the controlling factors in founding the greatest transportation corporation that the Pacific Northwest has ever perfected, and that it would turn out more millionaires than have been made by any other enterprise in this region.

Capt. J. C. Ainsworth was in San Francisco in 1850 awaiting completion of the steamer for a Sacramento River route when *Lot Whitcomb* and S. S. White appeared on the scene and bought the machinery which had been shipped out from New Orleans for that particular steamer. Whitcomb then induced Ainsworth to come north in the employ of his new company. By the time the steamer was ready for service, more than $2,000 in wages was due Ainsworth, and he was given stock in the company in payment. Kamm was a trained engineer and machinist, and when the *Whitcomb*’s* boiler arrived at Portland in twenty-one pieces, Mr. Kamm and his helper, a man named Blakesly, not only put the boiler together, but as a preliminary made the necessary boilermakers’ tools with which to perform the task.

Jacob Kamm was born in Switzerland in 1823, but came to this country while still quite young. For several years after his arrival he was
CAPTAIN J. C. AINSWORTH

Pioneer of 1850 from Missouri via California. Steamboat captain by profession and was in command of the "Lot Whitcomb" for a number of years. Leading spirit of the Oregon Steamship and Navigation Company from its inception until it was merged into the Oregon Railroad and Navigation Company. Built the Ainsworth Block at Third and Oak Streets, Portland, Oregon, in 1881
engineer on Mississippi River boats, but in 1849 joined the gold rush and came to California. His predominating characteristic, to play safe, kept him out of the mines and he operated a small steamer towing on the Sacramento River, this being his first experience in the pilot-house, where he was as successful as in the engine room. Kamm declined to take any stock in the Lot Whitcomb, but remained with her as engineer until she was sold to California parties. Soon after leaving the Whitcomb, in 1854, he built the steamer Jennie Clark, the first stern-wheeler to appear in Oregon. In this steamer Captain Ainsworth had a fourth interest, and Abernethy and Clark one-fourth, Kamm being half owner. It was this large ownership in the Jennie Clark that afterwards gave Kamm the largest interest in the steamer Carrie Ladd, which was built in 1858 by Ainsworth, Kamm and the owners of the Jennie Clark and Express. In the organization of the Union Transportation Company, forerunner of the Oregon Steam Navigation Company, the Carrie Ladd secured the largest allotment given to any one steamer in the pool.

In the original organization of the O. S. & N. Company, Mr. Kamm and R. R. Thompson were the largest individual stockholders. At different times, Mr. Kamm served as engineer on nearly all of the boats in which he was interested, but as the business increased, he was made chief engineer of the fleet, and except in emergencies remained ashore. He was very fortunate in his investments ashore and became quite wealthy long before threatened competition induced him to sell his stock in the O. S. N. Company. After retiring from the big corporation in which he had taken such a prominent part, he built and operated several Columbia and Willamette River steamers, including the Lurline, Undine, Ocean Wave, Norma, Mascot and Egalite. He was also owner of the ill-fated steamship George S. Wright. His success in amassing wealth in other pursuits than steamboating proved Mr. Kamm to be an exceptionally keen business man, but to the time of his death his chief interest was along the water-front, and no man has yet appeared that knew more about steamboating in all of its branches than Jacob Kamm. Mr. Kamm was married to a daughter of the pioneer missionary, William H. Gray. A son, Capt. Charles T. Kamm, died about 1910.

Capt. J. C. Ainsworth was born in Springborough, Ohio, June 6th, 1822, and while still a boy began steamboating on the Mississippi River. When but twenty-four years old he was master of a steamer running north from St. Louis and he was also a famous pilot on that stream. He followed the crowd in the gold rush to California, arriving there in 1850, after the excitement had partly subsided. Lot Whitcomb had just completed the steamer that bore his name and Ainsworth came to Portland and was given command of the craft, on which Jacob Kamm was engineer. Except for a brief period when Capt. William L. Hanscome was in command, Capt. Ainsworth had charge of the Lot Whitcomb nearly all of the time she was on the Willamette and Columbia, and when she was towed south by the Peytoria, he remained aboard until she was delivered to the new owners. He returned to Portland immediately thereafter and became interested with Jacob Kamm in the Jennie Clark, of which he took com-
mand as soon as she was placed in service. He was also master of the steamer *Carrie Ladd*, as well as a number of other smaller steamers that preceded her, and for nearly ten years following their initial teamwork on the steamer *Lot Whitcomb*, Ainsworth and Kamm were usually found together in the operation or ownership of steamboats then appearing in increasing numbers. Captain Ainsworth was very fortunate in his investments in other than steamboat properties, and on his retirement from the O. R. & N. Company went to California and developed Redondo Beach, one of California's finest seashore resorts.

Much of the goodwill of its patrons that was enjoyed by the O. S. N. Company was due to the clever diplomacy and keen business judgment of Captain Ainsworth. So far as the rate-making system was concerned, it did not differ materially from the celebrated "all-that-the-traffic-will-bear" which made C. P. Huntington of the Southern Pacific so very unpopular with the Californians. With Ainsworth and his associates however it was a case of painless extraction and rates were never maintained at a figure that would retard the growth and development of the country. This trait in his character is noted in a tribute paid by a Dalles newspaper at the time of his departure from the northwest. "To his sagacity," says the *Inland Empire* (newspaper), "in making three voluntary reductions of freight rates without compulsion in five years' time, the growth and expansion of the eastern empire are largely attributable." Captain Ainsworth from the time he entered the business on the Willamette River was always reaching out for new fields. When the Fraser River mining excitement attracted the attention of the country, it was Captain Ainsworth and the steamer *Umatilla* that were first to reach the head of navigation on the Canadian River and his planning for the Puget Sound steamboat business began while he was still transferring passengers for Olympia from the *Lot Whitcomb* to the Cowlitz bateau line at Ranier. Like that of his early associate Jacob Kamm, Captain Ainsworth's name is inseparably woven into the industrial history of the Oregon Country.

The *Lot Whitcomb* had but little opposition on the lower river in the first two years of her existence. Her size and speed of course gave her an advantage over the little *Columbia* as a freight and passenger carrier and her power enabled her to add to her revenues by towing vessels up and down the river. All of the early steamboats were training ground for the navigators and engineers who were to man the big fleets of the future and among the *Whitcomb's* crew in 1851 were deck-hands Phil Johnson and Hiram Brown, afterwards famous river pilots while Ephraim Baughman, fireman, later became commander of the finest steamers in the middle and up river fleet of the O. S. N. Company. The *Lot Whitcomb*’s monopoly was contested for a few months in 1851 by the steamer *Willamette*, an iron propeller brought out from Philadelphia under a schooner rig with a wooden hull under her. It required more than two hundred days for the combination to make the voyage to Astoria and as she proved more expensive to operate than the *Lot Whitcomb*, she was soon withdrawn and sold to the Pacific Mail. She was towed south by the steamship *Peytonia*, and was sent to China where she ended her days.
The steamer *Multnomah* mentioned elsewhere as an up-river boat was occasionally on the Astoria route after she was brought down from above the falls at Oregon City. Her Portland landing was at the foot of Washington Street where Geo. W. Hoyt, for many years associated with his brother Richard Hoyt officiated as agent. For a long time after the departure of the *Lot Whitcomb* this famous "barrel boat," except for spasmodic competition, enjoyed what was practically a monopoly of the trade on the Astoria route. The first attempt to dislodge her was with Capt. John McGroskey's big side-wheeler *Wallamet*, which was lined down from the upper river to take the place of the *Lot Whitcomb*. The *Wallamet* failed to make much headway against the *Multnomah*, although as an opening gun the fare was cut to $8 and freight was carried for $8 per ton. She was sold in September, 1854 to Captains Richard Hoyt and A. S. Murray and followed the other *Willamette* to San Francisco. Murray and Hoyt operated her on the Sacramento River in opposition to the California Steam Navigation Company who later purchased her in order to get rid of the opposition.
CHAPTER XIII

STEAM NAVIGATION ON PUGET SOUND

Local steam navigation on Puget Sound was inaugurated in 1853 when the Fairy, a small side-wheeler, began running between Olympia and Seattle. This resulted in an increased traffic from the Columbia River by way of the Cowlitz River. To supply the service the steamer Fashion which had risen from the ruins of the James P. Flint made regular trips between Portland and the head of navigation on the Cowlitz, where stage connections were made for Olympia. In the same trade, the Lot Whitcomb transferred Puget Sound passengers and freight at Ranier to the Cowlitz River Canoe and Bateau line. In 1855 Murray and Hoyt reinforced this service on the Cowlitz with the Sarah Hoyt, later named the Senorita, a craft that had been constructed from the old Gazelle, wrecked the year previous in a boiler explosion above the falls at Oregon City. In 1857 the Senorita received larger engines and thereafter was used more for towing than for other work. As a towboat she was a success and in 1858 brought from Astoria to Portland in a single tow, the bark Ork, brig Francisco and schooner Rosaltha.

With the increasing growth and development on Puget Sound, the Cowlitz route became of steadily increasing importance and there were plenty of boats breaking in on it. In 1858, Huntington and Holman established a regular service there with the steamer Cowlitz which under the name Swan had been launched on the Tualatin the year previous by Capt. George Pease. The steamer Vancouver built at Milwaukie in 1857 by Captain Turnbull and W. H. Troup also made a number of trips to the Cowlitz in addition to covering her regular route to Vancouver. The Vancouver was a famous craft not only because she enjoyed a long and successful career on the Columbia and Willamette rivers but because she brought into prominence a notable family of steamboatmen. Troup and Turnbull were both machinists and engineers, the former serving on Panama liners out of San Francisco before coming to Oregon. His first work here was installing the engines in the steamer Belle and in the Blackhawk. When the little steamer Washington was taken to Coos Bay, Troup went along as engineer. He also went to Coos Bay with Captain Nat Lane on the steamer Messenger. He served as engineer on steamers on the Alaska run, the Stickeen River and on Lake Tahoe. Troup's father-in-law Capt. James Turnbull came overland from St. Louis to Oregon in 1852 and in company with David Monastes established the first foundry and machine shop in Portland. While in that business he became interested in the little steamer Eagle which Williams and Wells had brought up from San Francisco. Troup and Turnbull followed their success with
the *Vancouver* with the *Fannie Troup* and later with the second *Vancouver*. It was on the latter craft that Capt. James Troup, who later became one of the most prominent steamboat and steamship men on the Pacific coast received his early steamboat training under his father and grandfather. Two other sons Capt. Claude Troup and Capt. Charles Troup both experienced captains, died when they were young men.

Steamboating in all of its branches swung into a fast stride in 1858 particularly on the Cowlitz route over which thousands who were unable to secure steamship passage to the Fraser River mines were now taxing the capacity of the river steamers out of Portland. The traffic was so alluring that even steamboats operating on regular routes elsewhere would sandwich in one or two trips per week between Portland and Monticello the head of navigation on the Cowlitz, and the small steam ferryboat *Independence* made three round trips a week on the route, carrying capacity crowds. The *Colonel Wright* mentioned elsewhere as the first steamer built on the upper Columbia was launched at the mouth of the Des Chutes River and on November 27th, 1858 the steamer *Eliza Anderson* was launched. The *Anderson* was the first large low pressure boat built in Oregon, and no other steamer that ever turned a wheel in the northwest experienced such a remarkable career. She was built at the foot of Couch Street, Portland, by Samuel Farnam for the Columbia River Steam Navigation Company of which the principal members were Captains Hoyt and Wells, S. G. Reed, Benjamin Stark, Richard Williams and J. C. Graham. Although intended for the Astoria route, her owners received such an attractive offer from John T. Wright and the Bradford Brothers that she was sold and sent to Puget sound soon after completion where she quickly piled up a fortune for her owners. In the following thirty years the *Anderson* was the chief participant in a dozen steamboat wars on the various Puget Sound routes and after a well earned retirement, she was dragged out of Snohomish River and started for Alaska during the Klondike excitement. After being ten days overdue with about two hundred passengers and an overload of freight the ancient, decrepit craft limped into Dutch harbor in a sinking condition and ended her days a wreck on the beach.

The lower river routes were the only ones unaffected by the organization of the Oregon Steam Navigation Company. The business on the Astoria route was so small in comparison with that of the up river steamers that no attempt was made to include it in the big combination. While it is true that the business was comparatively inconsequential, another element entering into the matter was the personal friendship of Ainsworth, Kamm and other leading men in the O. S. N. Company for Capt. Richard Hoyt and they decreed that he should remain unmolested on the Astoria route with his *Multnomah* as long as he cared to stay there. The only invasion of the Astoria route by the big company was in 1862 when the steamer *Jennie Clark* was placed on the Seaside run during the summer time. This was the first attempt to cater to a trade which later grew into big proportions and contributed many thousands to steamboat earnings. The *Jennie Clark* made one trip a week to old Fort Clatsop on
the Lewis and Clark River, passengers taking a stage at that point for Seaside. The round trip fare on the boat was $15 and considering the population on which she had to draw, she carried very good crowds.


Holman and Huntington who had been very successful with the steamers Cowlitz and Belle on the Cowlitz route in 1863, built the side-wheel steamer John H. Couch at Westport for the Astoria route. The Couch was the best boat that had yet appeared on the route since the Lot Whitcomb, and with the old age retirement of the Multnomah, they enjoyed nearly two years of prosperity but in January 1865 Captain Ainsworth decided it was time to add the Astoria route to the O. S. N. system so he purchased the Couch and also the steamers Cowlitz and Belle operating on the Cowlitz route. Capt. J. O. Van Bergen was her first master under the Ainsworth management and Richard Hoyt, Jr., was purser, with John Marshall engineer. When she first appeared, Capt. Oliff Olsen and Captain Holman were in charge of the pilot house and Van Bergen was succeeded by Capt. Henry A. Snow who remained with the boat until she was retired in 1870.

A lively rate war was in progress on the Cowlitz River in 1864, the O. S. N. Company running the steamer Express in opposition to the Rescue a sternwheeler that Capt. Oliff Olsen had built at Monticello. Fare from Portland was cut to twenty-five cents and an opposition stage line carried passengers through to Olympia at about one-third the regular rate. The
Rescue was afterwards sent to the Astoria route to compete with the O. S. N. but like her predecessors was quietly added to the fleet of the big corporation. The O. S. N. Company returned her to the Cowlitz route where she remained until 1871 when on the retirement of the big company from the Cowlitz, she was sold to Joseph Kellogg who operated her until 1878 when she was broken up.

Nearly all of the steamers on the lower river in early days participated at times in the Cowlitz trade. It was one route on which there was always some traffic passing back and forth between the Columbia River and Puget Sound. The Belle built for the Oregon City trade was on the Cowlitz route as early as 1853 and in 1858 Captain Ankeny made three trips a week between Portland and Monticello with the Independence which had been built for a steam ferry. The same year, the Express, mentioned in the rate war of 1864, was making one trip a week and the new Fannie Troup was also on the run under the O. S. N. flag. Two years later, the steamer Ranger, Capt. James Fisher, was on the route for awhile as an opposition steamer and in 1867 included Willamette slough on the route.

In 1867, the Rainier-Cowlitz Steam Navigation Company which included Dean Blanchard, president; Javan Hall, vice president; Frederick Schable, treas. and J. R. Jackson, W. B. Gosnell and J. D. Tackaberry directors built the Rainier. This steamer in charge of Capt. James Kerns did not put up much of a fight against the O. S. N. Company, and she was sold to Capt. J. C. Kingsley who renamed her the Carrie. Under the new name, Capt. James Fisher had her on the route in 1870.

Neither the Carrie nor the Ranger was in a class with the Fannie Troup, that for a long time was the Oregon Steam Navigation Company's crack Cowlitz liner, but in 1871, the new Vancouver forced her way into the field already occupied by the Fannie Troup, Rescue and Wenat. This war ended in a compromise in which the Vancouver was given a monopoly of the Vancouver route for which she was built and where she remained for many years. The O. S. N. Company had but little competition thereafter and in 1874 improved the service with the steamer Welcome which was for a time in command of Capt. W. H. Smith and later Geo. J. Ainsworth was master.

The prestige for so long enjoyed by the O. S. N. Company on the Cowlitz route was taken up by the Kelloggs when they built the steamer Toledo at Portland in 1878, the Joseph Kellogg in 1881, and the Northwest in 1889. Capt. Joseph Kellogg was actively in charge of the business of the line until he passed his ninetieth birthday, but the boats were handled by his sons, Captains Orrin and Charles and later by Capt. W. P. Whittcomb who secured an interest in the company.

Clinton Kelly, a well known pioneer, in 1865 built a small propeller to run between Astoria and Baker's Bay and to tow vessels on the bar. She was christened U. S. Grant and was in command of Capt. J. W. Kern. She was purchased in 1868 by J. H. D. Gray, who operated her in a regular service between Astoria and Ilwaco until she was wrecked in a gale in
1871. The Grant was not very much of a boat but she was a pioneer on the route for which she was built.

The Commodore Perry, the first steamer built exclusively for the towing service was launched at Milwaukie in 1866. She was a small propeller and for nearly two decades towed all kinds of floating craft over every route out of Portland.

Early in 1867 the O. S. N. Company traded their big Cascade liner New World to Hale, Crosby & Winsor of Puget Sound for the steamer Josie McNear and a $40,000 bonus. The Josie McNear relieved the John H. Couch on the Astoria route. Later in the year the steamer Okanogan which Capt. Thomas Stump had brought over the Cascades in February was placed on the Astoria route.

For their day and age, the McNear and Okanogan were good boats on the Astoria route, but there was always someone willing to enter competition regardless of the service given or the craft in use. The little steamer Mary Bell appeared in 1869 as a contender for the lower river business. She was a diminutive affair built by Robert Smith and proved much too slow for the Astoria route. Smith became financially involved in constructing the Mary Bell and she was sold by the United States marshal in 1871 to N. R. Smith, who placed her on the Cowlitz route where she also proved too slow. A year later, Capt. James Fisher tried her out on the Portland-Cathlamet route where she was still unsuccessful. She was then sold to John Marshall, a well known pioneer engineer, who used her as a towboat and when her days of usefulness were over, sold her to Geo. Hume for a wharf boat. After the departure of the Mary Bell, with the exception of a brief sortie by the Onward on the Cathlamet-Oak Point route, the lower river trade for the next ten years was in comparatively peaceful possession of the Oregon Steam Navigation Company.

Driven from the middle and upper river by the competition of the iron horse, the Columbia River steamboat made its last stand on the lower river routes. There were still a few Willamette River boats bringing down wheat and “peddling” on short routes, doing their best in a losing fight against the railroads but the glorious days of steamboating on either river ended when the last spikes were driven. The North bank railroad was still a quarter of a century in the future and to take care of the mail contract and the limited trade of the few settlers on the Washington side of the Columbia, a daily steamer was still operated by the O. R. & N. Company between Portland and the Cascades. There was also some local competition on the Vancouver route, and as far up as Washougal. But it was the lower river, over the route where the diminutive Columbia had inaugurated steamboating in the Oregon Country, that proved the last unchallenged preserve of the river steamboat.

As noted elsewhere, the end came on the middle river in 1882 and the splendid steamers that in their day had seemed the last word in transportation facilities were discarded in favor of the new element that was now linking together the great northwest. On the lower river, monopoly such as the big company had enjoyed for years was no longer possible. Captain Scott with his fast propeller Fleetwood was firmly intrenched on
the Astoria route, and the Vancouver route with the business of the big army post alone sufficient to maintain a boat, was in control of Jacob Kamm with the fine steamer Lurline. Before the coming of the railroad released the palatial Wide West, R. R. Thompson and Mountain Queen from the Cascades-Dalles service, the O. R. & N. Company had been waging an expensive but unsuccessful fight against the Fleetwood with the slower steamers S. G. Reed and Bonita, with the Dixie Thompson occasionally in the service. For a long time one of these boats was kept continually on the heels of the Fleetwood to cater exclusively to the passenger trade, and the Willamette Chief and other slower boats were operated as freighters.

When the Wide West and the Thompson were released from the up river routes, they were placed on the Astoria run but even their speed and elegant equipment failed to win the trade away from the Fleetwood, and her successor, the Telephone, which appeared on the run in 1885 with much greater speed and capacity, was even more popular than the Fleetwood. It has always been believed in Oregon that keen, resourceful steamboatmen of the type of Captain Ainsworth and his associates, could successfully operate a railroad or any other kind of industry in the field in which they had grown up. An equally strong belief—warranted by experience—exists, that railroad men cannot successfully operate steamboats. The first costly error of the O. R. & N. Company under the Villard regime, was the building in the east of two big side-wheelers the Alaskan and Olympian, one of which was intended to overwhelm competition on the Tacoma-Victoria route, and the other to chase all rivals from the lower Columbia run. Both steamers arrived in San Francisco in March 1884 and the Olympian was placed on the Victoria run soon after arrival. The Alaskan was sent to Portland, but before her interior decorations and equipment were ordered, someone discovered that she would be highly unprofitable on any route then in sight in the northwest. When the Wide West and Thompson had outlived their usefulness on the routes for which they were built they were still good boats, but in the language of an expressive phrase current in after years, they were "all dressed up and no place to go," and the big side-wheelers from the east were in the same category.

The Olympian lost large sums of money on the Victoria run, and for a season was operated on the Alaska run where the rough water weakened her materially. She was then sent back to the Columbia and placed in the O. R. & N. bone-yard. Several months after her arrival, the Alaskan was fitted up for the lower river route. The Seaside business which was inaugurated more than a score of years earlier by the little stern-wheeler Jennie Clark had by this time grown to big proportions, and a large share of it was in the hands of the Telephone which made connections at Astoria for North beach with the bay steamers General Miles or General Canby, while Clatsop beach passengers were landed at Fort Clatsop on the Lewis and Clark or at Skipanon.

Both the Olympian and Alaskan were on this route at different times but it was in the season of 1887 that the opposition became so warm that speed contests between the Alaskan and the Telephone were of daily occur-
rence. The *Telephone* was the faster boat but made many landings which gave her an opportunity to beat the *Alaskan* two or three times in the course of the run between Astoria and Portland. After costing their owners vast sums of money in original construction and operation, both of these misfit vessels met with tragic ends. The *Alaskan* foundered off Cape Blanco May 12th, 1889, while enroute from Portland to San Francisco to enter dry-dock, carrying down with her thirty of the crew including Chief Engineer Walter Swain. Second officer Weeks and Steward Al Rahles a pioneer in the O. R. & N. service. Capt. R. E. Howes floated for thirty-three hours on a small piece of wreckage before he was rescued by the tug *Vigilant* which also picked up several other members of the crew. The *Olympian* after several years' idleness in Portland was started back for the Atlantic coast, but during a fog in the straits of Magellan piled up on the Patagonian shore and proved a total loss.

While in the seaside service in 1886 in command of Capt. L. A. Bailey, Port captain for the O. R. & N. Co., with Reuben Smith in the engine room, the *Olympian* made the run from Portland to Astoria in four hours forty-seven minutes. On the Alaskan run the *Olympian* was in command of Capt. James Carroll, with Thomas Smith chief engineer. When Capt. James W. Troup was appointed superintendent of the O. R. & N. water lines he finished the cabins and interior work on the *Alaskan* and brought her out for service on the Iwaco run. Capt. Archie Pease was pilot with Troup on that run and Thomas Smith was engineer and whenever the *Alaskan* gained a temporary advantage over her speedier rival, the *Telephone*, it was due to her greater size and the very skillful "jockeying" of Troup and Pease.

Fully appreciating the disadvantages of the white elephants *Alaskan* and *Olympian* and not caring to abandon the lower river field, in 1888, Captain Troup built the steamer *T. J. Potter*, a side-wheeler modeled after the famous Hudson River steamer *Daniel Drew*. The house and upper works were taken from the old *Wide West* which had the largest and finest staterooms ever placed on a Columbia River steamer. The *Potter* handled the Iwaco business during the 1888 season in charge of Capt. Archie Pease, Pilot Edward Sullivan, engineer Tom Smith and with the veteran Dan O'Neil officiating as purser. At the close of the season she was sent to Puget Sound where she distanced all competitors on the *Seattle and Olympia route*. On her return to the Columbia River, she was operated as a night boat on the Astoria run for several years in command of Capt. Edward Sullivan. She was retired from service in 1912 and during the World war was used as a house boat to take care of the carpenters engaged in the McEachern Ship yards at Astoria.

In 1890 H. B. Parker, a wealthy Astorian who had found steamboating an interesting diversion, built the steamer *Astorian* a small stern-wheeler for the Astoria route. Parker had formerly built and operated the steamer *Clara Parker* as a towboat in command of his son Capt. Eben Parker and he inaugurated the new service with a pronounced cut in rates. The *Astorian* was slow and not very well equipped, so she was not a big figure in river transportation circles but the cut rates were sufficient to induce
the O. R. & N. Company to charter the steamer and use her in carrying the mail on the Cascade route which had ceased to be of much interest to steamboaters. The Astorian was destroyed by fire soon after she was retired from the Cascade route, undoubtedly to the relief of her owners and charterers. Meanwhile, Mr. Hammond had completed his railroad to Astoria and the Astorian proved to be the last appearance of an Astoria owned steamer on the route over which the little Columbia made the first trip ever made by a steamboat on an Oregon river.

In 1891 Captain Troup built the steamer Victorian for the Puget Sound trade. Her engines were too powerful for the hull and she was sent back to Portland for alterations, but before they were made Troup had left the employ of the company and his successor made no attempt to get the steamer in service. Some years later she was again sent to Puget Sound where she was dismantled. The Ilwaco Railway and Navigation Company in which Jacob Kamm had become financially interested in 1891, built the steamer Ocean Wave intended exclusively for the seaside trade. Like all of Kamm's steamers, she was a perfectly modeled craft but was deficient in power and a few years later was taken to California and transformed into a car ferry. While on the Ilwaco run the Ocean Wave was in command of Capt. Chas. Kamm with Joseph Hayes engineer. When the Columbia River and Puget Sound Navigation in 1891 reinforced their Astoria service with the steamer Bailey Gatzert they saw the need of a better Ilwaco connection and in 1892 chartered the Ocean Wave during the summer season.

From the inception of the Villard administration in Oregon, there was a tendency to regard steamboating as no longer worthy of serious consideration. This attitude undoubtedly was of material aid to Captain Scott and his associates on the Astoria route, but in 1895 A. L. Mohler a practical railroad man with some steamboat ideas was sent to Portland from Omaha to take charge of the company's affairs. Mohler, who afterwards became president of the Union Pacific and made that line a model for others to copy, was fond of steamboats and one of his first innovations was to order the construction of a stern-wheeler which he intended should be the fastest of her type afloat. This steamer the Hassalo, the second to bear that name, was slightly larger than the Telephone, whose record she was after, and was equipped with immense tandem compound engines, the first of this type to be installed in a Columbia River stern-wheeler. After being carefully groomed for a speed test the Hassalo succeeded in lowering the actual time made by the Telephone on her record breaking trip. She negotiated the distance between the two cities in four hours and twenty-two minutes compared with the Telephone's four hours thirty-four minutes. The conditions under which the two records were made was so different however, that the Telephone was undoubtedly a much faster boat. The Hassalo with picked fuel and her hull stripped of all superfluous weight left Portland at midnight in order to escape wind and get the benefit of the ebb tide from Cathlamet to Astoria. The Telephone left in the morning on her regular schedule and carried a big cargo of freight and about two hundred passengers, and when twenty miles out from Astoria, en-
countered a terrific headwind which not only held back the ebb tide, but kicked up such a sea that one of the steamer's log chains snapped while crossing the bay. At every point above Cathlamet where comparisons were made the Telephone's time was the faster.

Business on the lower river continued good until 1896 when A. B. Hammond opened his rail line from Astoria to a connection with the Northern Pacific at Goble and thence into Portland. Mr. Mohler knowing that railroads almost invariably displaced steamboats, insisted that the handicap of time should be offset by a differential of twenty per cent in rates, thus making the rail rate between Portland and Astoria $2 and the steamboat rate $1.60. Mr. Hammond consented to this, but the difference was insufficient to prevent the traffic slipping away from the river carriers and going by rail. A further cut to $1 made by the steamboats was met by the railroad and a few days later Mr. Hammond cut the rail rate to twenty-five cents for the hundred mile haul, and at that figure for more than eighteen months, passengers were carried between the two cities which less than half a century before had regarded a $25 rate as reasonable.

Like every other case where the railroad invaded the former field of the steamboat there could be but one result, and had the Hassalo and her fleetmate, the new Harvest Queen been under other ownership, they would have retired as soon as the railroad began operations. Their continuation on the route was necessitated a few years later when Hammond sold the railroad to the Hill interests. Both the Hill and the Harriman systems had a rich prize in the salmon business, and in this traffic any loss by the steamboats which picked up the salmon at Astoria and along the river for delivery at Portland to the rail lines was recuperated in the long rail haul across the continent. With the completion of the Tehuantepec railroad a portion of this business got away from both of the big railroads and when the Panama canal was opened practically everything for the Atlantic seaboard as well as in Chicago territory was shipped by water.

Jacob Kamm, never entirely satisfied with the deal by which he retired from the Oregon Steam Navigation Company, operated the steamers Lurline and Undine on the Astoria route after the Columbia River and Puget Sound Navigation Company found it no longer profitable for their larger and more expensively operated steamboats. Numerous settlements, canneries and logging camps along the Washington shore not yet invaded by the railroad, supplied considerable traffic but not enough for two companies. No new steamboats were built and no attempt was made to resume the fierce fight for passengers that resulted in the twenty-five cent rate in 1898, and soon after the death of Mr. Kamm the steamers and good will of the route were sold to L. P. Hosford, who with his brother O. W. had begun steamboating with the Ione on the Lacamas route in 1888. Shortly before the World war broke out Hosford reinforced his freighters with the propeller Georgiana which was operated for five or six months in the year on a daily round trip schedule. The Georgiana was slow compared with some of her predecessors but the increasing tourist trade especially in midsummer enabled her to handle a satisfactory
business without carrying any freight. As an interesting scenic trip the river ride from Portland to Astoria has but one equal in the country and that is over the route between Portland and The Dalles. For this reason it is probable that here on the lower Columbia run where steamboating made its last stand against the invasion of the railroads, there will always be a field for the tourist steamers and as the population increases there will be in the not far distant future, finer and faster boats than were here even in the golden age of steamboating before the railroads came. Old steamboatmen who were forced by the competition of the railroads to seek livelihood on shore, now feel a mild degree of satisfaction in the advent of the auto bus and truck which on many routes is absorbing nearly all of the traffic that formerly supported the railroads. Meanwhile there is hovering in the air a new transportation method which may yet develop into an active competitor in some branches of the business, against all other carriers that have yet appeared.

The salmon trade mentioned as the principal reason for the O. R. & N. Company maintaining a line of boats on the lower river, has always been a considerable factor in river transportation. Columbia River salmon was a food staple of such exquisite merit that it had no small part in spreading the fame of Oregon and encouraging the growth of an industry that from small beginnings on the Columbia River developed into an immense business all along the Pacific coast. The Hudson's Bay Company ships and the Boston ships carried Oregon's famous salmon to the world's markets in limited quantities which proved merely "appetizers" and as the demand grew, improved methods of catching and preserving the fish were adopted. Boats, tugs, barges and finally great ships and steamers were needed to handle the business which had its inception on the Columbia River. Following the consignments that went forward on the early trading ships, there were occasional shipments to Australia, China and Hawaii more than sixty years ago.

It was in 1866 when the industry was founded on a permanent basis by William Hume, who built a cannery at Eagle Cliff about sixty miles down the river from Portland. The first year's pack was only four thousand cases and it was distributed by San Francisco brokers. In less than twenty years, the output had increased to more than 600,000 cases and the product was going all over the world and it is still going strong with the benign influence of artificial propagation assuring the perpetuity of the industry. Within five years after Mr. Hume's original venture, regular salmon ships were laid on berth at Astoria to carry the season's pack to the foreign markets and each year, tin plate for can making was the largest item on the manifest of many of the Liverpool and London ships that entered the Columbia River.

It was not in the foreign trade alone however that all of the benefits arising from the industry were centered, for when the marketable value of salmon became known and understood more fully, the packers turned to other Oregon ports for supplies of raw material. Rogue River, in the southern part of the state was the habitat of a salmon in every respect the equal of the Royal Chinook of the Columbia and on that stream more than
fifty years ago, R. D. Hume a brother of the pioneer packer on the Columbia established a cannery and built up world-wide fame for his product. There were salmon runs in Tillamook Bay and contributing rivers; at Alsea, the Siuslaw, the Umpqua and on Coos Bay and canneries were soon built and trade established. To carry in supplies and bring out the packed product, transportation was a necessity and steamers, sloops and schooners were pressed into service, and in this manner Portland began building up a trade which has now reached big proportions. Only a moderate proportion of the many passengers carried into these adjacent coast ports which now mean so much to Portland regarded fishing as a permanent calling. Most of them began lumbering, farming and dairying and long before the little coasting steamers had given way to the railroad and the auto, they had developed the country into thriving communities. The little steamers Kate and Anna, A. B. Field, W. H. Harrison, Dolphin, R. P. Elmore, Bandorille, Rosie Olsen, Mischief and a long list of other steamers, sloops and schooners were brought into existence and found service along these small coastal routes because the salmon industry had originally established business at these small Oregon ports.
CHAPTER XIV

PICTURESQUE SAILBOATS ON THE COLUMBIA

On the Columbia River, the fleet of thousands of picturesque sailboats was attended by a large number of steam tenders which were also used as passenger carriers between the small settlements along the river. With capacity cannery equipment completed along the Columbia River, the salmon packers began operations in Alaska. In the beginning the regular steamers Idaho, Ancon and City of Topeka plying out of Portland to Alaska ports carried the supplies north and brought back the pack at the close of the season. The operatives and most of the fishermen also made the trip although quite a few natives were employed in the far north. Later as the business assumed larger proportions and control was centralized, each operating firm sent north its own ships and cannery tenders. For many years F. M. Warren and Sons extensive operators on both the Columbia and Alaskan waters, annually dispatched the old wooden ships Berlin and Levi Burgess together with two or three steam tenders while the Columbia River Packers Association sent out the old American ship St. Nicholas. Recently these ancient "wind jammers" have given way to modern steam ships, the Warrens operating the North Star while the lower river association has the American steamship Mennon under their flag. As a traffic producing factor for all kinds of water transportation the salmon industry ranks high on the Columbia River and in adjacent territory.

A new departure was made in marine transportation out of the Columbia River in 1894 when there was set afloat an ocean-going log raft built on what was known as the "Joggins plan," the name being obtained from the inventor. These rafts were constructed by placing logs in a cradle and binding them together with chains. They tapered toward the end from which they were to be towed, and the first ones built were about 600 feet long. The first experiment on the Pacific in this new method was tried from Coos Bay in 1893, and proved a total loss. A year later, a second raft was built at Stella on the Columbia about sixty miles below Portland. This raft contained ten thousand logs which were held together by sixty tons of chains, the largest of which, running fore and aft, had been the anchor chain of the man of war Vandalia wrecked in the great hurricane at Apia in the Samoan Islands. The raft in tow of the tug Monarch got as far as Cape Mendocino, where she was gradually pounded to pieces by a heavy sea.

A year later the first successful voyage of one of these monster rafts was made between Stella and San Francisco, the collier Mineola towing the big mass of logs. In this raft which was 550 feet long there was 450,000 running feet of piling equivalent to about seven million feet of...
lumber, which by ordinary methods of transportation between the two ports would cost about $20,000. There was also a great economic advantage aside from the transportation saving, for in the north at that time the slabs and sawdust discarded in cutting the logs into lumber was practically a dead loss while in the fuelless south, the "offal" commanded a good price. The discovery of oil helped the fuel problem in the south but the log raft is still a profitable method for moving forest products from the Columbia River to the Southern markets. They have gradually increased in size until now many of them exceed eight hundred feet in length and carry more than eight million feet of timber.

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The lure of gold which brought the argonauts into California and later sent them stampeding into the Fraser River Mines, and as those waned, into the Salmon River mines in Idaho, nearly fifty years after the California excitement started another boom in maritime property with the discovery of gold on the Klondike in Alaska. Portland and Oregon had previously had some experience in mining booms for in addition to supplying the Californians with lumber and provisions at very satisfactory prices, this city had played an important part in outfitting miners for both the Fraser and Salmon River mining booms, and it was Portland's Alaska steamers that connected the first Alaska mines as well as those of the Cassiar district with the outside world. All of these former mining booms however with the exception of the California affair were rather small by comparison with that which followed the discovery of gold along the Yukon.

Oregon no longer had a monopoly of the transportation business to Alaska, in fact, Puget Sound and the Canadian ports by reason of their geographical location profited to a greater extent than any other region from these new discoveries. But Portland and all of the adjoining territory contributed its full share of adventurers, miners and merchants, and many of them embarked on steamers sailing direct from the Columbia River. The first steamer out of the new gold region which was discovered in the spring of 1897, was the Portland, a historic craft which a few years earlier had operated regularly on the Portland-Puget Sound and San Francisco run. The romantic career of this famous steamer began on the Atlantic coast where she was launched at Bath, Maine, under the name Haytian Republic. While running to Hayti during the Hippolyte rebellion, she was seized for aiding the rebels, but was released and in getting away from the harbor at Port au Prince was purposely rammed by a Haytian gunboat. She then came to the Pacific coast and engaged in smuggling on a wholesale scale which eventually resulted in her seizure and sale to Chas. F. Beebe of Portland who renamed her the Portland. Beebe and his associates sold her to San Francisco parties who turned her over to the Pacific Mail. They in turn sold her to Alaska interests and she ran north for several years before she was finally wrecked north of Vancouver Island.

This great gold rush like its predecessor of fifty years before, brought into service every available ocean-going craft on the Pacific coast except those which were on regularly scheduled routes and even some of these
would make an occasional trip to the north. It not only dragged out of retirement all of the ancient craft that had been in service on the Pacific coast, but it attracted a big fleet of "has beens" from the Atlantic coast. Among the more prominent of these newcomers that remained in service after the boom subsided were the Ohio, Roanoke, Pennsylvania, Yucatan, Cottage City and a number of others of lesser importance. From Portland, the Oregon and the Elder made several trips, and the Nome City, Dispatch and a host of small coasters also tried the experiment. The great bulk of the marine traffic to and from the Klondike however was handled by the Puget Sound and Canadian interests.

Stark tragedy or heavy financial loss followed many of the Portland ventures in maritime enterprises in this new field. The steamship Clara Nevada owned and outfitted in Portland was totally destroyed by a mysterious explosion while on her first return voyage from the north and every one on board was killed. The stern-wheel steamer Lavelle Young was built at Portland and reached the Yukon in time to participate in the rush down the river. Two other large stern-wheelers built here, the Gamecock and Staghound were less fortunate. The latter was pounded to pieces by the seas long before she reached her destination, and the Gamecock escaped a similar fate by limping back to the Columbia River in a crippled condition. After extensive repairs she resumed the prosaic work of towing logs on the river. The steamer Eugene, another light built stern-wheeler sent north from Portland by the McGuire brothers got as far as Victoria under her own power and was there taken in tow by an ocean-going British tramp named the Bristol. The Eugene began breaking up soon after leaving Victoria, so she was towed into Alert Bay where she was abandoned. Another old Portland built craft the ancient Eliza Anderson was hauled off the mud flats of the Snohomish River where she had rested for ten years and sent north with 140 passengers. Her supplies of food and fuel were exhausted long before she reached a safe harbor, and revenue cutters had been searching the seas for her for a week before she finally drifted into Dutch harbor and left her bones upon the beach.

The Klondike rush contributed little of value to the marine fleet that became permanent fixtures on the coast, but while it lasted, the Oregon producers as in the days of forty-nine, sent to the mining camps large quantities of supplies. The indirect benefits from this gold rush like those which followed former gold discoveries were greater than those which first appeared, for a great many people were attracted to the great northwest and after being disappointed in the gold fields turned to something else of greater profit to themselves and of greater benefit to the new country. There is hardly a town of any considerable size in Oregon that does not claim some prosperous citizen who joined the Klondike rush and returned to amass a competency in some other less uncertain calling than mining.

The Clara Nevada which was lost with all on board during the Klondike rush was originally the coast guard steamer Hassler. She had been condemned for the purpose for which she was built, but passed govern-
ment inspection as a passenger steamer, and was placed on the Portland-Skagway route by the McGuire Brothers of Portland. She left Skagway on her fatal trip February 5, 1898 and was reported on fire off Seward City about thirty miles south of Skagway. After that she was supposed to have been destroyed by an explosion, as wreckage found later was badly torn as well as burned and the few bodies that were found were badly mangled. The Clara Nevada was in command of Capt. C. H. Lewis, an experienced steamship navigator. David Reed was engineer, Ed Kelly, pilot, and Foster Beck, a prominent young Portlander was purser. There were forty members of the crew and as near as could be checked up in the Skagway office, about twenty-eight passengers were on board when the steamer disappeared. The cause of this loss of the Clara Nevada will always remain one of the mysteries of the sea.

As will be noted all through the history of navigation on the Columbia and Willamette rivers, channel conditions were the greatest problems confronting the early navigators. There was from the beginning, a sufficient volume of water in both rivers to float the largest ships in the world, but nature had been careless in not keeping it confined in the channels best adapted for ships. At its mouth, the mighty Columbia, rolling down from the lakes and streams a thousand miles inland, sprawled seaward through no less than four channels. The north channel, middle channel, south channel and "swash" channel were all used by early shipping and each possessed merits of its own, dependent largely on the state of the tide, the season of the year or the size of the annual freshet. Not infrequently a tug towing out through any one of these channels would find in a few hours, tidal and weather conditions that would necessitate its returning through one of the others. On the river there were half a dozen bad bars and a dozen others that were far from good.

On the bar Captain Flavel initiated channel improvement in the sixties by loosening up the hard sand in the best of the many channels, by dragging an immense harrow through it. This work was performed on an ebb tide and the water rushing seaward sluiced out large quantities of sand. Relief of this nature was only temporary and it was not until the building of the jetties that the bar vanished and paved the way for the Columbia River to become one of the world's greatest seaports. On the river, John Gates, chief engineer for the Oregon Steam Navigation Company tried the harrow method on St. Helens bar with only mild success but as noted elsewhere secured fairly good results with the collier Walla Walla whose propeller churned up more sand than could be dislodged by the harrow.

Portland passed the first subscription list for river improvement in 1864 and spent the money at the mouth of the Willamette which had become practically impassable to vessels of more than twelve foot draft. Following the mouth of the Willamette in unpleasant importance, the Swan Island bar caused more grief than any other portion of the river. As this was in plain sight of Portland and stranded ships and annoyed passengers were an ever present menace to Portland peace of mind, the project of a city dredge was taken up about 1881. The craft built was
of the bucket type and she ate up city funds at an alarming rate but really accomplished something in deepening the water on the Willamette bars although it was several years later before the bars in the Columbia River between Astoria and the mouth of the Willamette received much attention.

The building of the first jetty at the mouth of the river with its attendant improvement in the channel, called the attention of Portland to the vital necessity of providing a river channel in keeping with that which led seaward from Astoria. As a further incentive for action, Portland's supremacy in the grain trade of Oregon and Washington was threatened by the growth of the trade out of Puget Sound ports where there were no troublesome bars. To enable Portland to get away from the old subscription list method of providing funds for river improvement, and carry on the work on a larger scale commensurate with the growth of the city, the legislature of 1891 created the Port of Portland, a district taking in the greater part of Multnomah County. This was made a legal sub-division of the state with power to levy taxes, build and operate dredges and otherwise engage in the business of port improvement. Meanwhile the government had been working in a desultory manner at various bars along the Columbia River, building a dike here and there where they were not needed, and replacing old channels with new, but on the whole soon after the Port of Portland was organized, an agreement was made with the government by which the local organization was to dredge making a good start on the better work that was to follow, and maintain the channel in the Willamette while the government would perform a like service in the Columbia. Later as the port increased its equipment and funds were not always available for government work, the Portland dredges were repeatedly sent down the Columbia to deepen channels across the worst of the bars, these tasks sometimes requiring many weeks.

In 1914 the government added two new modern dredges to its equipment and since that time has performed highly satisfactory work, securing in 1925 a minimum depth of thirty feet of water at low tide. With plenty of money available the Port of Portland engaged in dredge building on a big scale and with four big thirty-inch suction dredges compared with the government's two twenty-four inch machines in the Columbia, the twelve mile stretch between Portland and the Columbia was converted into a big pond with a minimum depth of more than thirty-two feet. As a further aid to shipping the Port of Portland built two big drydocks and the Portland Dock Commission spent millions in providing docks for ships coming in to load or discharge cargo. At the close of 1927 the total expenditures of these two corporations was approaching the forty million mark. With the deeper water came larger ships and they came in increasing numbers. The channel was in fairly good shape when the Panama canal was opened and as a result Portland immediately began building up a big intercoastal trade as well as a trade with European ports.

Before Portland began serious and effective work on the channel, foreign shipowners were exacting from Portland exporters a differential of ten shillings per ton over and above the San Francisco rate and when
Puget Sound came into action in the grain exporting field it was possible to charter a ship out of Seattle or Tacoma for from two to four shillings less than was demanded from Portland. Some portion of this differential was a penalty exacted for the bad reputation of the port before improvement had begun and a portion of it was for the handicaps not yet removed. None of these elements justified the ten shillings differential, and it was retained until about 1896 when a Minneapolis grain man, C. W. Tracy came into the local field. Tracy chartered three ships in San Francisco and insisted on a clause in the charter permitting him to load them at Portland provided he would pay for towing them to Portland and thence to sea with cargo. He was also bound to pay the extra insurance pilotage and anything else in the nature of a handicap against Portland. The total addition cost to Tracy was less than three shillings above the San Francisco rate and foreign shipowners reduced the ten shillings differential accordingly.

The Puget Sound rate was still thirty cents per ton lower than the Portland rate. With the building of the jetty and the work of the Port of Portland and the government assuring a good channel to the sea, the Northern Pacific and Great Northern which since their construction had been lifting their traffic over the high ranges of the Cascade mountains decided to reach the sea by a water level route and the building of the North Bank line began. At that time Puget Sound was profiting by the bad reputation of the Columbia River which had lived on after there had been much atonement in the shape of better channels and lessened port charges. The O. R. & N. Company, alarmed by the serious deflection of the grain business, began absorbing the differential of thirty cents per ton and as soon as its northern rivals decided to enter the Columbia River field, the three roads joined hands in an effort to remove the differential. British, German, Norwegian and French shipowners banded together as the International Sailing Shipowners Ass'n controlling nearly ninety per cent of the sail tonnage available for grain each year established a minimum rate out of Pacific coast ports. When that rate, still showing a differential against Portland was issued in 1907, the railroads sent E. W. Wright to Europe to learn why the differential was maintained, and what was necessary in order to secure its removal. Wright found that much of the trouble was due to lack of knowledge of the changed condition on river and bar, although compulsory pilotage, a charge for removing ballast from docks, and sailor boardinghouse abuses which still existed, were also contributing factors. On Wright's return the state legislature gave the necessary relief on the pilotage and boardinghouse features and the Chamber of Commerce and a few public spirited property owners took care of the ballast problem, and on Wright's second conference with the shipowners, the differential was removed and has never been replaced. As soon as the new rates were announced grain again began flowing down the Columbia River and the movement was further accelerated a few years later by the granting to Portland of a five per cent differential on rail rates from a large part of the wheat belt lying south of Snake River.

The effect of this river improvement on the entire Oregon Country is
shown in arrivals in the Columbia River in 1927 of 1,678 sea-going vessels of 4,642,090 tons register. In this remarkable growth can be seen, vindication of the sometimes questioned judgment of the founders of the city for building so far inland with so many obstructions between them and the sea. The ocean carriers in all parts of the world go as close to the cargo as they can get, and the producers, not only in the Willamette Valley but in the entire Columbia basin have profited by the enterprise of the Portlanders who first began digging out the river bars more than sixty years ago, thus making it possible for the big ocean carriers to meet the rail lines so far from the ocean.

Steamboating in the Oregon Country had its inception on that twelve mile stretch of river between the new village of Portland and the old town of Oregon City, the intermediate town of Milwaukie playing an important part. While it is true that the first steamboat built on the Columbia or its tributaries was launched at Astoria, it was built for the up river trade and it was the business originating and centering along the Willamette River that made it possible for the little steamer Columbia to maintain a service as far down as Astoria where she was built. From the Willamette, first with Oregon City as a base and later with headquarters at Portland, three distinct steamboat routes led away into the new country. The lower Columbia route not only enabled Portland to keep in touch with Oregon’s only great seaport, but through its Cowlitz River connections, maintained a crude thoroughfare over which increasing travel reached Puget Sound and British Columbia by a land and water route. In the beginning, the route up the Columbia to the Cascades and beyond was but little more than a trail for trappers but from its insignificant start, it developed into a great highway leading to the inland empire which later developed commercial importance that promised to overshadow that of all other regions tributary to Portland and Astoria. Due to the development of the agricultural resources of the Willamette valley several years before the steamboats appeared, it was on the Willamette river routes above Portland that there was business already awaiting when the steamboats came on the scene. This condition did not exist during a similar period east of the Cascade mountains. As stated elsewhere the little Columbia and the Lot Whitcomb were the only steamboats in the Oregon Country in 1850 but a year later the fleet received numerous additions, all of them with the exception of the small iron propeller Blackhawk being operated above the falls.

Steam navigation on the Willamette River above Oregon City was inaugurated in 1851 by the steamer Hoosier, a specimen of maritime construction which today would prove a very attractive museum piece. As has been noted, agricultural development had been under way in the Willamette Valley for more than a decade, but unless it was a steer that could be driven out over the trail, the products of the farm experienced difficulty in reaching a market. Some transportation facilities were provided by a few bateaux and flatboats, with Indian crews supplying the motive power, but the service was costly, infrequent and undependable. The Hoosier was a reconstructed ship’s longboat which had been length-
ened and strengthened and equipped with a pile-driver engine and boiler. The engine was six inches diameter of cylinder and twenty-inch stroke, and the power from this diminutive producer was transmitted to the side-wheels by an elaborate system of cog gearing which absorbed much of it before it secured direct action on the wheel shaft. The power-producing possibilities of the plant can be understood when it is stated that on an occasion when the shaft broke while the Hoosier was about four miles below Salem, the engineer and one deckhand carried it back to the capital to have it repaired.

The Hoosier supplanted a flatboat line which Capt. George A. Pease was operating above the falls in connection with a keel boat service between Portland and Oregon City. The familiarity of Captain Pease with the river and the trade induced Captain Swain and his associates, who built the Hoosier, to employ him as pilot and purser on the pioneer steamer. Judged by the standards of the steamers that followed her, the Hoosier did not amount to much, but she moved mail, passengers and freight more rapidly than it had ever been moved over the route prior to her appearance. Her monopoly of steam transportation on the upper Willamette was short-lived, for a few weeks later the steamer Washington was brought up from San Francisco on the deck of the bark Success, Capt. William Irving. With the Washington came Capt. Alexander Sinclair Murray, who took the Washington above the falls and divided honors with the pioneer Hoosier.

Capt. George A. Pease, the pioneer pilot on the Hoosier, was one of the few early steamboatmen who was a practical builder as well as an operator of steamboats, and few if any of the men who were in at the birth of steam navigation on the Willamette, equalled the record he afterwards made throughout the Oregon Country. He was born in New York in 1830 and came to California in 1849. Gold mining did not appeal to him, so in July, 1850, he arrived at Milwaukie and engaged in flatboating on the Willamette. After his service on the Hoosier he superintended the construction of Ben Simpson's steamer Oregon, which was built at Fairfield in 1852. He served as pilot on the Oregon, Wallamet and Canemah, and while on the latter steamer in 1855 with Capt. George Cole assisted in effecting the first steamboat combination on the Willamette, the steamers involved being the Hoosier, Franklin and Canemah. In the summer of 1857, in company with Si Smith, he built the steamer Cowlitz on the Tualatin River. This boat was sold to Holman and Huntington, and Pease returned to the Willamette on the steamer Enterprise. In 1858 he built the Skedaddle, a light powered steam barge and a large flatboat for Captain Ainsworth, who used them as lighters between Clackamas Rapids and Oregon City. While in command of the Onward in 1860 he joined the Dements in building the Rival, afterwards selling his interest to Captain Apperson.

Associated with C. W. Pope, Nat Lane, John Crawford and Judge Stratton, in 1863 he built the steamer Enterprise. This boat was turned in to the combination which resulted in the People's Transportation Company and Pease accepted stock in the new company for his interest in
the *Enterprise*. He remained on the upper river with this company until 1868, having charge of the movements of steamers in and out of the basin. He then went below the falls and was master of the *E. N. Cooke* until the company was purchased by Ben Holladay. Captain Pease was next appointed superintendent of Holladay's steamboat interests, and while so engaged varied his duties by building the far-famed Holladay Hotel at Seaside. From 1874 until 1878 he was master of O. S. N. steamers on the Astoria route, leaving that position to pilot steamships on the river. In 1881 he built the steamer *Henry Villard*, on Lake Coeur d'Alene, for the Northern Pacific Railroad Company, and for the same owners built and operated the steamer *Katie Hallet* on Clarks Fork of the Columbia. From the upper Columbia he returned to Portland and for many years piloted O. R. & N. steamships on the Columbia River. When the Government built the river dredge *W. S. Ladd*, she was placed in charge of Captain Pease, whose familiarity with the channel obstructions enabled him to perform very effective work in deepening the river.

Captain Murray, who took the *Washington* above the falls, was another of the many famous soldiers of fortune who had been attracted to the Pacific Coast by the California gold discoveries. He had studied law in Scotland, where he was born, and had sailed before the mast out of Australian ports, thence to California, where he operated a ship's long-boat on the Sacramento River and made enough money to purchase a small brig, with which he returned to Australia. On the return trip to this country, the brig was wrecked on Navigator Island and Murray was obliged to return to Sydney, where he again took passage for the land of gold. He came to Portland from San Francisco on the schooner *Urania*, and after spending the winter at Salem, went to California, where he purchased the *Washington*. This steamer was brought back to the lower river after a few months above Oregon City and was operated between Portland and way points, and in the spring of 1853 was again taken above the falls, but in July again came down to Portland, and was sent to the Umpqua River. Murray then became interested in the steamer *Portland*, and later in the *Gazelle*, *Express*, *Onward* and *Enterprise*. When the side-wheeler *Wallamet* proved a failure, both above and below the falls, she was sold to a company headed by Capt. Richard Hoyt and Captain Murray and taken to the Sacramento River, where she ran in opposition to the California Steam Navigation Company, but proved unsuccessful. When the Fraser River mining excitement broke out, Murray disposed of his interests on the Willamette, and at Victoria built the *Governor Douglas*, the first steamer constructed in British Columbia. A year later, he joined forces with William Irving, who had also been lured away from the Willamette, and they built the steamer *Governor Moody* for Fraser River service. Both of these steamers were successful, but the wanderlust was strong in Murray, and after disposing of his interests to Irving and others, he purchased the brig *Sea Nymph*, and with a small steamer on deck, sailed away for Australia and never returned. He established a line of steamers on the Murray River in Australia and was quite successful. In comparison with the big operations of the men who piled up
immense fortunes with the Oregon Steam Navigation Company, the efforts of men like Captains Murray, Pease and dozens of other pioneers were small, but they were true types of the restless, resourceful rustlers who paved the way for those that were to follow, and their names and deeds will have a lasting place in the marine annals of the Willamette and Columbia rivers.

Following the Hoosier and the Washington on the upper river, appeared the Multnomah and Canemah, both quite pretentious craft by comparison with their predecessors on the route. The Multnomah was built of Jersey oak with a "barrel" hull that required no caulking. She was shipped out to Portland in sections on the bark Success, Capt. William Irving, and put together at Canemah, and entered service in the fall of 1851, ascending the river as far as Corvallis and proving highly profitable for her owners. A year later she was brought below the falls and ran between Oregon City and Portland, and also ran for a time on the Cascade route. In 1854 she was bought by Capt. Richard Hoyt, who had been master of her most of the time since she started operations. Captain Hoyt placed the Multnomah on the Astoria route, and until his death in 1862 she was a permanent fixture on that route. After the death of Captain Hoyt she passed into the hands of the O. S. N. Company and was junked in 1864.

The steamer Canemah, the fourth boat on the upper river, was built at Canemah by Capt. A. F. Hedges, Capt. Charles Bennett, Alanson Beers, Hamilton Campbell and John McClosky, the latter an old Mississippi River pilot. The Canemah carried the mail on the upper river, and Nathaniel Coe of the postal service made the steamer his headquarters. It was on this steamer that his sons, Lawrence, Frank and Henry Coe, afterwards famous captains in the O. S. N. service, received their first lessons in steamboating. Many other noted steamboatmen served on the Canemah at different times, among the captains being Ainsworth, Pease, Wygant, Switzer and Coe, the latter afterwards becoming governor of Washington Territory.

In 1852 a company headed by Ben Simpson built the little steamer Oregon at Fairfield, and the Shoatwater, the sixth steamer on the upper river, was built by Capt. Leonard White. Neither of these boats was very successful, financially or otherwise. Captain White, Oregon's original phonetic speller, changed the name of the Shoatwater to Fenix, but as she was still unlucky, called her the Franklin, and she ended her career in 1858 as the Minnie Holmes.

Capt. Richard Williams, associated with Capt. W. B. Wells, operated a small iron propeller, the Eagle, between Oregon City and Portland in 1852, the passenger fare being $5. Allan & McKinley, old Hudson's Bay men, had the little propeller Allan on the same route, and Abernethy & Clark, the pioneer merchants, operated the Major Redding as a towboat and freighter on the Columbia and Willamette rivers. Captain Williams, who was master, engineer and crew of the Eagle, was a native of the Canary Islands and in early life sailed out of New York with Capt. William Irving. He came to the coast in 1850, and after a few months in
the mines, met Captain Irving, then in the coasting trade between Portland and San Francisco with the bark *Success*. Irving induced him to come to Portland, and afterwards joined him in the purchase of the *Eagle*, which they brought up from San Francisco. With W. B. Wells, he built the *Belle*, which was placed on the Cascade route. Later they joined the Bradfords in the construction of the *Mary* on the middle river. When the O. S. N. Company was organized, the *Mary* and the *Belle*, and also the *Senorita*, in which Williams was a large owner, were taken into the corporation. Captain Williams sold his stock in the O. S. N. Company at the time Jacob Kamm and a number of others retired from the big company.

The steamers *Belle* and *Portland* were added to the Willamette fleet in 1853, the latter being operated in connection with the *Multnomah* by Murray and Hoyt under the name "People's Line." The *Portland* was a small side-wheeler which ran on various routes out of Portland until early in 1857, when she was taken above the falls. While attempting to enter the basin March 17th, Captain Jamieson lost control of the steamer, and she was swept over the falls. Jamieson and a deckhand named Hall were drowned, but the fireman escaped. The house and upper works floated down to Portland, where it came ashore comparatively uninjured.

Page, Bacon & Company, prominent in financial circles in early days in Oregon, in 1853 sponsored the Willamette Falls Company, an ill-starred venture which, it was expected, would shift Oregon City's trade prestige across the river. The company spent large sums of money in constructing a basin, bulkheads and other improvements across the river from the old town. Their first steamer, nearing completion, was burned on the stocks at Oregon City in October; the *Gazelle*, which followed it, was almost destroyed by a frightful boiler explosion in 1854, and the same year the *Oregon* was sunk, proving a total loss. The climax to their misfortunes came in 1861, when the big freshet swept away their warehouses and ended their operations.

Captain Ainsworth and Jacob Kamm, in 1854, abandoned the Mississippi river style of steamboat and built the steamer *Jennie Clark* at Milwaukie. This was the first stern-wheeler to appear on the river, and in her essential features she remained a model for the big fleet which followed her. No other type of steamer is so well adapted to western river traffic, and Capt. A. S. Murray and George Hoyt, also experienced steamboatmen, immediately adopted the style, and in December launched the *Express*, the second stern-wheeler on the river. While the steamers on the upper Willamette were not very pretentious, the colors under which they sailed were somewhat imposing. The Citizens Accommodation Line was running the steamer *Canemah*, Captain Cole, to Corvallis, and the *Franklin*, Captain White, to Salem. The Defiance Line had the steamers *Wallamet*, Captain Hedges, and the *Fenix*, Captain Miller, on the same route. The *Wallamet*, as mentioned elsewhere, was taken to the lower river in August, 1854.

The new steamer *Gazelle*, built by Page, Bacon & Company, made her trial trip March 18, 1854, and three weeks later, while lying at the wharf
at Canemah, her boiler exploded, with frightful results; twenty people were killed and a score of others seriously injured. Among the killed were Rev. J. P. Miller of Albany, Judge Burch of Luckiamute, James White of Salem, and David Fuller of Portland. Others killed were David Page, superintendent of the Willamette Falls Company, owners of the boat; John Clemens, pilot of the Gazelle, and J. M. Fudge, pilot of the Wallamet, which was lying alongside the Gazelle when the explosion took place. The cause of the tragedy was always a mystery, as the chief engineer disappeared and the second engineer was killed. A defective pump and defective boiler were believed to be responsible for the disaster. The wreck was purchased by Captains Murray, Wells and Hoyt, who took it to the lower river and rebuilt it and christened it first Sarah Hoyt, and later Senorita.
CHAPTER XV

FIRST STEAMBOAT TRUST ON THE WILLAMETTE

The first steamboat combination or trust on the Willamette was effected in 1855, when Capts. George Cole and George Pease induced the owners of the Canemah, Hoosier and Franklin to pool their interests and operate but one boat. John Zumwalt, owner of the Hoosier, had the mail contract, and the Canemah agreed to carry the mail free on condition that the Hoosier retire. The owner of the Franklin retired that boat in consideration of an equal share with the others in the resultant profits with no competition. The steamer Enterprise, the first of a number of steamboats of that name, was built for the Corvallis run in 1855 by Capt. Archibald Jamieson, Captain Murray, Amory Holbrook, and John Torrence. She remained on that route until July, 1858, when she was bought by Capt. Tom Wright and taken to the Fraser River. She was afterwards taken to the Chehalis River, where she ended her career.

To "bust the trust" on the upper Willamette, the steamer James Clinton was built at Canemah in 1856 by Captain Cochran, Gibson and Cassidy. The Clinton was built for the Yamhill River route, but with more profitable business in sight, she extended her route to Corvallis. At this time David and Asa McCully were in the mercantile business at Harrisburg, and were unable to induce steamboatmen to run above Corvallis. It was a long haul over rough trails between Corvallis and Eugene and Harrisburg, and when David McCully explained the situation to Captain Cochran of the James Clinton, it was agreed that the Clinton would extend her run to Harrisburg, provided the citizens of that city and Eugene would subscribe for $5,000 worth of stock in the company. The James Clinton was thus the first steamer to ascend the Willamette as far as Eugene, and when she reached the interior city March 12th, 1856, the stock was readily subscribed, with enough stockholders to guarantee plenty of business. The James Clinton as a steamboat was not very imposing or important, but as the craft that was first to reach the head of navigation on the Willamette and establish the cooperative principle that resulted later in the organization of the mighty Peoples Transportation Company, she will always hold a prominent place in the marine annals of the Willamette Valley.

Three new steamers, the Surprise, Hoosier No. 3, and the Elk, were launched for the up-river trade in 1857. The Surprise was a good boat and was operated in connection with the famous James Clinton. Captain Cochran and his associates of the James Clinton were joined in building the Surprise by Theodore Wygant, A. F. Hedges, W. C. Dement & Company, Charles C. Felton, J. Harding, and Robert Patton. The Hoosier
No. 3 was built by J. D. Miller, who shared with Captain Pease the distinction of nearly half a century of active service on the Columbia and all of its navigable tributaries. The Elk was in command of Capt. George Jerome, with Sebastian Miller, pilot, and William Smith, engineer. Captain Jerome spent nearly forty years on the Willamette River runs, the last fourteen being on the Yamhill route. While in charge of Jerome and Miller, the Elk lost most of her cabins and her pilothouse in a boiler explosion. Capt. “Bas” Miller, as Sebastian was generally known, was also an old-timer on the Willamette and Columbia, having served either as engineer, master or pilot on most of the early steamers. The steamer Swan, afterwards known as the Cowlitz and Wenat, was built and operated by Capt. George Pease on the Tualatin in 1857, but was soon sold for service on the Cowlitz route.

With steadily increasing business on the upper Willamette, nearly every year witnessed the launching of one or more steamers, although nearly all of them were small craft and either poorly constructed or poorly equipped. In 1859, the Yamhill Steamboat Company, composed of J. D. Miller, E. B. Fellows, George LaRocque, Albert Epperly, John B. Piettete and Thomas R. Fields, purchased the little steamer St. Claire which Green Davidson and John Davis had built at Rays Landing. The St. Claire never amounted to much as a carrier, but won lasting fame as the only steamboat that was successfully sent over the falls at Oregon City. This feat was accomplished in 1861, with Capt. George W. Taylor in command.

Capt. George Pease and the Dements of Oregon City in 1860 built the steamer Rival and began operating her between Portland and Oregon City at reduced rates—fare 50 cents and freight $2 per ton. Capt. J. T. Apperson soon secured control of her and later turned her over to the Peoples Transportation Company. The steamer Enterprise, which was sold to go to the Fraser River in 1858, was replaced by the steamer Onward, a first-class boat which had a fine record. Captain Jamieson, who built the Onward, sold her in 1860 to Kamm, Myrick, Strang and Pease. In command of Captain Pease she paid $14,000 in dividends the first year of her operation. She passed into the hands of the Peoples Navigation Company in 1863, and Capt. George Jerome was given command.

In 1861, when the war fever was at its height, Capt. J. T. Apperson launched at Canemah a small steamer which was originally christened the “Unio.” She was sold soon after completion to Capt. J. D. Miller, who promptly added the final “n” to her name. The Union was not very successful and after many vicissitudes passed into the hands of the Peoples Transportation Company in 1866. Few if any steamboatmen operating in the Pacific Northwest had a more varied and interesting career than Captain Miller. He was operating a flatboat between Canemah and Yamhill in 1849, and forty-five years later was master of a steamer running between Jennings, Mont., and Fort Steele, on the Kootenai. In the intervening period of nearly half a century he was almost continuously in service on some of the waters of the Pacific Northwest, although most of
his efforts were centered around the Willamette. He commanded at different times nearly every boat owned by the Peoples Transportation Company, and at one time owned the steamer *A. A. McCully*. He superintended the building of the steamer *Norma* on the upper Snake, near Huntington, and commanded steamers on Lake Pend d'Oreille, Clarks Fork of the Columbia, the Kootenai and Snake rivers. In addition to his early steamboat interests on the Willamette River, he was also interested with Charles P. Church in the flour milling business at Oregon City. While not related to Capt. Sebastian Miller, who came to Oregon a few years later than Capt. J. D., they were both "breed of the oaken heart." Capt. "Bas" Miller performed the seemingly "impossible" feat of taking the steamer *Shoshone* through Box Canyon on the Snake River, and Capt. J. D. steered two small steamers safely over an equally dangerous course through the canyons of Clark's Fork of the Columbia.

Second only to the mighty Oregon Steam Navigation Company became the Peoples Transportation Company, which came into existence in 1862. This Willamette River organization was made up of the various interests that declined to amalgamate with the O. S. N. Company. In the organization of this new company, the McCullys, who had control of a large share of the upper Willamette traffic, occupied as important a position as that of Kamm and Ainsworth in forming the other big concern. There were sixty-five stockholders in the new company, and they were all men who could control a certain amount of business. This made the new company practically invincible, and the O. S. N. Company, which controlled the steamers *Onward, Rival* and *Surprise*, could not induce them to come into the fold. The principals in the organization of the Peoples Navigation Company were David and A. A. McCully, S. T. Church, E. N. Cooke, E. W. Baughman, Stephen Coffin, and John D. Biles. Mr. Coffin was the first president, and E. N. Cooke and the McCullys were directors.

Having a stranglehold on the best paying business on the Willamette, the new company decided to venture farther afield. In 1863 the steamer *E. D. Baker* was built at Vancouver and placed on the Cascade route in opposition to the O. S. N. Company, and the *Iris* was built above the Cascades for the middle river division, while above Celilo, Capt. Leonard White and his phonetically spelled *Kiyus* completed the service. The O. S. N. Company promptly took up the gauntlet, and started the big side-wheeler *Wilson G. Hunt* after the *Baker*, and reduced fares and freights. The *Baker* was a faster boat and in command of Captain Baughman made a good showing, but the line lost so much money that in 1863 a compromise was effected. Under the agreement, the Peoples Transportation Company turned their steamers *Iris* and *Kiyus* over to the O. S. & N. Company, receiving in exchange the Willamette River steamers *Onward, Rival* and *Surprise* and a bonus of $10,000.

The Willamette company was reorganized with David McCully, president; L. S. Parrish, vice president; and T. McF. Patton, secretary. This agreement in regard to territory was faithfully kept for ten years, and both parties prospered amazingly. They were big enough to squelch ordinary competition and maintained their hold on the trade with an
excellent service unattended by exhorbitant rates. The Peoples Transportation Company built the canal and basin at Oregon City, and improved their equipment and wharfage facilities. The successful career of the company came to an end when the locks at Oregon City were completed in 1873. The P. T. Company, which had built the basin as a connecting link with the upper river, accordingly refused to patronize the locks. The Willamette Locks & Transportation Company then built the steamers Willamette Chief, Beaver and Governor Grover to compete with the P. T. fleet, which at that time consisted of the steamers Enterprise, Fanny Patton, Albany, E. N. Cooke, Alice, Active, Alert, Echo, Success and Onward. To avoid another long fight, the directors sold out to Ben Holladay for $200,000.

The O. S. N. Company, no longer bound by the agreement as to territory, commenced work on the steamers Orient, Occident and Bonanza, to be operated on the Willamette. Meanwhile the shadows were settling around Holladay, and he was forced to sell the property to the O. S. & N. Company, thus perfecting their monopoly on both rivers. Thus ended the career of an organization that was the outgrowth of a dispute between a country merchant and a steamboat captain who declined to deliver freight where the merchant wanted it. From the time of the James Clinton episode until the retirement of the P. T. Company, the McCullys and their associates expended more than $1,000,000 on steamboats, docks, etc., and earned more millions in dividends while they were so engaged.

While the two big companies had divided the traffic of the two rivers between them, the field was still open for opposition, and in 1863 the Enterprise, the second steamer of her name, appeared as the first challenger of the newly organized P. T. Company. She was built at Canemah by Capt. George Pease, C. W. Pope, Nat Lane Sr., C. Friendly, Judge Stratton, C. Crawford, James Wilson, C. W. Rea, and S. Ellsworth. The Enterprise was soon induced to pool with the P. T. Company, and that concern bought her in 1866. Capt. Joseph Kellogg was the next antagonist. He built the steamer Senator at Milwaukie, but she went under the P. T. banner soon after completion. This company dismantled the E. D. Baker in 1864 and her machinery was used in the Reliance, which was built at Canemah for the up-river run.

In 1865 more formidable competition appeared with the organization of the Willamette Steam Navigation Company, incorporated in October. The officers of the company were D. W. Burnside, president; A. L. Lovejoy, vice president; J. T. Apperson, secretary. They built the steamer Alert at Oswego and the Active at Canemah. They were good boats and the company was well financed, and as a further hindrance to the P. T. Company's monopoly, Capt. A. P. Ankeny and John Gates built the steamer Echo at Canemah. The real test of strength came in 1866. On the Portland-Corvallis route the P. T. Company had the steamers Reliance, Enterprise, Senator and Fanny Patton, the latter a new boat equipped with machinery from the dismantled Reliance. The Alert and the Active, with some assistance from the still more independent Echo, put up a stiff fight. It was of short duration but fierce while it lasted. Fare to Salem.
dropped to 50 cents, with meals and berth free, and to Albany $1, and Corvallis $1.50. There was no charge for passengers between Portland and Oregon City, and freight was 50 cents per ton. Speed contests were of daily occurrence and everybody was happy except the contestants. A consolidation was effected in March and rates were restored.

The first and only steamboat built on Sucker Lake was constructed at Oswego by John C. Trullinger in 1866. She bore the romantic name 

Minnehaha and was in no way a success. Capt. Joseph Kellogg in 1867 built the Onward, the best steamer that had yet disturbed the waters of the Tualatin River. She was manned by a Kellogg crew: Elisha, engineer; Edward, master; and Orrin, purser. In 1873 she passed through the Oswego Canal and was the first steamer to go from the Tualatin River to the lake. While these diminutive craft on short routes may seem inconsequential, it should be remembered that when they were built they supplied practically the only means of transportation in the regions which they served. The Onward was afterwards taken out to the Willamette and after running on nearly all of the routes out of Portland finally ended her career in the service of the O. S. N. Company on a lower river run.

Overshadowing in importance all other events in maritime circles on the Willamette in 1868, was the organization of the Willamette Falls Canal and Locks Company, formed for the purpose of building a canal and locks to connect the upper and lower river. The Oregon Legislature made an appropriation of $60,000 in aid of the undertaking and the company started with a capitalization of $30,000, with the following officers: R. Goldsmith of Portland, president; J. K. Kelly of The Dalles, vice president; S. Huelat of Oregon City, secretary; O. Humason of The Dalles. Joseph Teal of Portland, John F. Miller of Salem, and D. P. Thompson of Oregon City, directors. The Peoples Transportation Company was almost invincible by reason of owning the basin through which traffic passed from the upper to the lower river at Oregon City. The personnel of the new company showed a state-wide selection of men whose names assured formidable competition when the new company was ready for business, but the P. T. Company was undisturbed and added the fine steamers Albany and Dayton to their growing fleet. Their annual opposition this year was the steamer Success, launched at Canemah by Capt. E. W. Baughman, D. P. Thompson, and J. Winston. The Success belied her name, but was taken over by the P. T. Company a year later. As a running mate on the upper Willamette, she had the steamer Ann, which, as the steamer Lewiston, began her career on the far-off Snake River, being the first arrival from that distant region. As a connection below the falls, the Success and the Ann had the Wenat, the latest name under which the old Swan-Cowlitz was masquerading.

The Tualatin River Navigation & Manufacturing Company was the imposing name under which the Kelloggs and associates in 1869 built the steamer Henrietta to run on Sucker Lake in connection with the Onward on the Tualatin River. The officers of the company were W. D. Hare, president; W. S. Failing, secretary; directors were Joseph and Orrin Kellogg, Capt. J. D. Merryman, and J. M. Moore. The venture was not a
success, and the Henrietta soon found her way out into the Willamette, where she operated in the jobbing trade for many years.

The Long Tom River was embalmed in marine history in 1869 by the organization of the Long Tom Transportation Company, headed by Captain Swain, H. Hendrix, C. Adams and S. R. Woodbury. They bought the steamer Ann, and in command of Aaron Vickers she ascended the river as far as Monroe. Two months later, with a thousand bushels of wheat aboard, she sank near Harrisburg and proved a total loss. The Ann was rather insignificant as a steamboat, but between her birth on the Snake River and her death on the Long Tom, she had an interesting career.

In 1870 the periodical opposition to the P. T. Company came from the Willamette Navigation Company, an organization of Yamhill River farmers. J. C. Avery was president, M. Holgate secretary, and P. Harris treasurer. The steamer Calliope was built by the company, but was retired from the Yamhill route in 1871 and placed on the upper Willamette run. From here she was shifted to the Cowlitz route, and was then sold to Fred Love, who ran her for awhile to the Cascades. Love sold her to Capt. W. H. Pope and Henry Winch, and under their ownership she passed out of existence in 1887. Quite a few prominent steamboatmen received their early training on the Calliope, among the last to command the craft being Edward Sullivan, Joseph Burgey, W. H. Pope and George Raabe. The Shoo Fly was the only addition to the P. T. fleet in 1870. She was of standard up-river size, and was first commanded by Capt. George Jerome.

After a decade of warfare and glory, the Peoples Transportation Company, the most interesting monopoly that ever operated on the Willamette, passed out of existence. The approaching completion of the Willamette locks and the attendant certainty of another rate war as soon as they were open, induced the owners to sell the line to Ben Holladay, then in the zenith of his career and buying transportation lines wherever he found them. The fleet transferred to Holladay included the Dayton, Fanny Patton, Senator, Reliance, Active, Alert, Shoo Fly, Success, Albany and Alice. The Alice was the last steamer built by the P. T. Company and was for many years in command of Miles Bell. The last ten years of her existence were spent in the O. S. N. service as a towboat on the lower Columbia, most of the time in command of Capt. A. L. Pease, a son of the pioneer up-river captain. H. P. Kindred, Charles Haskell, W. H. Smith and a number of other lower river masters also had charge of her at different times. The E. N. Cooke, built at Oregon City in 1871, was the only steamer added to the fleet after it was taken over by Holladay.

Ben Holladay, in 1872, consolidated his steamship and river steamer interests under the name Oregon Steamship Company, succeeding the North Pacific Transportation Company. The Willamette River Navigation Company, which was destined to make matters very interesting for the transportation king, in November, 1872, elected the following directors, all of whom were interested in the locks: Jacob Kamm, Elijah Corbett, Charles Holman, Lloyd Brook, B. Goldsmith, George Marshall, and Joseph Kellogg.
January 1st, 1873, was a historic day in marine annals of the Willamette, for on the opening day of the New Year the Maria Wilkins steamed through the locks from the lower to the upper Willamette, carrying a select party of Portland and Oregon City canal promoters and friends. The Maria Wilkins was an insignificant towboat built by F. M. Warren the year previous. She was hastily pressed into service for this most important trip because the steamers which the locks company intended to operate were not ready, and Ben Holladay of the “opposition” owned the others that were suitable. The Maria Wilkins thus attained fame that otherwise would have been denied her. On board the Wilkins on this historic trip were Jacob Kamm, Capts. Joseph and Charles Kellogg, Capt. Charles Holman, John Marshall, Col. Joseph Teal, Governor Grover, B. Goldsmith, Major Wasserman, Henry Failing, John Whitaker, George A. Helm, Col. B. B. Taylor, H. W. Scott, Lloyd Brook, J. H. Haden, James Laidlaw, George T. Myers, Frank Dodge, Elijah Corbett, and S. B. Parrish.

About two months after the historic excursion of the Maria Wilkins through the locks, the new transportation company began operations with the steamer Governor Grover, which was launched at Portland January 28th. On her first regular trip the Governor Grover, in charge of Capt. Charles Holman, Chief Engineer George Marshall, and Pilots A. Vickers and Charles Kellogg, ascended the river as far as Harrisburg, this being the first large steamer to reach the inland port. Holman and Marshall were afterwards succeeded by Capt. James Wilson and Engineer Charles Jennings. In addition to the Grover, the fleet of the locks company in 1873 consisted of the Vancouver, Shoshone and Beaver. The Vancouver was bought for use pending the completion of the Beaver and was later sold for service on the route for which she was built. The Shoshone was the O. S. N. Company’s famous stern-wheeler that was built at the head of navigation on the Snake River. The Beaver, the fourth steamer in the service, was launched at Portland, August 21st, 1873, but was too slow for the competition she was destined to meet. After three years’ service on various routes out of Portland, she was sold to Victoria parties, who placed her on the Stickeen River, where she ended her days.

Inauguration of service through the canal by the Willamette Falls Canal and Locks Company brought with it some very important changes on both the Willamette and Columbia rivers. Several subsidiaries of the original company were organized. The Willamette River Navigation Company handled the steamboat interests of the promoters of the locks, and at Astoria two companies were incorporated to share in the benefits arising from the new line. The Columbia & Willamette Barge Company was incorporated at Astoria in July, 1874, by Col. Joe Teal, George W. Warren, D. K. Warren, J. H. D. Gray, John Hobson, S. D. Adair, H. S. Shuster and S. N. Arrigoni. The Astoria Farmers Wharf Company was incorporated by the same parties, with Col. Joe Teal president, D. K. Warren vice president, and S. D. Adair secretary.

To work in connection with these new enterprises, the Willamette Chief was launched in 1874 by the steamboat subsidiary of the locks company.
The Chief left Corvallis on her maiden trip in March with thirty passengers and 200 tons of wheat. At Salem and Albany 130 more, mostly farmers, joined the party and went through to Astoria with the wheat. The Barge Company built two huge barges for the Astoria-Willamette trade, and in November one of these, the Columbia Chief, carried 767 tons of wheat to Astoria. With the Willamette Chief, Governor Grover and Shoshone on the Willamette routes, the company placed the Beaver on the Astoria run, and thereupon got into deep water actually and figuratively. The O. S. N. Company retaliated for the invasion by placing the steamer Welcome on the Oregon City route. The Willamette Chief, being the best boat on the river, was then placed on the Astoria route, and for several months a lively war was waged. It ended like nearly all other opposition, by the O. S. N. Company absorbing the new competitor.

More than a dozen years had elapsed since Captain Ainsworth and his associates withdrew from the Willamette River routes, but the invasion of the Astoria route let loose the dogs of war, and in 1875 the Willamette Transportation and Locks Company, with a capitalization of $1,000,000, and officered by J. C. Ainsworth, president; R. R. Thompson, vice president; Theodore Wygant, B. Goldsmith and Frank T. Dodge, directors, acquired the locks at Oregon City, farmers' warehouse and water-front property at Astoria, and the steamers Willamette Chief, Governor Grover, Beaver, Champion, Annie Stewart, Occident and Orient, and the barges Autocrat, Columbia and Columbia Chief. The Occident and Orient were new steamers built by the O. S. & N. Company in 1875, and that same year the Oregon Steamship Company added the Bonanza to its up-river fleet. The City of Salem, mentioned elsewhere, was also launched in 1875.

The absorption by the O. S. N. Company of the locks and the subsidiary company, the Willamette Transportation Company, brought but short-lived peace. Captain Scott, with his new City of Salem and the Ohio, was always troublesome, but managed to get business without much rate cutting; but another contender appeared in July, 1876, when the Farmers Transportation Company was incorporated at Oregon City by Capt. J. W. Cochrane, F. O. McCown and F. Dement. The new company launched the S. T. Church at Portland, and made contracts with the farmers to carry wheat for the season at 10 cents per bushel. This company was not entirely a success, and a year later its holdings became the property of the Peoples Protective Transportation Company, which consisted of Henry Warren, president; J. C. Cooper, secretary; and W. McChristman, W. T. Newby, J. K. Sampson and W. Savage, directors. They also built the steamer McMinnville at Canemah for the Yamhill River trade. These two steamers operated on the river with varying success until they were taken over by the locks company shortly before Villard effected his famous consolidation of all Willamette River steamboats.

Ben Holladay, stripped of power and money nearly two years before, in 1876 ceased to be even a figurehead in the big companies he formerly controlled, and the annual election in April showed Henry Villard, president; George W. Weidler, vice president; and John D. Biles, secretary.
COLUMBIA RIVER VALLEY

The Holladay steamboat interests on the Willamette were bought by the O. S. N. Company, which was already perfecting the consolidation which was afterwards to be handed over to Villard and his associates. Buchanan Brothers, who had pioneered in the towboat business out of Portland in 1876, built the Ocklahama, the first large stern-wheel towboat on the river. She was soon gathered in by the O. S. N. interests. Another of the “firsts” to enter Willamette traffic in 1876 was the stern-wheeler J. Ordway, built exclusively for log towing by Ordway and Weidler. The Wonder, a craft of similar type, was added to the Ordway fleet the following year. The Lurline, mentioned elsewhere, and the City of Quincy were also launched at Portland in 1878. The City of Quincy was built for the Lewis River route, but her owners, the Buchanan Brothers, in 1879 operated her on the Yamhill route, in charge of Capt. I. B. Sanborn, with Richard Oakley purser. In 1879 the Oregon Steam Navigation Company, carrying with it all of the steamers, barges, stock, goodwill and fixtures of a long list of Willamette River corporations, passed into the hands of the Oregon Railway and Navigation Company, which is mentioned more in detail in connection with its Columbia River interests.

No steamers of importance were launched for the Willamette trade in 1879, but in 1880 the light draft steamer Salem was built for the up-river trade. In that service the Salem was always a trouble maker for the big company, and when she passed into the hands of Capt. E. W. Spencer in 1883, she was even more troublesome on the lower river, where he operated her in towing ships at cut rates. Whether she was working or lying idle enjoying “hush money,” the Salem, under Spencer’s management, was always a money maker.

From the iron regions of Ohio in the early ’70s came L. B. Seeley and Samuel Brown, the advance guard of what was sometimes known in transportation and industrial circles of the Willamette Valley as “the Ohio crowd.” Seeley and Brown had grown up in the iron and steel trade in the vicinity of the Ohio River, and as transportation was closely related to those industries, they had a practical knowledge of steamboating. Their first work in Oregon was the development of the iron industry at Oswego. In their operations in Ohio, Seeley and Brown had established contact with an experienced river steamboatman and builder who had to his credit a number of highly successful boats on the Ohio River. This man, Capt. Uriah B. (nicknamed “Ubiquitous”) Scott, after meeting with reverses on the Ohio, arrived in Portland in 1873 and immediately recognized that there was an opening on the Willamette for a man of his talent in a special direction.

For more than twenty years there had been a regular steamboat service as far up the river as Salem, and an irregular service to Corvallis, and even beyond, when the stage of water would permit. The Willamette Valley was a rich and productive region, but sadly lacking in transportation facilities. This was due to the wretched condition of the channel, and to the fact that none of the boats in service had been constructed of sufficiently light draft to enable them to maintain a year-round service to all points.
To provide this service, Captain Scott, after much trouble, succeeded in building the steamer *Ohio*, which some of his admiring friends asserted could run on a heavy dew. As the first "light draft" steamer of the Willamette, the *Ohio* had an interesting history. On arrival in Oregon, Captain Scott, poorly provided with money, endeavored to sell his services or his light draft boat idea to the firmly intrenched companies already operating on the river. His services were declined and his boat-building ideas created merriment, but no further interest. Captain Scott had insufficient funds with which to build the kind of boat that he really wanted to build, but by judicious patronage of the junk shops and a thorough knowledge of just what he wanted, he finally "assembled" the *Ohio*. Her machinery had been discarded from an old bucket dredge which Portland had been operating in channel improvement in the Willamette River. As it was never intended for propelling a stern-wheel steamboat, it was necessary for Captain Scott to install a system of cog gearing by which the power was relayed to the stern-wheel. For reasons of economy, her pitman shafts were of gas pipe and the paddles of the stern-wheel were held in place by wood chocks instead of the customary metal fastenings. As a result of this economical construction, it required careful handling of the engines to prevent the pitmans bending and becoming jammed, thus leaving the boat unmanageable. The wooden chocks frequently worked loose, thus permitting the wheel to fall to pieces.

Nothing like the *Ohio* had yet appeared in Oregon. While under construction she was regarded as the water-front joke, and when she finally limped away on her first trip there was much merriment and universal predictions of failure. The strange craft was no longer a joke when she returned to Portland three days later with 180 tons of wheat aboard at $5 per ton freight, while local freight and passenger fares had paid all of her operating expenses. With her draft of but 8½ inches with all of her fuel and equipment aboard, and but ten inches more with 100 tons of freight aboard, the newcomer slid right over bars that were impossible to her competitor until fall rains would add two or three feet to the depth of water.

Captain Scott had struck while the iron was hot. It was a low water season, and by November 1st, when fall rains brought the river up to a stage where the regular boats could get over the bars with full cargoes, 60,000 tons of wheat was piled on the banks of the Willamette between Harrisburg and Oregon City. Money which Captain Scott had sought in vain while he was trying to build the *Ohio* out of junk was now at his command in unlimited amounts. The U. B. Scott Steamboat Company was incorporated in 1875 by Scott, Seeley, Brown, M. S. Burrell and Z. J. Hatch. The latter had served as purser on the *Ohio* and for many years was a conspicuous figure in Willamette River circles. The new company built the steamer *City of Salem*, a larger, faster and finer boat than the *Ohio*, yet possessing the light draft advantages that enabled the *Ohio* to operate on a schedule regardless of the dry season. The new boat was fully as successful as the *Ohio*, and could carry a much larger cargo on the
same draft as the older boat. In July, 1876, she astonished the natives by ascending the Santiam River as far as Jefferson.

In 1878 larger engines were placed in the City of Salem and the discarded set replaced the dredging gear which was on the Ohio when she first appeared on the river. Captain Scott had many imitators and in a few years light draft steamers were numerous on the Willamette. Then came the railroad, which practically ended the steamboat business in the valley, so Captain Scott and his associates built the propeller Fleetwood for the Cascade route. Although of a radically different type from the Ohio and the City of Salem, the Fleetwood was fully as successful as the stern-wheelers. She was so much faster than any of the O. R. & N. boats on the Cascade route, that she carried capacity crowds and precipitated a rate war in which the fare from Portland to The Dalles dropped to 50 cents. In connection with the Fleetwood, Captain Spencer was operating the steamer Gold Dust on the middle river between the Cascades and The Dalles, and when the fight reached its hottest stage, Spencer sold the Gold Dust, leaving the Fleetwood without an up-river connection. This roused Scott's fighting blood and he placed the Fleetwood on the Portland-Astoria route, where he needed no connecting boats. In shifting the opposition from the Cascade route to Astoria, the O. R. & N. Company made an expensive error. The Fleetwood was built for speed and had no room for freight, but when she reduced the time between the two cities nearly three hours she monopolized the passenger trade, and rate cutting failed to dislodge her from the route. With Captain Scott on the Fleetwood was C. A. Mann, purser, and Henry Drake, mate, both stockholders in the company. The captain's brother, Perry Scott, was chief engineer.

The capacity of the Fleetwood on the lower river route was overtaxed, and in 1883 Captain Scott reached the crowning achievement of his career by building the Telephone, the fastest stern-wheeler ever constructed. "The Ohio crowd" by this time had learned that steamboating was as pleasant and profitable as iron making, and the Columbia Transportation Company, the new name under which the Telephone was operated, included Captain Scott, L. B. and E. A. Seeley, Samuel Brown, E. W. Crichton, C. R. Bernard, and C. R. Donahoe, all of whom had been with Brown and L. B. Seeley at Oswego. The Telephone was one of the best money-makers that ever operated on the lower river and, like the Fleetwood, enjoyed the cream of the passenger trade and could also carry a heavy cargo of freight. Her speed was such that during the summer season she would leave Portland every day at 7 in the morning and go through to Fort Clatsop on the Lewis and Clark with seaside passengers and, making landings both ways, reach her dock in Portland between 8 and 9 o'clock in the evening. She was destroyed by fire in November, 1887, while entering Astoria harbor with a full cargo and about 200 passengers. The hull of this first Telephone was partly salvaged and lengthened out with a thirty-foot splice in the middle. The second boat was not as fast as the one that burned, but she gained and held a large share of the lower river trade until the railroad was built between the two cities. The first Telephone was handled by Captain Scott, Capt. W. H. Whitcomb, with
Perry Scott, Newton Scott, and Joe Hayes, engineers. W. H. Larkins and Thomas Crang were captains on the rebuilt craft, with C. W. Evans and Joe Hayes in the engine room.

Soon after the Telephone entered service, the Fleetwood was sent to Puget Sound and operated on a fast schedule between Seattle and Tacoma, duplicating her success on the Columbia River. This induced Captain Scott to build the steamer Flyer, which a quarter of a century later was said to have traveled more miles and carried more passengers than any other steamer in existence. The Flyer was built in Portland in 1891 and sent to Puget Sound as soon as she was completed. For many years on the Seattle-Tacoma route she maintained a faster schedule than was in effect on the railroads and was always on time. Captain Scott's fleet was further reinforced in 1891 by the purchase for the Astoria route of the steamer Bailey Gatzert, a fine stern-wheeler built at Ballard, Wash., for a company of Seattle capitalists, who had no satisfactory route on which to operate her after she was built. Prior to this expansion in service, the company was reincorporated as the Columbia River and Puget Sound Navigation Company. John Leary of Seattle, who had been one of the owners of the Bailey Gatzert, was added to the directorate, but the "Ohio crowd" was still in control. Captain Scott was president; L. B. Seeley, vice president; E. W. Crichton, secretary and treasurer. Bernard, Donahoe and Hatch were also interested in the new company.

While the operations of Captain Scott and his associates were less extensive than those of the O. S. N. Company and its successors, they cut an imposing figure in the particular era in which they flourished. As a practical steamboatman, Captain Scott had few equals and no superiors. Not only was he skillful in actually handling a boat, but he could design, build and equip one from engine room to pilot house. His career in Oregon was one of repeated successes, often scored in the face of great odds. As pathfinders in the direction of improved steamboating methods, Capt. "Ubiquitous" Scott, L. B. Seeley and the rest of the "Ohio crowd" will long be remembered for their work during a picturesque period in the history of the Willamette Valley.

The Oregon Railway and Navigation Company maintained a steamboat service on the Willamette River for many years after it ceased to be a field for profitable investment in steamboat property. They continued here for the same reason that a service was maintained on the Astoria route. The steamboats picked up at many points along the river, desirable freight for eastern shipment, and whatever might be lost on the steamboat haul was more than made up by the long rail haul across the continent. Although there was rail transportation on both sides of the river in 1896, there was operating between Portland and Corvallis, in addition to the regular Oregon City boats, the steamers Ruth, Gypsy, Modoc, Elmore, Albany, Grey Eagle, William M. Hoag, Altona, Ramona and Toledo. Three years later the O. R. & N. Company was advertising regular sailings of the Ruth and Gypsy for Salem and the Modoc for the Yamhill route. The Oregon City Transportation Company, with small, economically operated boats, made the most of a gradually disappearing
trade. From their original *Latona* on the Oregon City route the fleet grew rapidly. In addition to the steamers mentioned, they added the *Pomona* in 1898, the *Leona* in 1901, the *Oregona* in 1904, and the *Grahamona* in 1913.

William, better known as “Dundee” Reid, an enterprising Scotchman, arrived at Portland a few years before the O. R. & N. Company gained a stranglehold on such a large portion of Oregon's transportation, and in the early '80s was quite prominent in railroad matters. As representative of some of the foreign owners of the narrow gauge system running through very rich sections on both east and west sides of the Willamette River, Mr. Reid endeavored to maintain steamboat connection between the uncompleted line and Portland. This road, which was incorporated in 1877 as the Dayton, Sheridan & Grande Ronde Railroad, had as an objective point Winnemucca, Nev., with possible termini at Yaquina, Portland and Astoria. More than 100 miles of it was completed when Reid undertook to hook it up with the steamers *City of Salem* and *Salem* as feeders. The east and west side systems were to be connected by a bridge at Rays Landing, from which point the line was built to Coburg and was bringing considerable traffic in to the river. Reid built the line in as far as Elk Rock, where he was halted, partly by a shortage of funds and partly by reason of litigation over the rights of the railroad to the use of the public levee at the foot of Jefferson Street.

For a long time he maintained a service between Portland and Elk Rock with his steamers, and also ran them on the up-river routes. When there was insufficient business coming in over the railroad, the boats would extend their route along the river and pick up freight where it was offering. While Reid was making an uphill fight to complete the system, representatives of the O. R. & N. Company went to Scotland and secured control of the line. Reid fought them in the courts for several years but was finally defeated. The steamers were sold and the road languished for many years. “Dundee” Reid did not loom large as a steamboatman, but he carried new transportation into the heart of the best steamboat traffic-producing region in the Willamette Valley. In addition to the activities mentioned, he organized the First National Bank at Salem, the Portland National Bank, and the Oregon & Washington Mortgage Saving Bank; built flour mills at Salem and Turner; built several miles of the railroad between Astoria and Seaside. He died March 14, 1921, a disappointed man, who had accomplished much, for which he received little credit while alive.

Col. T. Egerton Hogg, who declined to join his son, William M., in changing the family name to Hoag, added interest to the Willamette River transportation field in 1886-87, when he built three fine stern-wheelers to run as feeders to his narrow gauge rail line to Yaquina. Colonel Hogg's ambitious scheme originated in 1871, when he conceived the plan for a railroad from Yaquina to the summit of the Cascade Mountains, thence eastward to a connection with the Chicago & Northwestern Railroad, which was contemplating a transcontinental line. The road was incorporated in 1872 as the Corvallis & Yaquina Bay Railroad,
in 1874 as the Willamette Valley & Coast Railroad; and at the time Colonel Hogg engaged in steamboating, it was the Oregon Pacific Railroad. The three steamers, the *N. S. Bentley, Three Sisters* and *William M. Hoag*, were operated between Portland and Corvallis, where they made connections with the narrow gauge line that was building out towards the Cascade Mountains. At Yaquina the assembled freight was shipped to San Francisco by the steamships *Yaquina City* and *Willamette Valley*, which in 1887 carried 24,000 tons of wheat to California by the new route. The *Yaquina City* was wrecked a year later, and the steamship *Yaquina Bay*, which was brought out from the East to replace her, met a similar fate a year later.

The steamboats came nearer to paying their way than any other division, and as there seemed to be no limit to Colonel Hogg's purse, no attempt was made by the other steamers to cut rates. The end came, however, in 1890, when the road, which had been bonded for $15,000,000, went into the hands of a receiver, and a statement issued showed that there had been actual expenditures of $4,250,000 for railroad construction and operation, and $1,000,000 for water lines. After the usual squabble among the creditors, the entire assets of the company, including the three river steamers, steamship *Willamette Valley* and tug *Resolute*, were sold to A. B. Hammond for $100,000. Incorporating under the name Corvallis & Eastern Railroad, Mr. Hammond sold the floating property for $96,000, and part of the rolling stock for $100,000. Ten years later, after operating the line in connection with his lumbering and logging business, he sold it to the Southern Pacific for $750,000.

Colonel Hogg's money was lost through poor judgment, while that of William "Dundee" Reid was lost through bad luck. In the long run, Oregon profited to a considerable extent from both of these ill-starred ventures.

Steamboating on any route out of Portland at the present time is of but little consequence compared with the rail and motor facilities that are now penetrating all parts of the Northwest. In the days when it began superseding the canoe and barge as a means of transportation, however, many routes which now seem inconsequential were of considerable importance. These small routes were branches of the main thoroughfares on the Columbia and Willamette. Prior to the construction of the Northern Pacific Railroad, the most important of them was the Cowlitz River route, mentioned in detail elsewhere. There was also the Lewis and Lake River, and the Clatskanie, and others of less consequence.

From the Lewis and Lake River country the early settlers paddled out to the Columbia and made connections with the Astoria boats, but in 1865 Capt. John T. Kerns chartered the little steamer *Celilo* from the O. S. N. Company and established a service on both rivers. For lack of business, the *Celilo* retired, and for several years there was no regular service. In 1876 the farmers organized a company and for a time operated a service with the insignificant steamers *Hydra* and *Swallow*, in command of Capt. W. G. Weir. Two years later the Buchanan Brothers built the steamer *City of Quincy* and placed her on the route, but she was soon
withdrawn, as the Lewis & Lake River Transportation Company the
same year built the steamer *Latona* for that trade. This company,
headed by Capt. Isaac Thomas, was made up of farmers, who controlled
the traffic, and with their successors, the Farmers Transportation Com-
pany, enjoyed a successful trade for more than ten years. In 1881 they
built the little steamer *Dew Drop* to run above points accessible to the
*Latona*, and in 1883 the steamer *Lucea Mason*. There was opposition in
1887 from the steamer *Isabel*, built at Salem for the Willamette trade,
where she was unsuccessful. The *Isabel* was bought by the owners of
the *Mason* and there were no other competing craft on the stream until
the *Toledo* was bought from the Kelloggs in 1891 by the Woodland Navi-
gation Company. The steamer *Mascotte* was added to the fleet in 1890,
and she was afterwards replaced by the steamer *Elwood*, Jacob Kamm
owning a controlling interest in each of these steamers. The *Egalite*,
built by the Woodland Navigation Company, appeared in 1891, and the
*Bismark*, a poorly constructed, unsuccessful boat, was on the run for a
short time in 1892. Business on the route practically ended with the
completion of the N. P. Railway between Kalama and Vancouver.

Agricultural development, which always produces traffic, was much
slower in the Clatskanie region than along the other branch routes
leading out from the Columbia, and it required the coming of the shingle
and lumbering industry to establish a regular steamboat service on that
stream. In 1881 Capt. Charles Bureau built the steamer *Manzanillo*
for the Clatskanie route, and in 1885 sold the route and steamer to G. W.
Shaver, whose sons a few years later built up a big fleet of river tow-
boats. The steamer *G. W. Shaver* was built in 1889 to replace the *Manza-
nillo*, and in 1892 the *Sarah Dixon* was placed on the route. The four
brothers, James, Lincoln, Delmar and George Shaver, all served in all
capacities from deckhand to master on these early boats, and when the
building of the Astoria Railroad took away most of the freight and prac-
tically all of the passenger traffic, they devoted their energies to log
towing on a big scale with a fleet of eight steamers. Henry Pape, after-
wards chief engineer for the O. R. & N. Company, was engineer on the
*Manzanillo* and the *G. W. Shaver*. The route still supports one regular
freight boat, the *Beaver*, with occasional visits from other small steamers.

In steamboating days, Vancouver was always an important traffic pro-
ducing point. As the headquarters of the Hudson's Bay Company, it laid
the foundation for this prestige, which was later maintained when the
American Government made it the headquarters for the entire Northwest.
As far back as 1850 it was a regular port of call for the little steamer
*Columbia*, and later the *Lot Whitcomb* and her successors. It was not,
however, until 1857 that it became the terminus of a steamer operating
on a regular schedule. This steamer, which bore the name *Vancouver*,
was built at Milwaukie that year by Capt. James Turnbull and W. H.
Troup, who operated her until 1865, when they replaced her with the
steamer *Fannie Troup*. The *Vancouver* was a small side-wheeler with
limited power, but the *Fannie Troup* was much larger and faster, and in
1865 enjoyed the distinction of being the only first-class steamer on the
Columbia or Willamette rivers that remained outside of the big combinations of the Oregon Steam Navigation Company and the Peoples Transportation Company, although the O. S. N. Company by purchase later relieved her of this distinction.

After selling the *Fannie Troup* to the O. S. N. Company, Turnbull and Troup in 1870 built the second *Vancouver*, a stern-wheeler, which they operated on the Cowlitz route to such excellent advantage that they were soon given a monopoly of the Vancouver route as an inducement for them to withdraw. While the *Fannie Troup* and the *Vancouver* were fighting on the Cowlitz route, the Vancouver run was covered by a small propeller with the suggestive name *Wasp*. A few years later the Government officials, desiring something private in the way of transportation, built the small passenger steamer *Dispatch*.

The Troups and Turnbulls were famous steamboatmen. Capt. James Turnbull was the father of Capt. William R. Turnbull and the father-in-law of W. H. Troup, a first-class, resourceful engineer of great ability. His name has been perpetuated in northwestern steamboat history not alone by his prominence in the early days of the industry, but through the work of his sons, Capts. James, Charles and Claude Troup. Of the trio, Capt. James W. Troup has made a wonderful record. He has not only proved to be an adept at handling steamers, but as a designer and builder enjoys a reputation on both coasts of America as well as on the Clyde, where he designed and built a number of palatial steamers for the Canadian Pacific. On leaving the Vancouver route, he entered the employ of the O. S. N. Company on the upper river and middle river. While still in the early twenties he was given command of the *Harvest Queen*, the finest boat on the upper river, and afterwards piloted that craft through the rapids to the lower Columbia. While in the employ of the O. S. N. Company, as master and afterwards as superintendent of water lines, Captain Troup brought several other steamers over the rapids, the last one being the *Hassalo*, which came over the Cascades in 1888. With the decline of Columbia River steamboating out of Portland, Captain Troup went to British Columbia, where he followed his profession on Sushwaup and Kamloops lakes, and on the Fraser. He afterwards became superintendent for the Canadian Pacific steamers on the upper Columbia and Arrow lakes, building a big fleet of fine steamers for them before he came back to the coast to take charge of their big fleet operating out of Victoria and Vancouver.

In 1873 the Willamette Transportation Company bought the *Vancouver*, and for a few years thereafter the Vancouver run was "anybody's route." As the Cascade liners touched both ways, a regular Vancouver boat had difficulty in making the route pay, and there were many attempts by small craft to establish a foothold. The *Maria Wilkins* and *Carrie* were both on the route in 1873, and a year later Capt. Joseph Kellogg had the *Wenat* in the trade, her run extending as far up as the Sandy River. Jacob Kamm in 1878 built for the Vancouver trade the *Lurline*, the finest and fastest steamer that had yet appeared on that run, and it is a tribute to that pioneer builder that this steamer has retained her
prestige longer and covered more miles than any other steamer of her type that ever appeared on the river. Wreck, collision and age have necessitated numerous changes and rebuilding of the boat, but the Lurline, the favorite of all the many steamers built by Jacob Kamm, is still in service on the lower river route.

Capt. E. W. Spencer built the steamer Gold Dust for the Vancouver route in 1880, but after a few weeks on a two-a-day schedule, sent her to the middle river. The Traveler, built by Capt. Louis Love to run to Rooster Rock, also made Vancouver a port of call, contesting for business and disturbing rates for the other steamers on the route. Despite all this opposition, the Vancouver people were not satisfied with the situation, and in 1881 they organized the Peoples Transportation Company and built the steamer Washington, a very good stern-wheeler. The directors of the company were Matt Brown, C. W. Slocum, W. H. King, G. W. Durgin, Henry Christ, and M. O'Connell, all prominent in commercial circles. J. R. Wintler, another merchant, was in charge of the enterprise. Capt. Charles Troup was master. Competition proved too strong for the Washington and she was soon sold and sent to Puget Sound. In 1888 the Undine, a fleet mate for the Lurline, was built by Mr. Kamm to take the route while the Lurline was engaged on the lower river and other more profitable routes. The Undine was a fine, fast boat, and for sentimental reasons alone Mr. Kamm kept her on the old run long after street car connections with Portland had made a steamboating profit impossible.

When the new town of La Camas was laid out in 1883, a new steamboat route was available, as the big paper mills at this point were alone sufficient to support a boat. The little Calliope was then running to Washougal under the ownership of Pope and Winch, and in command of Capt. Joseph Burgy, and called at the new town only two miles below. The paper mill business, however, was secured by the Buchanans, who with R. S. Oakley bought the Traveler from Jacob Duback and placed her on the route. The Traveler was another "family" boat. Capt. "Billy" Buchanan, Jr., was master; Isaac Buchanan, his uncle, was engineer, and Frank Buchanan, a brother, was purser for awhile. Capt. "Billy," Sr., who had built the Ben Holladay and the Ocklahama, had retired from active service. The Buchanans in 1889 replaced the Traveler with the Ione, and Pope and Winch, who had built the Multnomah for the Oregon City route, made a bid for the business by placing that fine new steamer on the Washougal run in opposition to the Traveler. As each of the boats depended somewhat on the Vancouver traffic, where Jacob Kamm was presumably in control, there was some stiff competition, attended with rate cutting, racing, etc. Eventually the Ione won out, and thirty years afterwards, under paper mill ownership, was still carrying freight for the mills, although steamboat passenger business to either Vancouver or La Camas has long ceased to exist.

With the Willamette River hemmed in on both side by rail lines and with electric lines making trips every half hour, the Oregon City route, on which Captain Wells, Murray, Irving and their contemporaries had collected $5 fare for each passenger carried, seemed to have lost all attrac-
tion for steamboats, but in 1886 the Graham Brothers bought the steamer Latona from the Kelloggs, who had built her for the Cowlitz route. The Latona worked up considerable business in a small way, and in 1890 she was replaced by the Altona, slightly larger and much faster. The Ramona and other steamers were afterwards added to the fleet and operations were extended to Salem. It is a beautiful little river ride between Portland and Oregon City, but when the automobile reinforced the electric car and the steam roads, the Graham’s Oregon City Transportation Company retired from business. Occasional attempt are still made to reestablish the business, but aside from the freight carried by the paper mill boats, steamboating on this route is practically ended.

Steam navigation on the Columbia River route to The Dalles appeared about a year later than on the Willamette. Business and industry had not yet begun to develop in the inland empire, and the only traffic was supplied by an army post at The Dalles and the few settlers that were headed for the Willamette Valley. In 1851 the steamer James P. Flint, the first steamer on the middle river, was hauled up over the Cascades and operated on The Dalles route. She was brought back to the lower river a few months later, and sank near Multnomah Falls in September, 1852. Her owners, Bradford and Van Bergen, who had built her at the lower Cascades, abandoned her for about a year and she was then resurrected and for several years thereafter steamed around the Willamette and Columbia rivers as the Fashion. In 1852 any business that was offering on the route was taken care of by the Lot Whitcomb or the Multnomah. Schedules were not religiously adhered to in those days, so it was nothing unusual for a steamboat to be switched from one route to another without any preliminary notice.

In 1853, Allan McKinley & Company, old Hudson’s Bay men, reestablished steam navigation on the middle river with the little steamer Allan, which was brought round to Oregon City from New York on the deck of a sailing vessel. As a lower river connection she had the steam scow Petonia. Considering the amount of business, the service was fairly good, especially as far as Vancouver, where the new steamer Portland was running in opposition to the Fashion, which had arisen from the ruins of the James P. Flint. For a while this steamer covered the Oregon City route Wednesday and Thursday, Cowlitz Monday and Tuesday, and Vancouver and the Cascades Friday and Saturday. The Allan was too small to be of much service, and in 1854 the Mary, the first steamer constructed on the middle river, was built by the Bradfords and L. W. Coe. The Mary was operated in connection with the steamers Belle and Fashion below the falls. This pioneer on the middle river will be remembered as the storm center in a savage Indian fight in 1856 long after her performances in peaceful river trade are forgotten. As long as the Mary was in existence she proudly bore many marks from the bullets of the red raiders who tried to capture her as she lay at Mill Creek with no fires.

In 1855 the steamer Wasco was placed on the middle river by Put Bradford, who was no longer associated with the Mary-Belle combination. There was a sudden drop in freights when the Wasco appeared,
and in July, 1855, the rate between Portland and The Dalles was down to $30 per ton. Below the Cascades, Captain Wells was running the Senorita, the new name for the Gazelle, which was blown up on the Willamette. The best through line yet to appear on The Dalles route was established in 1857 by the new steamer Hassalo, built at the upper Cascade, and the steamer Mountain Buck, built at Portland. Both of these steamers gave good service and remained in operation until the O. S. N. Company took them over. The new side-wheeler Vancouver, the first of her name, was operated on the Vancouver route in 1857.

Thompson and Coe, at Five Mile Creek, near the Cascades, in 1858 launched the steamer Venture for up-river service, but on the day of her trial trip, with insufficient steam, she was swept over the Cascades with forty passengers aboard. She struck a rock just before getting clear of the rapids and hung there until Capt. E. W. Baughman sailed a schooner up into the rapids and rescued all hands. Later, when the water rose, the wreck floated down the river, where it was bought by Ainsworth, Leonard and Green and sent to the Fraser River under the new name Umatilla. This name also adorns the rock on which the unfortunate craft was impaled. Despite her brief career on the Columbia, the Venture-Umatilla has more “firsts” to her credit than any other steamer that was ever launched in the Northwest. She was the first stern-wheeler built on the middle river, the first to go over the Cascades, the first to go from the Columbia River to Puget Sound, the first to reach Yale, at the head of navigation on the Fraser, and the first stern-wheeler to go from Puget Sound to San Francisco.

The misfortune encountered by Thompson & Coe in the loss of the Venture was more than offset by the good luck which attended the Colonel Wright, the pioneer steamer on the upper Columbia. This boat was launched October 24, 1858, at the mouth of the Des Chutes River, and immediately became one of the greatest money-makers that had yet turned a wheel on the Columbia. Her owners held Government contracts on the middle and upper river, and had been carrying freight in sail-boats at the rate of $100 per ton. Colonel Jorden, an army quartermaster, induced them to build the steamer, and she made her first trip in April, 1859. From that date until the following winter she made three round trips per week to Umatilla, carrying full cargoes both ways at $80 per ton. With the profits, the larger steamer Tenino was hurriedly constructed and placed in service early in 1860, and made money even more rapidly than the Colonel Wright. An alliance was formed with the O. S. & N. steamers on the middle and lower river and it became possible to land passengers in Portland in about thirty hours after leaving Walla Walla, a remarkable performance for that era. The Colonel Wright was in command of Capt. Leonard White, who had a noteworthy career on northwestern rivers. He was the first man to land a steamboat at Harrisburg on the Willamette, Lewiston on the Snake, and at the head of navigation of the Columbia in Canada.

A strong competitor for the Mountain Buck appeared on the Cascade route in 1858 when the steamer Julia was towed around from Puget
Sound. The *Julia*—launched under the name *Julia Barclay*—was built at Teekalet, Washington for the Fraser River trade which was very much overloaded with steamboats before the *Julia* was ready to run, so her owners Lyle, Barclay, Barker and Bradford, the latter an old Columbia River man, decided to try the Columbia River trade. The *Julia* was a faster and finer boat than the *Mountain Buck* and put up a stiff fight but she was bought off and was taken back to Puget Sound by Capt. Tom Mountain a pioneer of pioneers who had been left on the Oregon beach when the *Peacock* was wrecked in 1841. She ran on the Victoria route until the organization of the O. S. N. Company seemed to offer another opening on the Columbia.

In 1860 to head off possible further opposition from the north, the O. S. N. Company bought the big side-wheel steamer *Wilson G. Hunt* which had been running between Victoria and New Westminster. The *Hunt* was a historic craft. Built in New York in 1849 for the Coney Island trade, she was hurried around to California in time to clear up a million dollars in a single year on the Sacramento before the gold rush ended. Later she was sent north to participate in the Fraser gold excitement and from there was brought to the Columbia.

A notable visitor at the Cascades in June 1859 was the U. S. lighthouse tender *Shubrick*, the first craft of her type on the Pacific coast. She carried a party of army officers headed by General Harney, from Vancouver to Ruckel's landing and return without mishap and is said to be the only ocean steamship to reach a point so far inland. The *Shubrick* was a historic craft, not alone for her pioneer work in the lighthouse service but because of the important part she played in the settlement of the San Juan boundary dispute.

The steamer *Carrie Ladd* which was launched at Oregon City in 1858 did not enter service until the following spring. Although originally intended for the Oregon City route, she soon found her place on the Cascade run where Captain Ainsworth took her over the round trip route in about ten hours. The *Carrie Ladd* was something more than the finest steamboat that had yet come into existence in the Oregon territory. Through her joint ownership by Ainsworth, Kamm, Wells and a few others, she became the foundation stone from which was builded the Oregon Steam Navigation Company. The *Carrie Ladd* as stated elsewhere was owned by the proprietors of the *Jennie Clark* and *Express*, Jacob Kamm being the largest stockholder. The interests of these three steamers were pooled in 1859 under the name Union Transportation Company formed by Capt. J. C. Ainsworth, Jacob Kamm, Richard Hoyt, J. M. Gilman, Capt. Richard Williams and a few other steamboatinmen. To the important trio of steamers mentioned, was added the *Mountain Buck* and *Senorita*, chartered to keep the peace, while Captain Hoyt was awarded the Astoria route for his steamer *Multnomah*. With this pool functioning smoothly, all was in readiness for the organization a year later of the Oregon Steam Navigation Company.
CHAPTER XVI

OREGON STEAM NAVIGATION COMPANY

As the predominant factor in the growth and development of the entire northwest, the Oregon Steam Navigation Company wrote a chapter in Oregon history, that reads like a romance. The truth of the ancient aphorism to the effect that "tall oaks from little acorns grow," never had a better illustration than in the remarkable career of this great transportation enterprise. Beginning with two or three insignificant stern-wheelers built for short routes out of Portland, the pioneer company developed a mighty system which with palatial river and ocean steamers covered every important route in the northwest and as a climax reached into the inland empire with a network of nearly two thousand miles of railroad. In its upward sweep, this commonwealth building enterprise, made millionaires out of a number of men who guided its destinies and left a trail of prosperity and development in its wake. The success of this historic company was due in part to economic and social conditions that ended forever within a few years after the Oregon Steam Navigation Company began operations and in part to the resourceful leaders who steered it safely through its early troubles and fought its many battles as it rose to power. The existing conditions which made success possible, were an insistent demand for transportation that would permit the incoming settlers to open up the new region and which would provide a market for their products. These people knew that the O. S. N. Company was a monopoly and that its rates were in keeping with its monopolistic power, and yet, for years the actual source of that power rested in the friendly relations existing between the company and its patrons. In the minds of a great many of these patrons, there still lingered memories of the not long past days when back-breaking toil at the oars or floundering over torturous inland trails were the only means of getting from here to there.

The contrast between the new and the old was too great and the high rates exacted failed to lessen the gratitude they felt for the comfort and service provided. The new generation which had missed the worst of the trials encountered by their elders, accepted this judgement and were also on most friendly terms with the big corporation. The transportation management in every way encouraged this friendship, captains, pursers, stewards or any employee who came in touch with the public had implicit instructions to extend every possible courtesy to the patrons. It was a corporation with a soul and it regarded its employees as men and not machines, and gave them free rein in their efforts to perpetuate the good will and confidence of the public. There was no quibbling over a "pass" for an old soldier or over a fisherman or rancher who came aboard their steamers without funds. They were carried free and usually provided
with meals and left the boat with a handshake and kind word from the purser. This "service with a smile" won good dividends for the corporation in the form of a public sentiment that was always a big asset.

Many men of many callings were interested in the preliminary work of building up the company. There were merchants seeking trade that follows even the flag of an inland river steamer, there were farmers who had invested in steamboat property with which to move their products. Millers and grain shippers desiring better shipping facilities took stock in the early units that were afterwards welded into one great company and bankers not only loaned money, but bought stock in the boats. Among all who assisted in the building and launching of this great enterprise however, the outstanding figures were two famous steamboatmen, Capt. J. C. Ainsworth and Jacob Kamm whose names will always be inseparably connected with the maritime history of Oregon. There was a vast difference in the personality of these two men who in early life had served together as employees on the pioneer steamer Lot Whitcomb. Ainsworth, the captain was bold, dashing and aggressive, a master of his profession in every sense of the term. Kamm, the engineer was quiet, cautious and gifted with rare judgment. He was familiar with every detail of the construction and operation of steamboats. One trait they shared in common, they were both magnificent fighters and whenever they joined forces and requested a recalcitrant competitor to sign on the dotted line, he usually signed or lived to regret his refusal.

To perfect the organization on the middle river, the steamers Mary and Hassalo were taken in and peace was made with some of the small fry on the lower river. The strategic value of the steamboat property and the financial condition of the owner were important factors in allocating the stock. For that reason the owners of the lone Colonel Wright secured one of the largest blocks of stock that was issued. Below The Dalles the new company did the dictating but the Colonel Wright alone in her glory on the upper river held the key to through transportation and was piling up bigger dividends than any other steamboat in the country had ever earned. In the original incorporation papers filed at Vancouver, Wash., Dec. 29, 1860, R. R. Thompson, principal owner of the Colonel Wright led the list with 120 shares of stock. Other shareholders subscribing were: L. W. Coe, sixty shares; Jacob Kamm, fifty-seven; J. C. Ainsworth, forty; Ladd & Tilton, eighty; T. W. Lyles, seventy-six; A. H. Barker, thirty; Josiah Myrick, twelve; C. W. Pope, four; J. M. Gilman, four; Geo. W. Hoyt, three; J. W. Ladd, four; S. G. Reed, twenty-six; Benjamin Stark, nineteen; and Richard Williams, seven. Officers of the company elected in January, 1861 were J. C. Ainsworth, president; D. F. Bradford, vice president; G. W. Murray, secretary.

White winged peace hovered over the waters of the Columbia and Willamette for a few days after the organization of the O. S. N. Company at Vancouver but opposition was lurking around the corner. On the middle river, Colonel Rucker was building the famous Idaho which during her long career covered more miles on the Columbia and Puget Sound than any other boat that ever flew the O. S. N. house flag. As
soon as the Idaho was ready for service, the Julia came romping back from Puget Sound and in connection with the Idaho, formed a first class line to The Dalles. Both of these steamers were taken into the combination long before the reincorporation of the company in Portland, and their owners received heavy blocks of stock. The Julia was one of the best boats that had yet appeared on the route and was a great money maker. After she was supplanted as a passenger boat, she ran to the Cascades as a stock boat. On this route in July, 1865 she made thirteen round trips in fourteen days, carrying 910 head of horses, 253 cattle, 1,600 sheep and 100 hogs.

After the absorption of the Julia and the Idaho, the regular steamers on the Cascade run during the first year of O. S. N. operation were the Julia and Carrie Ladd with the less pretentious Mountain Buck filling in when needed. With the exception of the Tenino which was built by Thompson and Coe and turned in to the combination before she was completed, the only new addition to the fleet the first year, was the Okanogan built at the mouth of the Deschutes River. The Okanogan which afterwards shot both Celilo and Cascade rapids and served many years on the lower river, began her career in command of Capt. Charles Felton who was succeeded by Fred Wilson, E. W. Baughman, the Stumps, Coes and a number of other prominent up river masters. Her engineer was John Gates who was afterwards appointed chief engineer for the entire O. S. N. fleet and was one of the most able and versatile steamboatmen that ever came into the west. It was under his supervision that the famous Wide West, R. R. Thompson, Harvest Queen and more than twenty other fine steamers flying the O. S. N. flag were built. He was the inventor of the hydraulic steering gear, a cut off valve, automatic oiler and twenty-four other important improvements for steamboat equipment. He was for many years inspector of boilers in this district, and at the time of his death was mayor of Portland.

Two years after its incorporation at Vancouver, the O. S. N. Company filed articles of incorporation in Oregon with a capital of $2,000,000 and headquarters at Portland. The stock was $500 per share and was divided as follows: Bradford & Co., 758 shares; R. R. Thompson, 672; Harrison Olmstead, 558; Jacob Kamm, 354; J. C. Ainsworth, 188; L. W. Coe, 336; T. W. Lyles, 210; A. H. Barker, 160; S. G. Reed, 128; Ladd & Tilton, 78; Josiah Myrick, 66; Richard Williams, 48; A. N. Grenzebach, 52; J. W. Ladd, 48; J. M. Gilman, 44; P. F. Doland, 42; E. J. Weeks, 42; Joseph Bailey, 36; O. Humason, 34; J. S. Ruckel, 24; Geo. W. Hoyt, 18; and J. H. Whittlesey, 8. In addition to these amounts, S. G. Reed appeared as agent for 40 shares, J. W. Ladd for 40, and Ladd & Tilton, 16 shares.

Captain Ainsworth, Engineer Kamm, Banker Ladd and other leading spirits in the O. S. N. Company were men of unusual ability, adepts in their business and with the courage of their convictions. Had they been men of a weaker type or less gifted with the faculty for successful organization, cut throat competition would have governed Oregon steamboating for a good many years longer. For all that the element of luck was an important factor in the foundation of their success. The discovery of the
Salmon River mines in 1862 found the new company ready for business, and the business came with a volume that has never since been equaled. Every steamship arriving at Portland brought hundreds of gold seekers, the old Brother Jonathan on one trip landing over a thousand of them. The only way to reach the new Eldorado was over the O. S. N. lines to the interior, and the traffic was rich indeed. Passenger fares alone on a single trip of the Tenino in May, 1862, amounted to $10,945 and for freight, fares, meals and berths this boat turned in more than $18,000 for one twenty-four hour trip up the river. Down traffic of course was light but it was more than sufficient to pay operating expenses.

The Julia, Carrie Ladd and Wilson G. Hunt were operated out of Portland in the passenger service, and were frequently unable to handle the crowds arriving on the ocean steamships. The steamer Rival and Captain Ankeny's steam ferry Independence were pressed into service as freight boats and the combined fleet handled so much freight that the portage was frequently blocked for days. Lawrence Coe was appointed manager at The Dalles and in 1863 went east and purchased a shipload of steel rails and two locomotives for use on a modern portage road around the Cascades. In order to expedite delivery, he bought the bark W. A. Banks to carry the equipment to the Columbia.

Naturally, this rich traffic attracted the attention of other steamboatmen and in the summer of 1862 H. W. Corbett, Capt. A. P. Ankeny, Dr. D. S. Baker, William Gates and Capt. E. W. Baughman built the steamer Spray at Deschutes and picked up enough business to earn three times the cost of the steamer in the first five months of her operation. W. H. Gray and his son W. P. Gray were also in the up river field with the steamer Cascadilla which they built at Celilo. A year later Gray sold the steamer to Capt. Leonard White who ran her between Umatilla and Priest's rapids. The Spray was taken over by the O. S. N. Company in 1863 and the Cascadilla about a year later. Below The Dalles that pioneer steamboatmen Capt. Van Bergen had secured the mail contract but his equipment was so poor in comparison with that of the O. S. N. Company that he did not cut much of a figure in the big money then pouring into steamboat coffers. Below the Cascades he had the diminutive steamers St. Claire and Adelaide with the equally insignificant Dalles on the middle river. As a helper below the Cascades, Capt. Richard Hoyt, sometimes ran the Leviathan which was hardly as large as a good sized canoe. The Oneonta on the middle river and the Nez Perce Chief and Webfoot on the upper river were launched in 1863, the Oneonta being finer, faster and larger than any craft yet built by the company. She remained on the Dalles-Cascades route until 1870 most of the time in command of Capt. John McNulty. The Nez Perce Chief was commanded by Capt. J. H. D. Gray and the Webfoot by Capt. E. F. Coe.

Meanwhile the agricultural development that followed the mining boom was beginning east of the Cascades as well as in the Willamette Valley and traffic through the gorge of the Columbia was greater than ever. To reinforce the fleet in 1864, the big side-wheeler New World was brought up from the Sacramento and in command of Capt. John H. Wolf.
began operations in May. Like the Wilson G. Hunt the New World was a craft of more than local fame. On completion in New York in 1849, she was seized for debt before entering service. Capt. "Ned" Wakeman, famous on both coasts, after previous arrangement with the engineer went aboard shortly afterwards, cut the hawser and started for California. The sheriff and three deputies aboard were overpowered and given the alternative of going ashore in a small boat or proceeding to California. They went ashore and after numerous adventures the New World reached the Sacramento, where she ran until purchased by the O. S. N. Company. In addition to big crowds of passengers and much freight, the New World also handled considerable treasure, on one trip her strong box containing nearly a ton of gold.

As told in the story of the Peoples Transportation Company, the most severe competition encountered by the O. S. N. Company came with the completion of the P. T. Company’s boats Iris and E. D. Baker in 1863. The steamer Celilo built at Celilo was too small and slow to do much on the upper river and her owner W. D. Bigelow brought her through to The Dalles. A year later Capt. Dan Baughman took her over the Cascades and she was later sent to Puget Sound where she ended her days. With peace restored by a division of territory between the O. S. & N. Company and the P. T. Company, Captain Ainsworth and his associates in 1864 made a determined move to control the Astoria route where Captain Holman and his Cowlitz partners were operating the fine new steamer John H. Couch. As a preliminary, the Julia was placed on the route, but the Couch owners soon wavered and not only that steamer but the Belle and Cowlitz were added to the O. S. & N. fleet.

More serious competition was threatened in 1865 when the Washington Territory Transportation Company headed by Messrs Donohue, Kohl and Ankeny brought the big stern-wheeler Cascades around from Puget Sound. The Cascades made a trial trip in January 1865 but was promptly subsidized, equipped with larger machinery and then went the way of all opposition and became a full fledged O. S. N. steamer. The Columbia Transportation Company of which Levi Farnsworth was president, operating the little propeller Celilo on the middle river and the side-wheeler Pioneer out of Portland, made a feeble attempt at competition early in 1864, but with inadequate equipment, soon succumbed. The Pioneer later gained local fame as the first steamboat on Yaquina Bay.

Ben Holladay’s transcontinental stage line carrying passengers through by way of Boise Idaho connected with the O. S. N. steamers at Wallula and turned over considerable business. Rates between Portland and interior points were readjusted after the close of the war with the P. T. Company, and the 1864 schedule to The Dalles was: freight, $15 per ton; fare $6. To Umatilla, freight, $45; fare $10. Walla Walla, $50 and $12 and to Lewiston, freight $90 per ton and fare $22. The monopoly of the big company was so perfect in 1864 that with the single exception of the newly constructed steamer Fannie Troup on the Vancouver route, it was in control of every steamer of any consequence on the Columbia and its tributaries below Portland. Officers of the company
in 1865 were: S. G. Reed, president; R. R. Thompson, vice president; Theodore Wygant, secretary and W. S. Ladd and D. F. Bradford, directors.

W. D. Bigelow who had met with but little success with the diminutive Celilo on either the upper or middle river, in 1865 reverted to sail transportation by organizing The Dalles Schooner Navigation Company, operating the schooners Rapids, Perseverance and Mount Hood to Umatilla, Wallula and Lewiston at reduced rates for freight with "passengers carried at grub rates." The amount of business thus handled was too insignificant to attract the attention of the O. S. N. Company.

Like Alexander looking for new worlds to conquer, the O. S. N. Company in 1866 went far inland with their operations. At old Fort Boise near the head waters of the Snake River the Shoshone was built, and through a subsidiary organization, the Oregon and Montana Transportation Company, the Mary Moody was constructed on Lake Pend d'Oreille to run on Clark's fork of the Columbia. Both of these boats were built with lumber that was nearly all hewed or whipsawed on the ground and the expense of packing in the machinery was enormous, especially in the case of the Shoshone. In spite of her enormous cost, the Shoshone proved a total loss on the upper Snake route as a shorter route to the mines was discovered before she was ready for service.

The Shoshone registered a lasting place in the history of swift water navigation when in 1870, Capt. Sebastian Miller and Chief Engineer D. E. Buchanan navigated her through the perilous Box Canyon between Huntington and Lewiston, the first steamer and with the exception of the Norma some years later the only one to make this hazardous journey. Captain Miller also brought the Shoshone over Tumwater falls and she ran for a few years on the middle river. Captain Miller brought her over the Cascades in 1873, and she ended her days in the upper Willamette trade after having traversed more continuous miles of the Columbia River and its tributaries than any other steamer that was ever built.

The officers of the O. S. N. subsidiary which built the Mary Moody were J. C. Ainsworth, president; S. G. Reed, vice president; Theo. Wygant, secretary and R. R. Thompson and Z. F. Moody directors. The Moody ran to the foot of Cabinet Rapids connecting there with the steamer Cabinet which Abrams & Company had constructed to run between Cabinet Rapids and Thompson's Falls. Above the falls, Humason and Savage were operating the Missoula. None of these boats returned profits at all in keeping with the Columbia River steamers but they were important factors in opening up the territory which in turn supplied business for the developing coast region. The New World, the most expensive to operate of any of the O. S. N. fleet, was traded in 1866 for a smaller steamer the Josie McNear which had been towed up from California to run opposition to the Eliza Anderson on Puget Sound. The O. S. N. Company received $40,000 bonus for the trade and the New World steamed away for Puget Sound.

With the decline of mining activity in Idaho, the passenger business on the river decreased, and in 1869, the Wilson G. Hunt, another steamer with enormous operating expenses, followed the New World to Puget
Sound, leaving the river traffic to more economically operated steamers. This was the first invasion of Puget Sound by the O. S. N. Company, and such stubborn resistance was encountered, that they soon sold the Hunt and withdrew. The Oneonta which replaced the Hunt on the Cascade route, was taken over the Cascades June 29th by Capt. J. C. Ainsworth who the day previous had piloted the Nez Perce Chief to the lower river. The Shoshone in command of Sebastian Miller also shot the rapids June 28th. The steamer Fannie Troup, built for the Vancouver route was bought by the O. S. N. Company in 1870 and placed in the Cowlitz River trade in connection with the Wenat. This left Vancouver dependent on the through boats to the Cascades and pending the completion of the new Vancouver then building, the little steamer Wasp was in that trade.

As the trade of the upper river decreased that of the lower river became more prominent, and in 1871 two fine stern-wheelers were launched. The Dixie Thompson entered the water January 2nd and the Emma Hayward May 31st. Both had long and interesting careers and in their more than twenty years of service offered schooling to more coming steamboaters than any other pair of steamers under the O. S. N. flag. The new steamer Vancouver in addition to her Vancouver trade was placed on the Kalama run which the O. S. N. Company regarded as its special preserve, so the Cowlitz steamers of the company cut the fare to Kalama to twenty-five cents and the Cascade steamers carried Vancouver passengers free and freight for $1 per ton. A compromise resulted in the Vancouver securing immunity from competition on the route for which she was built.

Having sent a number of their older boats to the lower river, the O. S. N. Company in 1873 launched the finest steamer that had yet been turned out in the northwest. The new comer which was over two hundred feet long, was christened Daisy Ainsworth. She was wrecked on a rock at the upper cascade landing in 1876. Capt. John McNulty was in command of the Ainsworth all of the time she was in service except during the last trip when she was in charge of the mate, Martin Spelling. The steamer Annie Stewart which was brought from San Francisco in 1870 by J. N. Gilman and Elijah Corbett for an opposition steamer on the Astoria route, was purchased by the O. S. N. Company in 1873 after she had been lying idle under a subsidy since her arrival. Other additions to the fleet in 1874 were the Welcome built at Portland and the Otter and the Teaser bought to silence competition. The Otter was a small stern-wheeler built by Fred Congdon to run to the Cascades and the Teaser was built on the middle river to connect with her.

As stated elsewhere, the O. S. N. Company returned to the Willamette trade after many years' absence, by reason of the advent on the Astoria route of the steamers of the Willamette River Transportation Company in 1874. It continued to strengthen its position and in 1876 under a capitalization of $5,000,000 it took over all of the Holladay interests and was again in possession of a monopoly of transportation on the two rivers. No new additions were made to the lower river fleet but the Almota and New Tenino were added on the upper river.
A stream of golden grain supplanted the trickle of gold dust that had made the O. S. N. Company rich and famous and in volume if not in profit, the new business was eminently satisfactory. It poured down the Columbia gorge in such quantities that in 1877 and 1878, the O. S. N. Company rushed to completion eight fine new steamers which were pressed into service as fast as they were launched. The Wide West which for size, speed, passenger accommodations and carrying capacity has never been equaled by any stern-wheeler that followed her, was launched at Portland August 15, 1877 and so urgent was the need of tonnage on the Cascade route that she was rushed into service and operated as a freight boat while her cabins were still unfinished. Her running mate on the middle river was the Mountain Queen launched at The Dalles March 15th and above Celilo the Annie Faxon and Spokane were launched. In building the Spokane, Master Builder Holland of the O. S. N. Company broke a record by completing the steamer thirty-two days six hours after work was begun. This quartette supplementing the fleet already owned by the company was unable to keep up with the increasing business and in 1878 it was further reinforced on the middle river by the R. R. Thompson, in size, speed and elegance, almost a twin for the palatial Wide West. At Celilo the Harvest Queen the largest boat that was ever built on the upper river, and the John Gates were launched. At Portland the S. G. Reed was built for the Astoria route. Thus in a blaze of glory went out of existence the Oregon Steam Navigation Company for the following year it was succeeded by the O. R. & N. Company. It had enjoyed a long and glorious career covering the golden age of Columbia River steamboating and producing a fine race of steamboatmen.

The Oregon Railway & Navigation Company, successor of the mighty O. S. N. Company, was incorporated June 14, 1879 with a capitalization of $6,000,000 by Henry Villard, James B. Fry, A. H. Holmes, Chris Bors, W. H. Starbuck, and Chas. E. Brotherton of New York, H. W. Corbett, C. H. Lewis, J. N. Dolph, Paul Schulze and Henry Thielsen of Portland. The only steamer constructed prior to the transfer in 1879, was the D. S. Baker, built at Celilo and the last steamer to fly the O. S. N. house flag. The first new steamer to fly the O. R. & N. banner was the Hassalo built at The Dalles in 1880. She remained on the middle river until 1888 when Capt. James Troup brought her over the Cascades.

Having everything locked up tight on the Columbia and Willamette, the O. R. & N. Company directed its attention to Puget Sound where it purchased the Starr line including the North Pacific, George E. Starr, Annie Stewart, Isabel, Alida and Otter. To this fleet they added the Welcome sent around from the Columbia River. While seeking new fields of conquest on Puget Sound, the new corporation experienced something new in the way of competition on the Cascade route. Captain Scott and his associates who had made such a success with the Ohio and the City of Salem on the upper Willamette, placed the fast propeller Fleetwood on the route and even a cut in fares to fifty cents to The Dalles failed to dislodge the speedy newcomer. This dangerous opposition was finally removed by the purchase by the O. R. & N. Company of the steamer Gold
Dust which Captain Spencer was operating on the middle river as a connecting steamer with the Fleetwood. As related elsewhere the move was a disastrous one for the big company, for the Fleetwood immediately switched to the Astoria route where there was no need of a connecting boat and where her competition proved infinitely more serious for the O. R. & N. than it could ever have become on the Cascade route. Steamboating however was still profitable for the big company and its net earnings for the river division in May, 1881 were $88,450. During the year ending June 30th the river division handled 131,665 passengers and 422,082 tons of freight.

Of this generation of steamboatmen that followed the pioneers and some of whom were pioneers themselves, those on the upper river in the closing days of the "seventies" were Captains John and Thomas Stump, George Gore, J. W. Troup, E. W. Baughman, E. W. Spencer, W. P. Gray, J. H. D. Gray, DeWitt Van Pelt, the Coe Brothers, Geo. F. Sampson, Silas Smith, John McNulty, Fred Wilson. Among the engineers many of whom afterwards ran out of Portland on the lower river and on the Willamette were William Doran, David Purdun, Perry Scott, Peter De Huff, Chas. Jennings, Peter Crim, Thomas and Henry Smith, Fred Gates, A. Munger, John Anderson, Chas. Dehm, A. H. Forstner, Louis Bert, Donald Urquhart, Luther Cole, C. O. Anderson, Sam Gill, William Newsom, John Eppler, Harry Coates, J. Carroll, Chas. Gore, James Driscoll, Chas. Stillwell, D. Malin, John Carey, William Hogan, Thomas Hoey, Henry Hoffman, Zenas Moody, Angus McDonald and William A. Gilliam. Among the mates, all of whom afterwards became captains were John C. Gore, Charles Parker, John Tell, Louis Johnston, Martin Spelling, William Simpson, Thomas Master, Dave Capp, J. Allen, William Miller, Alex. Roach, Alex. Gaston, William Bruen and W. H. Whitcomb.


As will be noted in the story of marine development on the Columbia and Willamette rivers, there were a great many steamboat families. There were the Troup brothers, Captains James, Claude and Charles and their famous uncle Capt. James Turnbull and grandfather Capt. W. H. Turnbull. Capt. Joseph Kellogg and his sons Capts. Charles and Orrin and his brother, Engineer Elijah Kellogg. The four famous Grays, Capts. J. H. D., William P., James T. and Al, sons of the pioneer missionary, W. H. Gray, operated steamboats on the Columbia and all of its tributaries, as well as in Alaska and on Puget Sound. Capts. George and John C. Gore and Engineer Charles Gore, a brother, were prominent on all divisions of the Willamette and Columbia. Three generations of the pioneer Capt. George A. Pease family commanded steamers here. Capt. Archie L., a son, becoming quite prominent, and a grandson, A. L., Jr., following in their footsteps. Four of the Whitcombs, Capts. Will, Wes, Fred and
GEORGE H. KNAGGS
Pioneer of 1858. Purser on Middle River from The Dalles to the Cascades.

CAPTAIN T. J. STUMP
Steamboat Captain for the Oregon Steamship & Navigation Company from Celilo to Lewiston. Died at the wheel of the “New Northwest.”
Charles, all steamboated on the Columbia, and there was always a Weir on the Lewis River route. The Buchanan brothers, Isaac and D. E., were prominent engineers; another brother, W. E., was captain, and his two sons, Capts. W. S. and Frank J., were also on the river. Fred and Edward Pape, prominent engineers, are sons of Henry Pape, formerly chief engineer of the O. R. & N. Company. Capt. Charles Kamm operated his father’s steamboats for many years, and Capt. George Flavel, Jr., had charge of his father’s tugs at the mouth of the river. In more recent years the Shaver brothers, Capts. James, George, Lincoln and Delmar, became quite prominent as towboat men on the river, and Captain Babbridge and son were well known river pilots. Capt. George J. Ainsworth, son of the greatest of pioneer steamboaters, has been previously mentioned, and now comes John C. Ainsworth, the younger son, as the head of the big Oriental steamship line out of Portland.

More serious than any other obstacle with which the middle and upper Columbia River operators had to contend was the two portages necessary for traffic bound beyond Celilo. The rapids at the Cascades and Celilo, from the beginning of civilization, had proved a serious obstruction to both land and water transportation. The water was too swift for navigation and the character of the land which fringed it made portage trails difficult and expensive. The first attempt to supplant the packhorse and the freighter’s crude car with a tram, was made at the Cascades in 1850, when F. O. Chenowith built a tramway on the north side of the river. This tramway practically followed the trail over which the Indians and early white settlers had passed round the rough water, from the beginning of history. It was bought a year later by Daniel F. and Putnam Bradford, who used it in transferring freight from the lower river steamers to their little steamer James P. Flint, running on the middle river. The Bradfords rebuilt the line in 1856, and the same year W. R. Kilbourn built a rival line on the south side of the river, and a year later the Government built a military wagon road around the Cascades on the Washington side of the river.

The Kilbourn road soon passed into the hands of J. B. Ruckle and H. Olmstead, who increased its capacity to such an extent that in 1861 it could handle 100 tons of freight per day. The road was only four miles long, but it cost $150,000, and passengers paid a toll of $1 per head whether they rode or walked over it. In 1862 both north and south portages were taken over by the Oregon Steam Navigation Company, and both Ruckle and the Bradfords, by reason of the importance of their portage holdings, were very substantially recognized in the organization of the big corporation. The O. S. N. Company promptly rebuilt the line on the Washington side, increasing the distance to six miles and replacing horse power with a small locomotive which ran on wooden rails faced with strap iron. The first trip over this line was made in April, 1863. This makeshift gave way a few years later to a well equipped line with metal rails and real locomotives, and so rapidly had the traffic increased that there were frequent periods of congestion during which freight piled up in vast quantities at both ends of the portage.
The Celilo portage was a much more serious proposition for men of small capital. Impassible rapids, an insurmountable cliff and miles of shifting sand compelled traffic between the middle and upper river to make a long and difficult detour over the hills to the Deschutes River. This route was accepted for the limited traffic that existed prior to the '60s, but as soon as the O. S. N. Company grasped the possibilities of up-river traffic, they began work on a thirteen-mile portage around Celilo Falls and through the shifting sands. It was a big undertaking and is said to have cost $50,000 per mile, but by the time it had been in operation a few weeks, $50,000 looked like small change to the builders. This portage was opened for traffic April 23, 1863, and was kept in continuous operation until the completion of the O. R. & N. rail line nineteen years later.

In the minds of old steamboatmen and quite a few others who were unfamiliar with the physical and economic problems involved, there was always a belief that the completion of the locks at the Cascades and at Celilo would bring back some of the lost glories of Columbia River steam-boating. In the attempt to again make the steamboat a factor in inland empire transportation, the Government spent more than twenty years and a great many millions building a canal and locks at the Cascades. These locks were opened in 1896, and in anticipation of the revival of river transportation, The Dalles, Portland & Astoria Navigation Company was organized by a number of prominent people of Portland and other points along the river. They built the steamers Regulator and Dalles City, which began a daily service between Portland and The Dalles. As a feeder to this line a railroad was built from Lyle, Wash., to Goldendale. For a time the line prospered—so much so that it attracted opposition. Capt. E. W. Spencer, who had operated opposition steamers out of all routes out of Portland, built the Charles E. Spencer, a fast stern-wheeler, and for a brief period old-time steamboat racing was indulged in by the three boats. The line attracted considerable tourist traffic in the summer time, especially as far up as the Cascades, and soon after its establishment, the Bailey Gatzert was placed on the run to cater exclusively to the tourist trade, making a round trip daily from Portland through the locks and return. The prosperity of this steamboat line from the beginning was mild and unattractive in comparison with that of the steamboat predecessors that had made the money with which the railroad was constructed, and when the construction of the North Bank Railroad offered an opportunity to unload, the line passed into the hands of the railroad company. The North Bank line continued the Bailey Gatzert on the tourist route for several years, but on completion of the rail line, the other steamers were withdrawn. The building of the Columbia River Highway practically ended the tourist trade of the Bailey Gatzert, and that famous steamer was sold and sent back to her birthplace—Puget Sound.

Meanwhile there was great agitation for better portage facilities at Celilo. The O. R. & N. Company, with its rail line, was using most of its old portage right of way for main line trains, and it was not easy to
locate another line over which steamboat traffic could be handled. A
great many people cherished the belief that the failure of steamboating
to revive with the completion of the Cascade locks was due to a lack of
connection with the upper river. After some legislative squabbling, the
railroad company yielded sufficient right of way to admit the construction
of a portage railroad, but even before it was completed it was apparent
that portages in modern times were unpopular and unprofitable, so in
1903 the Government adopted a project for the construction of a canal
and locks around the obstructions at Celilo. This canal was completed
in 1915, and the first steamer to make the trip from the lower river to
Lewiston was Jacob Kamm's Undine, in command of Capt. W. P. Gray,
son of the pioneer missionary and always a tireless open river advocate.

The Open River Transportation Company, composed of farmers, mer-
chants and shippers located all the way from Portland to Lewiston, was
organized and built the steamers Relief and J. N. Teal. Considerable
freight was handled by these boats, but operating expenses were high
and rail competition soon ended the career of the last serious contender
for steamboat transportation on the Columbia River above the Cascades.
With rail lines on both sides of the river and autos and sight-seeing
busses rolling over hard-surfaced roads in plain sight of all of the mag-
nificent scenery that formerly made the river ride so attractive, there is
no longer any business for the boats. For more than ten years that long
stretch of river highway between Portland and Lewiston has, with the
exception of occasional "one-boat" attempts on short routes, been without
steamboat transportation. The era in which the Oregon Steam Naviga-
tion Company piled up immense fortunes on this river route was a golden
age for Columbia River steamboats. The attempted renaissance which
followed the completion of the locks at the Cascades and Celilo was a
gloomy failure, for which the progress of the world alone is to blame.
The steamboat superseded the bateau and the flatboat; the railroad took
the business away from the steamboat. Now the auto bus and auto truck
are making savage inroads on the profits of the railroads, and in the air
is hovering a contender, for traffic which it promises to carry more rapidly
than either rail or auto.

With the establishment of rail service between Portland and the upper
country, the day of the steamboat was practically ended on the middle
river and upper river. Only a small fraction of the freight that was
carried originated on the banks of the streams, and with a system of
feeders and warehouses, the railroads and shippers found it more con-
venient to use the new method of transportation. The railroads undoubt-
edly found it much more economical to move freight by rail than by water,
for as soon as their line was ready for business they made no further
attempt to operate the water carriers.

This, however, did not prevent occasional attempts to reinstate the
steamboats. Some of these were individual enterprises with limited
capital involved, while others were more pretentious. The most important
of these ventures was the Columbia River Railway & Navigation Com-
pany, headed by Paul Mohr and A. M. Cannon of Spokane. This company
succeeded the Farmers Transportation Company, which was formed in 1885 by a number of prominent inland empire farmers and business men, including H. D. Chapman, Miles C. Moore, Dr. Joseph Jorgensen, Paine brothers, David Small, and Judge Sharpstein of Walla Walla. All of the objects of the old company appeared in the title, which in full was the Farmers Railway Transportation and Steamboat Portage Company. Mohr and Cannon remained the controlling spirits in the new company that was organized in 1890, and two years later they effected a new organization which brought in a number of eastern capitalists, among the leading stockholders being C. B. Niblack of Chicago, George Trimble Davidson, John H. Bryant, and Conrad N. Jordan of New York; John B. Lewis of Boston, W. Lair Hill of Seattle, and J. R. Allen of Spokane. This company invested a large sum of money in grading a road around Celilo Rapids, on the Washington side of the river, but before it was completed they abandoned the project.

With Paul Mohr, an open river with steamboats in operation was almost an obsession. Undismayed by the retreat of the eastern financiers, he recruited new capital and the Central Navigation and Construction Company of Spokane was organized, with I. N. Peyton, president, and Frank Graves, George Turner, Paul Mohr, W. J. C. Wakefield and W. J. Harris, directors. Most of these were wealthy mining men who were familiar with the big fortunes that had been made out of the steamboat business on the Columbia River, and they supplied enough money to complete the grading of the road early in 1900 and to begin work on three fine steamers which were to connect above and below the portage. Only one of these steamers, the Frederick Billings, was completed, and she was wrecked a few weeks after she began operations. The Klickitat was taken to the lower river, where she was used as a barge for many years. The Billings was raised and repaired after her mishap, but her operating expenses were so great in comparison with the business offering that the entire project was abandoned before the portage road was in actual operation. The promoters threw up their hands and in 1892 the road and equipment was sold at Goldendale, Wash., to satisfy the creditors' claims. The investors received a residue of $36,592 for their investment of more than $300,000, and it is estimated that more than $500,000 additional had been expended before they took over the project. This grading around the rapids was decidedly advantageous to the North Bank Railroad, as much of it was used when the line was built down the Columbia a few years later. Incidentally the building of the North Bank line ended, at least for an indefinite period, any important attempt to reestablish steamboating on the upper Columbia River. What the future may hold for this magnificent waterway is problematical, but under existing economic conditions it is practically impossible for it to compete with rail and auto transportation which parallels it on both sides.

Shipbuilding in the Oregon Country, as will be noted in the case of the schooner Star of Oregon, built at the foot of Swan Island in 1841, began at a very early period in the history of the country. The pioneer Oregonians were a resourceful, energetic race. Had they been otherwise,
they would hardly have attempted the long, dangerous journey across the plains. No matter what type of boat they required, they built it with the crude tools and with the materials at hand, and when completed it answered the purpose for which it was constructed. Their first steamboats, as noted, were small and slow and necessarily of rather poor construction, but they served to establish the badly needed connection between the small river settlements, just as the Star of Oregon enabled them to break the oppressive transportation monopoly of the Hudson’s Bay Company between ocean ports. The precedent thus established induced the Clatsop Plains residents to follow their example by building the schooner Skipanon, and the Oregonians thus freed themselves from the domination of the Hudson’s Bay Company.

The California gold rush brought to the Pacific Coast such a large surplus of tonnage of all types that for more than a decade after the subsidence of the gold excitement there were plenty of ships available at prices so low that shipbuilding was far from being an attractive industry. The ability to produce any kind of a ship, however, was always here, and the material was not lacking.

To the schooner Vancouver, built by the Hudson’s Bay Company, as mentioned elsewhere, belongs the honor of being the first sea-going craft constructed in Oregon Territory. She was built at Vancouver in 1826 and wrecked on the west coast of Vancouver Island six years later. In her brief career she sailed in and out of all kinds of ports between Mexico and Alaska and proved her worth as an Oregon product. Following the California gold rush came several decades in which, so far as shipbuilding was concerned, Portland remained essentially a river port. There was, as stated, such an abundance of tonnage that had been left by the backwash from the gold rush that the incentive to build anything but river steamboats was missing. Puget Sound began developing her timber resources on a large scale many years before those of the Columbia River attracted attention, and this led to the establishment of several shipyards, in which were constructed numerous very fine lumber schooners, barks and ships. A similar condition in lumbering development resulted in considerable building at Coos Bay.

The talent and the timber and every other element required in the construction of a ship was available on the Columbia River, but the people were too busy in other directions, and it was many years after the appearance of the Star of Oregon before they proved to the world that they could build almost any kind of a ship with the same degree of skill that enabled them to turn out the finest and fastest type of river steamers that have yet appeared. In 1876, when Portland was still but little more than a straggling village, the first Oregon-built Government steamer, the Thomas L. Corwin, was built in this city by John F. Steffin, a pioneer boat builder, who had previously turned out some highly creditable river craft. The Corwin was built in Albina, near the site of the Cornfoot yard, which during the war turned out a big fleet of steel ships. To the credit of her builder and her home port, she served more years and covered more miles in the Arctic regions than—with the possible exception of the Bear—any
other craft that ever patrolled the waters of our northern possessions. A number of ocean-going tugs and craft of lesser importance followed the Corwin into the water in the succeeding years, and in 1888 W. L. Colwell, a Michigan lumberman, built the steamer Michigan at Skamokawa, about twenty miles up the river from Astoria. The Michigan was a fine steam schooner, but was destroyed by fire soon after she was built.

Steel ships were already crowding the wood-built craft from the ocean when the Michigan was built, and the next ocean carrier of any importance to be built in the district was the steamer Kvichak, a 200-foot cannery tender built at Portland for the Alaska Packers Association. The Kvichak, which received her name from an Alaskan river, was the largest steel ship built in Oregon up to that date, and after more than a quarter of a century of successful operation to her credit she is still in service. This steamer was built by Wolff & Zwicker, a firm of machinists and foundrymen who had equipped their plant with machinery for building several torpedo boat destroyers. They were experienced men in the business, but faulty designing on the part of the Government agents caused so much trouble and expense that the building of the destroyers ruined the firm and gave steel shipbuilding on the Willamette a setback from which it was slow to recover.

Oregon's vast timber resources attracted increasing attention in the early years of the twentieth century and the lumbermen who for years had paid freight tribute to vessel owners in San Francisco and on Puget Sound began investing in ship property and gradually worked into building their own lumber carriers. At Astoria, Fritz Kankonen and Charles Wilson, two expert shipbuilders, had been operating a yard and building small steamers and fishing boats for many years. Shortly before the great war broke out they increased the capacity of the yard and began turning out big four and five-masted lumber schooners equipped with auxiliary power. Several of these big carriers were turned out for the McCormick Lumber Company, a firm which afterwards expanded into one of the largest shipping concerns on the Pacific Coast. The McCormicks had a big mill at St. Helens and with the aid of capital from Portland established a shipyard of their own near the mill. The first product of this yard was a big five-masted steam schooner which was christened City of Portland. She was followed by several others of the same type, and the success of these ships led others to follow the McCormick lead. Jack McEachern of Astoria had secured a contract for six Diesel-engined schooners for Norwegian account, and to turn them out he established a five-way yard on Young's Bay, near Astoria, in 1915. As practically every steel shipyard in the known world was by this time working overtime on account of some of the warring nations, there was a lively demand from the neutral countries for these auxiliary wood schooners.

Meanwhile the United States entered the war and decided on a wood ship program which in the end cost hundreds of millions and brought no tangible results towards ending the war. McEachern, McCormick, Wilson and other established builders were obliged to abandon private work and attempt to build an absurd type of craft that someone in authority thought
could be used to advantage in war transport service. Shipyards sprang up like mushrooms all along the rivers. The Government not only disrupted the business of the established yards, but all over the United States its agents made flattering inducements to speculators to engage in wood shipbuilding. With the exception of one yard in Portland building for the French government, all private contracts were cancelled and the Government embarked on a colossal wood ship program. In the South the wood was too small and "pitchy" for ship construction, so from the forests of Oregon and Washington timber for shipbuilding was rushed by rail to Texas, Louisiana, and other southern states. From the established wood yards, trained men were drafted to go to other yards and break in operatives for the misfit shipbuilders that had been rushed into the industry because the speculators thought it was profitable.

Better luck followed the efforts of the Government with the Oregon steel yards. The first of these, a four-way yard, was started by Joseph Bowles, who had taken a contract with the Cunard line to build ten 8,800-ton freighters. Mr. Bowles operated under the name of the Northwest Steel Company, and with his brother, Charles E. Bowles, and Alfred Smith, formed a subsidiary concern, the Columbia River Shipbuilding Company, which had a five-way yard. William Cornfoot, owner of the Albina Machine Works, built a five-way yard at Albina, and a few months after the war started Standifer and Clarkson, who had been interested with Jack McEachern at Astoria, built a five-way steel yard at Vancouver, near the site from which the schooner Vancouver had been launched about eighty years before.

But out of all of this chaos and colossal blundering on the part of the Government over the wood ship program, the Oregon builders brought a big fleet of ships, many of them of the very highest type of construction. In both wood and steel construction, world's records for speed were broken. The Columbia River Shipbuilding Company turned out a finished 8,800-ton steel ship in twenty-six days from keel laying to trial trip, and proportionately good showing was made in the wood shipyards. When the armistice was declared and a halt called in ship construction, it was found that in 1918 there had been launched from Columbia and Willamette river yards forty-four steel and eighty wood ships, while there were partly finished on the ways an additional eighteen steel and forty-four wood ships.

Even the smallest of these wood ships were Leviathans in comparison with the early craft built on the river. The Ballin type, named after its designer, registered 4,500 tons gross, the Peninsula type was 4,000 tons, and the Hough and Ferris wood ships registered 3,500 tons. The latter was the standard Government wood ship and was a craft that no practical shipbuilder would ever build on his own account. For this reason there were no buyers for these ships after the war ended. The regulation Government steel ship was of 8,800 tons register and proved a very fine type of ship. In the Standifer yards the size was increased to 9,500 tons, and the Cornfoot yard built sixteen high-class steel freighters of 3,500 tons register.
These numerous plants were well scattered along the river. The Northwest Steel, Columbia River Shipbuilding, Albina Engine Works, Supple-Ballin Company, Coast Shipbuilding Company, Kiernan & Kern, and Foundation Company were all located in Portland. Just above St. Johns, on the Willamette, was the Peninsula Shipbuilding Company, and below the town was the eight-way yard of the Grant-Smith Company. Across the river at Linnton, the Columbia Engineering Company had a four-way yard, and on Oregon Slough, in North Portland, Standifer & Clarkson had a four-way yard. At Vancouver, across the Columbia, the same firm had a six-way wood yard and a five-way steel yard. At St. Helens, the McCormicks increased their facilities to four ways, and at Astoria the Wilson yard expanded to four ways, while the McEachern yard operated seven ways. A four-way yard was also built at Astoria by George Rodgers of Salem, and at Columbia City, Sommerstrom Brothers had four ways, making a total for the two rivers of eighteen steel yard ways and sixty-nine wood ship ways.

The Government contracted for about 1,450,000 tons of wood and steel ships on the Columbia and Willamette, but canceled about half of them when the armistice was signed. All of the steel ships built in Portland were turned out at smaller cost to the Government than was paid in any other yards in the country. They were also exceptionally good ships. No shipbuilder on earth could make a good wooden ship out of the type which the Government forced them to build, but where the Oregon yards were owned and managed by experienced men, they turned out better ships at less money than were secured elsewhere.
CHAPTER XVII

THE STEAMER BEAVER

The first steamer to enter the waters of the Pacific Ocean was the steamer Beaver. The Beaver's keel was laid at Blackwall, near London. The steam packet Beaver was built for the Hudson's Bay Company. The builders were instructed to use the best materials that could be secured, irrespective of cost. She was built by Green, Nigrams and Green. Her keel was of elm wood and was much larger than the usual size. Her stem and stern posts were of oak. The ribs were of oak and greenheart, and the spaces between the frames were filled in solidly to above the water line with curved timbers of oak. The planking was of oak and African teak, fastened to the frames with copper bolts and oak treenails. Over this went a layer of heavy tarred paper, which in turn was covered by fir planks fastened with bronze spikes. Over this hull was fastened a sheathing of copper. The inside lining of the frame was of teak and oak planking, across which were fastened iron straps, fastened to the frame with riveted copper bolts. The main keelson was of greenheart twelve inches square and extending the entire length of the keel. It was secured with copper bolts which passed through both timbers. On either side were sister keelsons of the same material, which were bolted on the floor planks and through into the floor timbers. On the keelsons were fastened greenheart timbers as a bed for the engines and a foundation for the furnaces. The deck was supported by beams either of greenheart or of African oak. Their supports were oak knees and heavy angle irons. Where the spars penetrated the deck, two oak beams, 10 x 14 inches, were placed. That the Beaver was well built is proven by the fact that she was in service for fifty-three years before she was wrecked, and when the workmen were destroying the wreck to secure the copper and other metals, they found the wood around the copper fastenings and bolts as sound as when the vessel had been built. William IV, King of England, with his royal retinue, attended the launching. A duchess christened the Beaver and more than 100,000 people attended the launching. The firm of Boulton & Watt, which by the bye was the first firm to manufacture steam engines, made the boiler and machinery at their plant at Soho. The engines and boiler weighed 63½ tons and cost $22,000. There were two engines, each of which developed thirty-five horsepower. They were of the old type known as the side-lever engine. After the machinery had been installed, a trial trip was made, in which she developed a speed of nine miles an hour. The Beaver was 101½ feet long, breadth inside the paddle boxes 20 feet, outside 33 feet. She had a depth of 11½ feet. She registered 109½ tons burden, was armed with five nine-pounder guns, and
carried a crew of twenty-six men. While the Beaver was being built the Hudson's Bay Company also had on the ways a bark called the Columbia, of 310 tons burden, armed with six pieces of artillery and carrying a crew of twenty-four men. To the accompaniment of the boom of artillery and the cheers of a vast throng of people, the Beaver and her escort, the Columbia, started, on August 29th, 1835, down the Thames for the open sea. The side-wheels were not attached, though the machinery was placed in readiness for the use of steam as power. She was brig-rigged and started for the Pacific under canvas. David Home was in command, so to him goes the distinction of having made the first trip around Cape Horn by steamer, for not only was the Beaver the first steamer to cross the Atlantic, but it was the first one to round Cape Horn and the first one to ply the waters of the Pacific. W. C. Hamilton was first mate; Charles Dodd, second mate; Peter Arthur, chief engineer; John Donald, second engineer; Henry Barrett, carpenter; and the able seamen were William Wilson, George Gordon, William Phillips, James Dick, George Holland, James McIntyre, and William Burns. They took the pilot aboard on August 27, 1835. The vessel went down the river and at 7 A. M. next morning anchored off Gravesend. The next day was spent fitting the steering halyards, blocks and geers. It has been claimed that the Beaver started under steam power, but this is not the case, for the log of the Beaver makes constant reference to setting the larboard fore topmast and the lower and top gallant sails. She was a much faster boat than the Columbia, for the log speaks of having to carry easy sail to prevent sailing away from the Columbia. On March 19th, 1836, the log has the following record: "Stood in for the Columbia River Bar. 2 P. M. a canoe came alongside with natives. 7:30 anchored in 7 fathoms. Mr. Heath, chief mate of the Gannymede, came on board, also the governor of Fort George. At 9 A. M. weighed anchor and made all possible sail. At 10:50 shortened sail and came to anchor in Baker’s Bay in five fathoms of water." On April 10th the log reads: "At 7:30 P. M. came to abreast of Fort Vancouver in 9 fathoms." Rev. Samuel Parker, the associate of Dr. Marcus Whitman, was at Fort Vancouver when the Beaver arrived. An excursion was arranged for the officers of the fort and their guests. In writing of this steamboat excursion, Mr. Parker says: "On the 14th we took a water excursion in the Steamboat Beaver, commanded by Captain Home. Down the Columbia to the confluence of the western branch of the Multnomah, then up this river into the Willamette and on into the middle branch of the Multnomah, through it into the Columbia and back to the fort. All the lowlands were overflowed and presented the appearance of an immense bay. The day was pleasant and our company cheerful. The novelty of a steamboat on the Columbia awakened a train of prospective reflections upon the probable changes which would take place in these remote regions within a very few years. It was wholly an unthought of thing when I contemplated this enterprise, that I should find here this forerunner of commerce and business. We conversed of coming days when all the rapid improvements in the arts of life should be introduced into this new world and when cities and villages shall spring up on the
west as they are springing up east of the great mountains, and a new empire shall be added to the Kingdom of the earth. The Columbia is the only river of magnitude in the Oregon territory and this is navigable for ships for 130 miles to the Cascades. It is the only river which affords a harbor for large ships on the coast, from California to the 49th degree of north latitude. For light craft, the Columbia and its branches are navigable a thousand miles. The internal navigation could not be much improved, unless at great expense by canals around the rapids and falls, which are so numerous that ascending the river is now difficult. Still a considerable interior trade is carried on by means of these waters and the ingenuity of the men of the west when this country shall be more extensively populated, will contrive facilities, as in the east, for greatly improving the intercourse of remote and different portions of this territory."

When the Beaver was ready to leave Vancouver on her first trip collecting furs a number of changes were made among the members of the crew and a number of Kanakas and Indians were sent along as woodcutters. Capt. David Home was drowned while crossing the Columbia River in a small boat near the mouth of the river. Capt. William McNeil succeeded Capt. David Home in command of the Beaver. Captain McNeil, who was born in Boston, came to this coast in 1816. In 1826, on board the Convoy, he returned to Boston, and in 1832 he returned to the Pacific Coast in command of the brig Llama. Shortly after the arrival of this brig it was purchased by the Hudson's Bay Company. Captain McNeil entered the service of the Hudson's Bay Company in 1832 and was continuously employed by them for the next thirty-two years. The Beaver was at once put to work. She ran up and down the coast, visiting the various bays, inlets and rivers along the Oregon coast and as far north as Alaska. She was also used as a supply boat to take goods to Fort Simpson, Fort McLoughlin on Millbank Sound, Fort Tako on Tako River and to other temporary posts of minor importance.

In July, 1836, shortly after the arrival of the Beaver at Fort Vancouver, Dr. John McLoughlin, the chief factor of the Hudson's Bay Company, ordered the Beaver to go to Vancouver Island and investigate the possibilities of securing coal there for the use of the Beaver for fuel and also for the use of the blacksmiths of the Hudson's Bay Company who were located at the various posts. The Indians had told the blacksmith at Fort McLoughlin that there were plenty of black rocks that would burn on the northern end of Vancouver Island. W. F. Tolmie notified Doctor McLoughlin of what the Indians had said, and as a result he dispatched the Beaver to verify the rumor. John Dunn was one of the men sent on board the Beaver to investigate. In his report, he says: "Mr. Finlayson, with part of the crew, went on shore, leaving me in the ship to conduct the trade. After some inquiries and a small distribution of rewards, they found from the natives that the account given at Fort McLoughlin was true. They found the coal to be of excellent quality, running in extensive fields and even in mounds, and most easily worked, all along in that part of the country." In honor of Captain McNeil, who had succeeded Captain
Home as commander of the Beaver, the bay where the Beaver cast anchor was called McNeil Harbor, but later it was renamed Beaver harbor. During the first voyage of the Beaver to Fort Simpson, Mr. Dunn says: "At Fort McLoughlin we took on board twenty-six cords of wood for fuel, which was ready cut for us. This will last us between three and four days." However, after the discovery of the extensive coal fields on Vancouver Island, the Beaver was not compelled to depend on cordwood for fuel. One of the early day journals dated August 10th, 1837, says: "On his way southward, Captain McNeil explored the south end of Vancouver Island and found an excellent harbor and a fine open country along the seashore, apparently well adapted for tillage and pasturage, but saw no river sufficiently extensive for mills." The excellent harbor found by Captain McNeil is now known as Esquimalt, where extensive drydocks are maintained. Just as shipmasters kept logs of their voyages, so at each of the Hudson's Bay Company's posts a daily journal was kept. Had all of these journals been preserved, much light could have been thrown on the early settlement of the country. In May, 1840, James Douglas, on board the Beaver, visited Sitka, Alaska. Here he interviewed the Russian governor and arranged by the exchange of cattle, wheat and other provisions for a right to trap and trade in Southern Alaska. While on this trip the Beaver explored the Tako and the Stikeen rivers. The Beaver's crew erected Fort Tako and completed Fort Stikeen, which had been started some years previously. This same year the Beaver took up some workmen to rebuild Fort Langley on the Fraser, which had been destroyed by fire. In the fall of 1841, Sir George Simpson and James Douglas again visited the country between Puget Sound and Sitka. Early in March, 1843, the Beaver took a number of Hudson's Bay employees to Vancouver Island and founded Camosun or Fort Victoria, as it was later called. The reason for the founding of Fort Victoria was that the Hudson's Bay Company had decided to abandon Fort Vancouver on the Columbia and to establish new headquarters on the south end of Vancouver Island. In 1849 the Beaver took the records and other property of the Hudson's Bay Company from Fort Vancouver to Fort Victoria. Thousands of miners traveled on the Beaver during the Fraser River gold rush. In October, 1874, the Beaver was sold by the Hudson's Bay Company to Stafford, Saunders, Morton & Company of Victoria, British Columbia. She was used for a while by the hydrographic department in preparing charts of the north Pacific Coast. Later she was used as a towboat. For fifty years the engines aboard the Beaver ran without requiring repairs. On Thursday night, July 26, 1888, while steaming out of Burrard Inlet at Vancouver, British Columbia, the Beaver was wrecked on the rocks at the right of the entrance of the inlet. She lay on the rocks here for several years. Hundreds of relic hunters visited the Beaver at low tide and secured the woodwork or metal of the old Beaver. Local founders purchased the cast iron, while part of the brass and bronze of her machinery was manufactured into medals. Capt. William H. McNeil was one of the best known of the early day steamboat men plying on the Columbia River or along the coast. He succeeded Capt. David Home in command of the
Beaver, shortly after the arrival of the Beaver at Fort Vancouver. He was an experienced man in trading with the Indians, having been commander of the brig Llama, owned by Bryant and Sturgis of Boston. She left Boston in 1830 with a cargo of goods for Indian trade. Shortly after her arrival in the Columbia River, Doctor McLoughlin bought her cargo and the brig itself, and in spite of his American citizenship, retained the services of Captain McNeil. Captain McNeil had many adventures while plying on the Columbia River and up and down the Oregon Coast. In 1834 word was brought to Doctor McLoughlin that a Japanese junk was stranded off Cape Flattery and that the Indians were looting the vessel. Doctor McLoughlin sent Captain McNeil on board the Llama to rescue the crew and to recover the goods. After the Llama had anchored near the wreck, the Indians swarmed on board and tried to overpower the crew of the Llama. The Indians, however, were overpowered and Captain McNeil held a number of them prisoners, telling the Indians that he would keep them prisoners until they turned over to him the survivors of the wreck. They brought three Japanese sailors and turned them over to Captain McNeil. He took these three Japanese up to Fort Vancouver and when one of the Hudson’s Bay Company ships sailed for England they were taken there, to be returned eventually to Japan. He was given command of the Beaver in 1836, and in all the years he had charge of it, the Beaver never suffered an accident. In 1851 he became captain of the Hudson’s Bay Company’s ship Una. This ship was burned by the Indians at Neah Bay. He was also in command of the Nereid. In later life he was in charge of the Hudson’s Bay Company post at Fort Simpson. He died in 1875 at the age of seventy-five. He headed the first company of prospectors in search of gold in British Columbia.
CHAPTER XVIII

FORT VANCOUVER IN 1836

Rev. Samuel Parker, coworker and fellow missionary of Dr. Marcus Whitman, reached Fort Vancouver on October 16, 1835. In his book entitled “Parker’s Exploring Tour Beyond the Rocky Mountains,” he gives a graphic picture of life at Vancouver at that time. He left Vancouver on June 18, 1836 on board the Hudson’s Bay Company’s steamship Beaver. On September 12, 1836, Dr. Marcus Whitman and his wife, Narcissa Prentiss Whitman and Rev. and Mrs. H. H. Spalding, arrived at Fort Vancouver, and became guests of Dr. McLoughlin. Mrs. Whitman, like Dr. Samuel Parker, gives a charming picture of life at Fort Vancouver, nearly 100 years ago. After narrating the incidents of their trip across the plains, she writes on September 7, 1836, as follows:

“We set sail from Walla Walla yesterday at 2 P. M. Our boat is an open one manned by six oarsmen and a steersman. I enjoy it much. It is a pleasant change in our manner of traveling. The Columbia is a beautiful river. Its waters are clear as crystal and smooth as a sea of glass, exceeding in beauty the Ohio; but the scenery on each side of it is very different. There is no timber to be seen but there are high perpendicular banks of rocks in some places, while rugged bluffs and plains of sand in others, are all that greets the eye. We sailed until near sunset, when we landed, pitched our tents, supper our tea, bread and butter, boiled ham and potatoes, committed ourselves to the care of a kind Province, and retired to rest.

“8th. Came last night quite to the Chute (above The Dalles-Celilo Falls) a fall in the river not navigable. There we slept, and this morning made the portage. All were obliged to land, unload, carry our baggage and even the boat for half a mile. I had frequently seen the picture of the Indians carrying a canoe, but now I saw the reality. We found plenty of Indians here to assist in making the portage. After loading several with our baggage and sending them on, the boat was capsized and placed upon the heads of about twenty of them, who marched off with it with perfect ease. Below the main fall of the water are rocks, deep, narrow channels and many frightful precipices. We walked deliberately among the rocks, viewing the scene with astonishment, for this once beautiful river seemed to be cut up ond destroyed by these huge masses of rock. Indeed, it is difficult to find where the main body of the water passes. In high water, we are told that these rocks are all covered with water, the river rising to such an astonishing height.

“After paying the Indians for their assistance, which was a twist of tobacco about the length of a finger to each, we reloaded, went on board,
sailed about two miles, and stopped for breakfast. This was done to get away from a throng of Indians. Many followed us however, to assist in making another portage, three miles below this.

"September 9th. We came to The Dalles just before noon. Here our boat was stopped by two rocks of immense size and height, all the water of the river passes between them in a very narrow channel, and with great rapidity. Here we were obliged to land and make a portage of two and a half miles, carrying the boat also. The Dalles is the great resort of Indians of many tribes for taking fish. We did not see many however, for they had just left. * * * I was relieved from walking by the offer of a horse from a young chief. This was a kindness, for the way was mostly through the sand, and the walk would have been fatiguing.

"10th. High winds and not able to move at all today.

"11th. We came to the Cascades for breakfast—another important falls in the river, where we are obliged to make a portage of a mile. The boat was towed along by the rocks with a rope over the falls. This is another great place for salmon fishing. A boat load was just ready for Vancouver when we arrived. I saw an infant here whose head was in the pressing machine. This was a pitiful sight. Its mother took great satisfaction in unbinding and showing its naked head to us. The child lay upon a board between which and its head was a squirrel skin. On its forehead lay a small square cushion, over which was a bandage drawn tight around, pressing its head against the board. In this position it is kept three or four months or longer, until the head becomes a fashionable shape. There is a variety of shapes among them, some being sharper than others. I saw a child about a year old whose head had been recently released from pressure as I supposed from its looks. All the back part of it was a purple color, as if it had been sadly bruised. We are told that this custom is wearing away very fast. There are only a few tribes of this river who practise it.

"September 12. Breakfasted in the sawmill, five miles from Vancouver. * * * You may be surprised to hear of a sawmill here, when I said there was no timber on the Columbia. Since we passed the Cascade the scene is changed and we are told there is timber all the way to the Coast.

"Eve. We are now at Vancouver, the New York of the Pacific Ocean. Our first sight, as we approached the fort, was two ships in the harbor, one of which, the Neriade, Captain Royal, had just arrived from London. The Columbia, Captain Dandy, came last May, and has since been to the Sandwich Islands, and returned. * * * What a delightful place this is; what a contrast to the rough, barren sand plains through which we had so recently passed. Here we find fruit of every description, apples, peaches, grapes, pears, plums and fig trees in abundance; also cucumbers, melons, beans, peas, beets, cabbage, tomatoes and every kind of vegetables too numerous to mention. Every part is very neat and tastefully arranged, with fine walks, lined on each side with strawberry vines. At the opposite end of the garden is a good summer house covered with grape vines. Here I must mention the origin of these grapes and
apples. A gentleman, twelve years ago, while at a party in London, put
the seeds of the grapes and apples which he ate into his vest pocket.
Soon afterwards he took voyage to this country and left them here. And
now they are greatly multiplied. (One of these apple trees is still grow-
ing at Vancouver, and bearing fruit.)

"After promenading as much as we wished, and returning, we were
met by Mrs. Copendel, a lady from England, who arrived in the ship
Columbia last May, and Miss Maria, daughter of Doctor McLoughlin, quite
an interesting young lady. After dinner we were introduced to Rev. Dr.
Beaver and lady, a clergym;an of the Church of England, who arrived last
week in the ship Neriade. This is more than we expected when we left
home—that we should be privileged with the acquaintance and society of
two English ladies, for most of the gentlemen of the company are from
there or Scotland.

"13th. This morning, visited the school to hear the children sing. It
consists of about fifty-one children, who have French fathers and Indian
mothers. All the laborers here are Canadian-French with Indian wives.
* * * French is the prevailing language here. English is spoken only
by a few.

"14th. We were invited to a ride to see the farm. Have ridden fifteen
miles this afternoon. We visited the barns, stock, etc. They estimated
their wheat crop at four thousand bushels this year. Peas the same. Oats
and barley between fifteen hundred and seventeen hundred bushels each.
The potato and turnip fields are large and fine. Their cattle are numerous,
estimated at one thousand head in all the settlements. They have swine
in abundance, also sheep and goats, but the sheep are of an inferior kind.
We find also hens, turkeys and pigeons but no geese.

"September 16th. Every day we have something new to see. We
going to the stores and found them filled above and below with the cargo
of the two ships, all in unbroken bales. They are chiefly Indian goods,
and will be sent away this fall to the several different posts of the company
in the ship Neriade. We have found here every article for comfort and
durability that we need, but many articles for convenience and all fancy
articles are not here.

"Visited the dairy also, where we found butter and cheese in abund-
ance. * * * They milked between fifty and sixty cows.

"On visiting the mill we did not find it in a high state of improvement.
It goes by horse power and has a wire bolt. This seemed a hard way of
getting bread, but better so than no bread, or to grind by hand. The
company has one at Colville, that goes by water, five days' ride from
Walla Walla, from whence we expect to obtain our flour, potatoes and
pork. They have 300 hogs.

"Dr. McLoughlin promises to loan us enough to make a beginning and
all the return he asks is that we supply other settlers in the same way.
He appears desirous to offer us every facility for living, in his power. No
person could have received a more hearty welcome, or be treated with
greater kindness than we have been since our arrival.

"* * * September 22nd. Doctor McLoughlin has put his daughter
in my care, and wishes me to hear her recitations. Thus I shall have enough to do for diversion while I stay. * * *

"I have not given you a description of our eatables here. There is such a variety I know not where to begin. For breakfast we have coffee or cocoa, salt salmon and roast duck with potatoes. When we have eaten our supply of them our plates are changed and we make a finish on bread and butter. For dinner we have a great variety. First we are always treated to a dish of soup which is very good. All kinds of vegetables in use are taken, chopped fine and put in water with a little rice and boiled to a soup. Tomatoes are a prominent article and usually some fowl meat, duck or other kind, is cut and added. If it has been roasted once it is just as good (so the cook says) and then spiced to taste. After our soup dishes are removed, then comes a variety of meats to prove our taste. After selecting and changing, we change plates and try another if we choose and so at every new dish have a clean plate. Roast duck is an every day dish, boiled pork, tripe and sometimes trotters, fresh salmon, or sturgeon—yea, all articles too numerous to mention. When these are set aside, a nice pudding or an apple pie is introduced. After this a water or musk melon make their appearance and last of all cheese, bread or biscuit and butter are produced to complete the whole. But there is one article on that table which I have not yet mentioned and of which I never partake, that is wine. The gentlemen frequently drink toasts to each other, but never give us an opportunity of refusing for they know that we belong to the Teetotal Society. We have talks about drinking wine, but no one joins our society. They have a Temperance Society here and at Wallamet, formed by Mr. Lee.

"September 30th. We are invited to ride as often as once a week for exercise, and we generally ride all the afternoon. * * *

"I sing about an hour every evening with the children, teaching them new tunes, at the request of Doctor McLoughlin. Thus I am wholly occupied, and can scarcely find as much time as I want to write. The Montreal express came this afternoon, and a general time of rejoicing it is to everyone. News from distance friends, both sad and pleasing.

"Mr. Spalding has come with it, and brought a letter from my husband filled with pleasing information. The Lord has been with them since they left us and has prospered them beyond all expectations. They have each selected a location, my husband remains there to build, while Mr. Spalding comes after us. Cheering thought this, to be able to make a beginning in our pleasing work so soon."
CHAPTER XIX

JOHN BALL—OREGON'S FIRST TEACHER

John Ball was Oregon's first school teacher. He came across the plains to Oregon with Nathaniel J. Wyeth in 1832. When he was born, in 1794, the United States claimed a population of approximately 4,000,000 people. He was born on a rocky hill farm in New England, and was the tenth child, Sarah, his oldest sister, being twenty years his senior. He spent his boyhood working on the farm. There was never any spare time, for whenever there was no farm work to do, the children picked up the stones in the plow fields and carried them to the border line of the farm to be used in making fences. To make a living for a large family from the granite hills of New England meant that as soon as the children were old enough to work, they went to work. Only two holidays were celebrated in those days, 4th of July and Thanksgiving Day. Christmas was regarded as a pagan holiday and was not celebrated. Mr. Ball's father had but little education, but his mother was fond of reading. John Ball picked up a large part of his education from the Bible, Watt's hymns, Webster's spelling book, Morse's geography and Adam's arithmetic. Each winter the children went to school for a few weeks. Once a year his father took butter, cheese and other products of the farm to Boston to barter for the year's supply of groceries. At that day most of the living came from the farm and consisted of Indian bread, rye bread, pork and beans, pumpkin and apple pie and some game. The clothing was made almost entirely on the farm, the wool being spun on a large spinning wheel, while the linen was made on a little foot wheel. The yarn was woven on a hand loom. The women of the household bleached the linen, making sheets, shirts, tablecloths, and towels. When a family could afford it, they had a traveling tailor come to the house to make clothing from the woolen cloth for the men.

The family belonged to the Congregational Church. They were strong partisans of Reverend Page, the preacher, until at the time of Jefferson's election he preached a sermon commending Mr. Jefferson. This gave great offense. One of the leading members of the church voiced the sentiment of many of his fellow members when he said: "Mr. Page, we employ you to preach Jesus Christ and him crucified, but you preach Thomas Jefferson and him justified."

As was the custom at that time, Mr. Ball's father claimed the services on the farm of all of the children till they reached their twenty-first birthday. Mr. Ball attended a private school kept by a Reverend Rolph at Groton. This school was four miles, by the bridle path over the mountain, and he went daily all of one fall and winter. Mr. Ball at first taught a
writing school, but later taught district schools in Vermont. After teach-
ing for a year or so he went to Salisbury Academy, at Franklin, N. H.,
where he studied Latin and Greek. The principal of the academy recom-
mended him as a fit student for college to President Brown of Dartmouth
College. In those days the president of the college traveled throughout
New England to personally meet and examine the students who desired to
go to Dartmouth College. President Brown passed favorably upon Mr.
Ball, in spite of the fact that he had only attended school four years.

For the greater part of the time he was at college, Mr. Ball batched,
as he could not afford to board. His roommate, Jasper Newton, often
took him home with him to give him a change from his own cooking. The
Newton family consisted of ten sons, none of whom was less than six
feet high, and six daughters. Jasper, his roommate, was six feet four.

After graduating, he read law for two years and then went to Darien,
Ga., where he spent the winter of 1822-23 teaching school. In the summer
of 1824 he was admitted to the bar and shortly thereafter was made
justice of the peace. On account of the death of his brother-in-law, who
owned an oilcloth factory, he gave up the law and took charge of the
factory. Leaving the foreman in charge of the factory, he became travel-
ing salesman for the oilcloth, traveling all over New England and the
South.

When his sister took a partner in the oilcloth business, he wrote to
Nathaniel Wyeth of Boston to see if he could accompany Mr. Wyeth to
Oregon the following season. They arranged to meet next spring at Balti-
more. That winter he visited New York City to learn all he could from
the employees of John Jacob Astor about the Oregon Country. Here he
met Mr. Seaton, who had helped establish Astoria, and also Ramsey
Crooks, who had been in charge of the overland expedition to the mouth
of the Columbia River, for Mr. Astor. At Washington, D. C., he met
General Ashley, who had been in the fur trade for many years and was
familiar with the country between the Missouri River and the Rocky
Mountains. General Ashley had sold out his fur business to William
Sublette of St. Louis and had been elected a member of Congress.

Mr. Ball went to Baltimore, where he joined Nathaniel Wyeth and his
party. They traveled from Baltimore on the Baltimore & Ohio Railroad,
which was operated by horse power. The length of the road was sixty
miles, and at that time it was the longest railroad in the United States.
At Frederick they left the horse-power railroad and started westward on
foot to Monongahela, where they took a steamboat for Pittsburgh. At
Pittsburgh they took a steamer for St. Louis. On their trip down the river
he and Rev. Lyman Beecher and Nathaniel Wyeth had many long and
interesting talks.

They stopped for a while at Cincinnati, which at that time was but a
village with a few wooden buildings. At St. Louis they took a boat up
the river to join William Sublette. On this steamboat were a large number
of soldiers going up the Mississippi to fight Black Hawk. They joined
Mr. Sublette at Independence, Mo. Campbell's party from St. Louis also
joined Sublette at Independence, so that when they were ready to start
for the Rocky Mountains there were 80 men and about 300 horses. The last white settlement they came to was a settlement of Mormons who had settled there a few months before. The last white man they saw, aside from members of their own party, was a man acting as gunsmith among the Indians on the Kansas River, about where Topeka was later built.

Shortly after leaving the prairies of Kansas, they overtook Captain Bonneville, who had obtained a leave of absence from the army and was on a trapping and trading expedition. Early in June they reached the forks of the Platte River, where they came across the first buffalo. They depended for food upon buffalo for the greater part of their journey. The camps were always made in the form of a hollow square, of which the stream formed one side. The horses were hobbled, turned loose, and just before dusk Mr. Sublette would call out, "Ketch up, Ketch up," and the horses would be brought in and tied to stakes. They were guarded all night. At daybreak Mr. Sublette would call out, "Turn out, Turn out," and the horses were allowed to graze until the men had eaten breakfast, after which the horses were caught, saddled, the packs put on, and those who were ready first formed at the head of the line. They crossed the Laramie River at about where Fort Laramie was later built. They crossed the Rocky Mountains by the South Pass.

On the 4th of July they struck the headwaters of the Columbia, at least of one branch of the Columbia. They camped at Pierre's Hole to await the arrival of the mountain men and trappers. Here were gathered Sublette's trappers, also some traders and trappers of the American Fur Company, and also two large companies of Nez Perce and Flathead Indians. They had brought with them about 600 horses and a large amount of furs to trade. Sublette and his party purchased a number of strong, fat Indian ponies, the price being a blanket and a knife for each pony. There were about 200 white men and several times that number of Indians who spent two weeks together at Pierre's Hole. Mr. Ball was struck with the fact that the horses they had bought from the Indians would get away and join the Indian herd of horses, but each time the Indians would catch the horses they had sold and return them to the white men.

Mr. Sublette took back to St. Louis with him seventy large packhorse loads of beaver worth about $50,000 in the New York market. Most of Mr. Wyeth's party, who had never before been far from Boston, decided to return to Boston, so he was left with the twelve men of his original party. Milton Sublette, with a party of trappers, half-breeds and Indians, planned to trap far to the westward, so Mr. Wyeth, Mr. Ball and their party joined them. Shortly after they had started, Antoine, a half-breed with the Sublette party, went out to meet a party of Blackfeet. Antoine's father had been killed by the Blackfeet, so he watched his chance, and while talking to the Blackfoot chief he killed him and rode back full speed to camp. The Blackfeet attacked Sublette's party, and in the course of the fight six white trappers and a number of friendly Indians were killed, while others were wounded. They camped near where Fort Hall was later built. Sixteen free trappers in the party decided to trap down the
Humboldt River, while Frapp and the other trappers in Sublette's party turned back.

Nathaniel Wyeth, with Mr. Ball and the ten other members of the Wyeth party, turned northward, leaving Milton Sublette on August 28th. They were heading for the Lewis River, which they planned to follow to the junction of the Columbia. Meeting a band of Shoshone Indians; they traded awls and knives for salmon. One of the Indians made a map with his finger in the sand, indicating trails and rivers and showing the exact location of Walla Walla. When they came to the Blue Mountains they were out of food, so they killed one of the thin old horses to eat. Nathaniel Wyeth, with four of the men, mounted on the best horses, started for Walla Walla, while the rest of the party came on more slowly. They arrived at Fort Walla Walla, which at that time consisted of a stockade of upright timbers about fifteen feet high.

At Fort Walla Walla they secured a boat and hired two Canadians to take them down the Columbia to Fort Vancouver. Some friendly Indians on the banks of the Columbia gave them a young horse which they killed and ate for supper. At The Dalles they found the Indians mourning over the death of many of their people from fever. They stopped over night at the Hudson's Bay sawmill, which was run by a member of the Astor party.

The following day, on October 29th, they arrived at Fort Vancouver. Nathaniel Wyeth, Mr. Ball and the rest of the party were received in the most hospitable manner by Doctor McLoughlin, and invited to make Fort Vancouver their home. Five of the party, including Mr. Ball, paddled down the Columbia to Fort Astoria. Here Mr. Ball was particularly struck with the tremendous height and size of the trees. From Astoria he went to Clatsop Point, where he reached the broad Pacific, the end of his journey.

The members of Nathaniel Wyeth's party had lived on meat almost exclusively for many months, and when they reached Fort Vancouver and were given vegetables, one of the men ate so heartily that he took the colic from eating too many peas and died before morning. Nathaniel Wyeth and Mr. Ball were invited by Dr. John McLoughlin to eat at his table and to occupy rooms in the fort.

In speaking of his reception at Fort Vancouver, Mr. Ball says: "We were received at the fort as guests, without talk of pay. Not liking to live gratis, I asked the doctor, as he was called, being a physician, for some employment. He told me I was a guest. He did not expect to set me to work, but after further urging he said, if I was willing, he would like to have me teach his son and other boys about the fort. I, of course, gladly accepted the offer, so he sent the boys to my room to be instructed. They were all half-breed boys, of course, for there was not then a white woman in Oregon. The doctor's wife was a Chippewa woman from Lake Superior. Then there was a Mrs. Douglas, a half-breed woman from Hudson's Bay. I found the boys docile and attentive and making good progress, for they are precocious. The old doctor used to come in to see the school and seemed much pleased and well satisfied. He said: 'Ball,
anyway, you will have the reputation of teaching the first academy in Oregon.'

"The gentlemen in the fort were pleasant and intelligent, a circle of a dozen or more usually at the well provided table, where there was much formality. They consisted of partners, clerks, captains of vessels and the like. Men waited on the table and probably cooked. We saw nothing or little of their women except on Sundays, when they were out for horseback rides, at which they excel.

"The boundary had not then been settled beyond the mountains and the papers claimed that the Columbia River would be the boundary and they called the country south of the river the American side. The fur trade was their business. If an American vessel came to the river or on to the coast for trade, they would at once bid up on furs to a ruinous price, ten times their usual tariff. They got a bull and seven or six cows from California. In seven years they had about 400 cattle. They had turned the prairies into wheat fields and had much beyond their wants and they made good flour. Salmon was so abundant that men would throw it away to get imported salt beef, for they had not yet killed any of their own raising. The wheat was green all winter. There was no snow. The summers are so cool that harvest did not come till the last of July or the first of August.

"Next spring Mr. Wyeth and two of his men returned home across the mountains. The other members of Wyeth's party went into the employ of the Hudson's Bay Company. I wrote to my friends in New Hampshire and New York, sending the letters by the Hudson Express that leaves Fort Vancouver in March, goes north by the main branch of the Columbia to about 52 degrees of latitude, thence by men on snowshoes over the mountains, for about two weeks, to where they take bark canoes on the LaBashe that flows into the Arctic Ocean. Descending that a distance, they make a short portage to Fort Edmonton on to the Saskatchewan, and down that to Lake Winnipeg, and by its outlet to Nelson to Hudson Bay, thence to Montreal, from which place my letters were sent to my friends so that they got them in September.

"Though urged by Doctor McLoughlin to continue the school, I determined to go farming, believing that others would come soon to settle. When I learned that some of the company's men had turned farmers and settled on the Willamette River, I went there to see the country and I found it very inviting. When the Doctor found I was bent on going to farming he kindly told me he would lend me farming utensils, seed for sowing, and as many horses as I chose to break in for a team. I took seeds and implements by boat, getting help up the Willamette to the falls, where Oregon City now is, passing the site where Portland stands. I at first stopped at one of the settlers, with two wives. His name is J. B. Desports. Yes, he had two wives, seven children, and cats and dogs numberless.

"I caught from the prairie a span of horses only used to the saddle. I made a harness for them and put them to work. I stuffed some deer skins sewed in due form, for collars, fitted crooked oak limbs around the collars, tied top and bottom with elk skin strings. To these I tied straps
of hide for tugs, which I tied to the end of the stick for a whiffletree, to
the center of which I tied a drag made from the crotch of a tree. On this
crude contrivance I drew out logs for a cabin, which, when I had laid up
and put up rafts, I covered with bark peeled from cedar trees. The
bark covering for my roof was secured by poles tied with strings made
of willow withes. From split plank I made a bedstead and a table, and so
I dwelt in a house of fir and cedar. With the aid of my neighbors and
their teams I broke a large field of rich prairie land and closed the same
with fencing and sowed and planted my farm. My farm abutted for half
a mile on the river. My family consisted for a part of the time of Mr.
Sinclair, one of my mountain companions, and a young wild native to
catch my horses. I got meal from the fort to make my bread. My meat
was venison or salmon from the falls.

"I found it a lonely life and, not seeing when it was likely to be less
so, no emigrants arriving, I began to think I might as well leave. The
Willamette Valley is a fine country, being a valley watered by a stream
of that name. The valley is 50 miles wide by 150 miles long, with the
coast range on the west and the towering Cascade range on the east,
crowned by Mount Hood, which on the bright summer days is ever in
sight. I was near the river, handy for a bath, and but a short distance
from my house was a fine cool spring, from which I got my water. The
company being about to send a vessel to the Bay of San Francisco and
the Sandwich Islands, I exchanged my crop for a passage in their boat.

"On the 20th of September, 1833, I quit my home on the Willamette
with something of regret. When I got down to the falls, I asked the chief
of the band for two of his men to row me to the fort, but he told me that
all his men were either sick or dead, so Mr. Sinclair and I had to wearily
paddle our own canoe. After some delay at Fort Vancouver, the ship
Dryad made sail down the Columbia, with Mr. Douglas, a botanist, also
Mr. Finlayson, myself, Mr. Sinclair and two others of Nathaniel Wyeth's
party. We stopped at Astoria, or Fort George, as they call it, for some
time.

"On October 18th we sailed from Astoria, and on November 4th entered
what is now known as the Golden Gate. A mile or two beyond and back
from the bay was a mission called Dolores Mission, consisting of adobe
buildings. On the opposite side of the bay were some farms."

From the Golden Gate, Mr. Ball went to the Sandwich Islands, where
he took passage on the whaling ship Nautilus, which was bound for New
Bedford. They left on January 6, 1834. They stopped at the Society
Islands, made the trip around the Horn, and put in at Rio de Janeiro,
where Mr. Ball secured a position as clerk on board the man of war Boxer,
which mounted ten guns and was commanded by Lieutenant Farragut,
who later became commodore. A day or two later the Boxer sailed for
the United States, and thirty-seven days later it came to anchor in Hamp-
ton Roads.

Returning to New York, Mr. Ball was restless, and in a short time
he went to Detroit, where he was shortly thereafter nominated and elected
as a representative to the Legislature. He resumed his practice of law
On November 16, 1850, S. R. Thurston, Oregon's first delegate to Congress, wrote to Nathaniel J. Wyeth as follows: “Chicopee, Mass. November 16, 1850. Capt. Nathaniel J. Wyeth, My dear sir: You will excuse me, I am sure, when I assure you I am from Oregon, and her delegate to the Congress of the United States, for addressing you for a purpose of interest to the country to which I belong. I desire you to give me as correct a description as you can at this late period, of the manner in which you and your party and your enterprise in Oregon were treated by the Hudson's Bay Company and particularly, by Dr. John McLoughlin, then its chief factor. This Dr. McLoughlin has, since you left the country, rendered his name odious among the people of Oregon by his endeavors to prevent the settlement of the country and to cripple its growth. Now he wants a few favors of our government. He pretends that he has been the long-tried friend of Americans and American enterprise west of the mountains. Your early reply will be highly appreciated, both for its information and your relation to my country. I am sir, Yours very truly, S. R. Thurston.”

In answer to this letter, Mr. Wyeth wrote as follows: “Cambridge, November 21, 1850. Honorable Samuel R. Thurston, Dear sir: Your favor of the 16th inst., was received on the 19th. The first time I visited the Columbia in the autumn of 1832 I reached Vancouver with a disorganized party of ten persons, the remnant of 24 who left the states. Wholly worn out and disheartened, we were received cordially and liberally supplied and there the party broke up. I returned to the states in the spring of 1833 with one man. One of the party, Mr. John Ball, remained and planted wheat on the Willamette a little above Camp du Sable, having been supplied with seed and implements from Vancouver, then under the charge of John McLoughlin, Esq., and this gentleman I believe to have been the first American who planted wheat in Oregon. I returned to the country in the autumn of 1834 with a large party and more means, having on the way built Fort Hall, and there met a brig which I sent around the Horn. In the winter and spring of 1835 I planted wheat on Willamette and Wappatoo Islands. The suffering and distress of the early American visitors and settlers on the Columbia were always treated by Hudson's Bay Company's agents and particularly so by John McLoughlin, Esq., with consideration and kindness, more particularly, the Methodist missionaries whom I brought out in the autumn of 1834. He supplied them with the means of transportation, seeds, implements of agriculture and building, cattle and food for a long time. I sincerely regret that the gentleman, as you state, has become odious to his neighbors in his old age. I am Your obedient servant, Nathaniel J. Wyeth.”
CHAPTER XX

AMERICAN OCCUPATION OF THE COLUMBIA RIVER

On December 29, 1823, a select committee was appointed from the members of Congress to inquire into the expediency of occupying the mouth of the Columbia River. They made their report on April 15, 1824. In it they say that both from a military and from a commercial point of view, the occupation of that territory is of great importance to the Republic. In their report they quote a letter from Brig.-Gen. Thomas S. Jesup who writes as follows:

"Quartermaster General's Office, Washington, April 6, 1824.

"Sir: In reply to your letter, dated the 30th ultimo, requesting me to communicate 'any facts, views, or opinions, which may have presented themselves to me, relative to the probable difficulty of making an establishment at the mouth of Columbia River, and the military advantages of that establishment,' I have the honor to remark, that ever since my attention was first directed to the subject, I have considered the possession and military command of the Columbia necessary not only to the protection of the fur trade, but to the security of our Western frontier. That flank of our country, extending from the Lakes to the Gulf of Mexico, is everywhere in contact with numerous, powerful, and warlike Indian nations; who, altogether, might be able to bring into the field, from twenty to thirty thousand warriors. Most of these nations communicate, either with the British to the north or west, or the Spaniards to the south. In the event of war, that force, with a few hundred foreign troops, or under the influence of foreign companies, might be made more formidable to us than any force which Europe combined could oppose to us. On the other hand, if such measures be adopted as to secure a proper influence over them, and, in the event of war, to command their cooperation, they, with the aid of a few small garrisons, would not only afford ample protection for the entire line, but would become the scourge of our enemies.

"The dangers to be apprehended, can be averted only by proper military establishments; and whether the post at the mouth of the Columbia be intended to secure our territory, protect our traders, or to cut off all communication between the Indians and foreigners, I should consider a line of posts extending from the Council Bluffs entirely across the continent, necessary. These posts should be situated, as well with a view to command the avenues through which the Indians pass from north to south, as to keep open the communication with the establishment at the mouth of the Columbia.

"A post should be established at the Mandan villages, because there
the Missouri approaches within a short distance of the British territory, and it would have the effect of holding in check the Hudson Bay and North West Companies, and of controlling the Rickarees, Mandans, Minnatarees, Assiniboins, and other Indians, who either reside or range on the territory east, north, and west of that point.

A post at, or near, the head of navigation on the Missouri, would control the Blackfoot Indians, protect our traders, enable us to remove those of the British companies from our territory, and serve as a depot, at which detachments moving towards the Columbia might either be supplied, or leave such stores as they should find difficult to carry with them through the mountains. It might also be made a depot of trade, and of the Indian Department.

"To keep open the communication through the mountains, there should be at least one small post at some convenient point between the Missouri and the Columbia, and on the latter river and its tributaries, there should be at least three posts. They would afford present protection to our traders, and, on the expiration of the privilege granted to British subjects to trade on the waters of the Columbia, would enable us to remove them from our territory, and to secure the whole trade to our own citizens. They would also enable us to preserve peace among the Indians, and, in the event of foreign war to command their neutrality or their assistance, as we might think most advisable. The posts designated, might be established and maintained at an additional annual expense not exceeding forty thousand dollars.

"By extending to those posts the system of cultivation, now in operation at the Council Bluffs, the expense of supplying them would, in a few years, be greatly diminished. Mills might be erected at all the posts at a trifling expense, and the whole country abounding in grass, all the domestic animals necessary, either for labor or subsistence, might be supported. This would render the establishment more secure, and consequently more formidable to the Indian nations in their vicinity.

"As to the proposed posts on the Columbia, it is believed they might be supplied immediately at a low rate. Wheat may be obtained at New California, at about twenty-five cents per bushel, and beef cattle at three or four dollars each. Salt, in any quantity required, may be had at an island near the Peninsula of California. Should transportation not be readily obtained for those articles, vessels might be constructed by the troops.

"To obtain the desired advantages, it is important, not only that we occupy the posts designated, but that we commence our operations without delay. The British companies are wealthy and powerful; their establishments extend from Hudson’s Bay, and Lake Superior, to the Pacific; many of them within our territory. It is not to be supposed they would surrender those advantages without a struggle, and though they should not engage in hostilities themselves, they might render all the Indians in that extensive region hostile.

"The detachment intended to occupy the mouth of Columbia might leave the Council Bluffs in June, and one hundred and fifty men proceed
with boats and stores; and, as the country is open, and abounds with grass, the remaining fifty might proceed by land, with the horses intended for the transportation across the mountains, and might drive three or four hundred beeves to the Mandan villages, or to the falls of Missouri; at one of those places the parties should unite and spend the winter. The latter would be preferable, because, there they might be able to establish a friendly intercourse with the Black Foot Indians, or, at all events, by impressing them with an idea of the power of the nation, restrain their depredations upon the neighboring tribes, and deter them from acts of outrage upon our traders. They might, also, during the winter, reconnoitre the several passes through the mountains, prepare provisions necessary to support them on the march, and down the Columbia; and, if authorized to do so, remove from our territories all British traders on the waters of the Missouri. They would necessarily remain at, or in the vicinity of, their wintering ground, until June, but might be occupied during the months of April and May in opening a road to the mountains and constructing bridges over the numerous streams on the route. This work performed, they might, in about twenty days, reach the navigable waters of Clark's River, a branch of the Columbia, and, in ten days more, prepare transportation to descend to their destination, where, after every necessary allowance for accidents and delays, they would certainly arrive by the month of August.

"The vessels employed to transport the stores by sea, might leave the United States in the month of November, and would arrive at the mouth of the Columbia in April, at least four months before the detachment from the Council Bluffs could reach that point; and, unless the ships should be detained during that time, which could not be expected, the stores would be exposed to damage and depredation, and, perhaps, by the time the troops should arrive, would be entirely destroyed. It would, therefore, seem to me a measure of prudence that at least one company of artillery be transported with the stores. That description of force would be found necessary at the post, and the ships would afford them ample accommodations.

"That the route from the Council Bluffs to the mouth of Columbia is practicable, has been proved by the enterprise of more than one of our citizens. It, no doubt, presents difficulties; but, difficulties are not impossibilities. We have only to refer to the pages of our history to learn that many operations, infinitely more arduous, have been accomplished by Americans. The march of Arnold to Quebec, or of General Clark to Vincennes, during the Revolutionary War, exceeded greatly in fatigue, privation, difficulty, and danger, the proposed operation; and I believe I may say, without fear of contradiction, that the detachment might be supplied, during the whole route, with less difficulty than in the war of 1756 was experienced in supplying the forces operating under General Washington, and General Braddock, against the French and Indians on the Ohio.

"A post at the mouth of the Columbia is important, not only in relation to the interior trade, and the military defense of the western section of the Union, but also in relation to the naval power of the Nation. Naval
power consists, not in ships, but in seamen; and, to be efficient, the force must always be available. The northwest coast of America is an admirable nursery for seamen—many of our best sailors are formed there; without a naval station, however, on the Pacific, the force employed in the whale fishery, as well as in sealing, and the northwest trade, would, in the event of war, with a great maritime power, be, in some measure, lost to the Nation. But, that establishment made, it would afford a secure retreat to all our ships, and seamen, in that section of the globe; and the force, thus concentrated, might be used with effect against the trade, if not the fleets, or possessions, of the enemy, in place of being driven to the Atlantic, or perhaps captured on their way.

The establishment might be considered as a great bastion, commanding the whole line of coast to the north and south; and it would have the same influence on that line which the bastions of work have on its curtains, for the principles of defense are the same, whether applied to a small fortress, or to a line of frontier, or even an entire section of the globe. In the one case, the missiles used are bullets and cannon shot; in the other, ships and fleets.

"I have the honor to be,
"Sir, very respectfully,
"Your obedient servant,
"TH. S. JESSUP.

"To the Hon. John Floyd,
"House of Representatives."
CHAPTER XXI

WILKES' REPORT OF THE BOUNDARY QUESTION

Charles Wilkes was selected as commander of the United States exploring expedition which was to investigate the sailing routes and commercial opportunities for the benefit of American shipping. In his letter of instructions he was told to visit the northwest coast of America, "making such surveys and examinations, first of the territory of the United States on the seaboard and on the Columbia River, and afterwards, along the coast of California, with special reference to the Bay of San Francisco." After visiting Oregon, he wrote to the secretary of the navy, a letter from Honolulu, on November 24, 1841, a preliminary report on Oregon Territory. In this report he said: "Having been well aware of the little information in possession of the government relative to the northern section of this country—the Oregon Country, including the Strait of Juan de Fuca, with its extensive sounds and inlets, I thought it proper from its vast importance in the settlement of the boundary question—though not embraced in my instructions—to devote a large portion of my time to a thorough survey and examination, without however, overlooking or neglecting any part of that which was distinctly embraced in them."

In June, 1842, he sent a report on the Territory of Oregon with maps of that section, to A. P. Upshur, who at that time was secretary of the navy. In his report he discusses the mountain ranges of Oregon, the islands along the coast of the Oregon Country, the Columbia River and the other rivers, the lakes, harbors, climate, soil, productions, fish, game, manufacturing power, population, settlements, and the work of the missionaries. The report is too long to be quoted in full, so I am going to quote only the last subject discussed—that of the missionaries, in which he discusses the boundary question. He writes as follows:

"Little has yet been effected by them in Christianizing the natives. They are principally engaged in the cultivation of the mission farms and in the care of their own stock, in order to obtain flocks and herds for themselves, most of them having selected lands. As far as my personal observation went, in the part of the country where the missionaries reside there are very few Indians, and they seem more occupied with the settlement of the country and in agricultural pursuits than missionary labors.

"When there, I made particular inquiries whether laws were necessary for their protection, and I feel fully satisfied that they require none at present. Besides the moral code it is their duty to inculcate, the Catholic portion of the settlement, who form a large majority of the inhabitants, are kept under control by their priest, who is supposed to act in unison with the others in the proper punishment of all bad conduct.

"The boundary will next claim my attention.
“In a former report to the honorable Secretary of the Navy I stated that the boundary formerly proposed, viz, that of the 49° latitude, ought not to be adopted, and the following are my reasons for it, viz:

“First. That it affects the value of all that portion of the middle and eastern sections south of that parallel.

“Second. That it places the whole territory south of that parallel completely under the control and at the mercy of the nation who may possess the northern by giving the command of all the water and a free access into the heart of the territory at any moment.

“Third. Giving up what must become one of the great highways into the interior of the territory altogether, viz, Frasers River.

“Fourth. And also, to all intents and purposes, possession of the fine island of Vancouver, thereby surrendering an equal right to navigate the waters of the Strait of Juan de Fuca, and by its possession the whole command of the northern waters.

“Fifth. Giving a rise to endless disputes and difficulties after the location of the boundary and in the execution of the laws after it is settled.

“Sixth. Affording and converting a portion of the territory which belongs to us into a resort and depot for a set of marauders and their goods, who may be employed at any time in acting against the laws and to the great detriment of the peace not only of this territory but of our Western States by exciting and supplying the Indians on our borders.

“The boundary line on the 49° parallel would throw Frasers River without our territory, cut off and leave seven-eights of the fine island of Vancouver in their possession, together with all the harbors, including those of Nootka, Clayoquot, and Nitinat, which afford everything that could be desired as safe and good ports for naval establishment. They would not only command the Strait of Juan de Fuca and the inlets and sounds leading from it, but place the whole at any moment under their control by enabling them to reach and penetrate to the heart of the territory within a comparatively small force and destroy it and lay it waste.

“The whole middle and part of the eastern section would be cut off from their supplies of timber by losing its northern part, from which it can only be supplied with an article of the first necessity both for fuel and building, rendering it dependent on a foreign state.

“We should also give up what may be considered a store-house of wealth in its forests, furs, and fisheries, containing an inexhaustible supply of the first and last of the best quality.

“Endless difficulties would be created in settling the boundary, for Great Britain must or does know that the outlet from Frasers River by way of Johnston’s Strait, between Vancouver’s Island and the mainland, is not only difficult but dangerous to navigate from the rapidity of the currents and can not be made use of. She will, therefore, probably urge her claim to the southern line, say, the Columbia, as the boundary which they are desirous of holding, and are now doing all in their power to secure its permanent settlement through the Hudson Bay Co., and extending the laws by which she governs the Canadas over her own citizens settled in the territory; and by the delays of our Government hope to
obtain such a foothold as will make it impossible to set aside their sovereignty in it. This, as far as I was enabled to perceive, is evidently their intention, being extremely desirous to appear as the larger claimants of the territory and to assert their right to the soil to the north of the Columbia River.

"This boundary would subject the island of Vancouver to two sovereignties and, of course, their laws. It never could be surrendered by us without abandoning the great interest and safety of the territory. And it will be perceived how very prejudicial it would be if the British in possession of the northern section should establish free ports, and thus be enabled to counteract all our revenue laws, and so forth.

"The contract for supplies with the Russians now enables the Hudson Bay Co. to purchase the grain and produce from the Willamette settlers, but in a short time it will be supplied by themselves through their great farms, and consequently the produce of settlers can obtain no market whatever, all trade being in the hands of that company.

"The Puget Sound Co. are enabled to compete with and undersell all others from the low price of labor—£17 per annum—absence from duties, and the facilities of sending their products to market by the ships of the Hudson Bay Co., which hitherto have returned almost empty, the furs occupying but a small part of the vessel, which will hereafter be filled with hides and tallow; this must operate very prejudicially to the settlement and increase their hold on the territory.

"I have stated these views in order to show the necessity of prompt action on the part of the Government in taking possession of the country in order to obviate difficulties that a longer delay will bring about and prevent many persons from settling advantageously.

"For the military occupation of the country I conceive that it would be necessary to establish a post at some central point, viz, Walla Walla, and I herewith inclose you a topographical sketch of the surrounding country within 30 miles. As respects its position with reference to the country, you will be well informed by the map.

"It appears to me to be peculiarly adapted to the general defense of the territory in order to preserve peace and quietness among the Indian tribes. The Nez Perces, Snakes, and Blackfeet are those generally engaged in committing depredations on each other and requiring more looking after than those of the other tribes. They are in and around this section of country.

"The facilities for maintaining a post and at a moderate expense are great; the river abounds with salmon during a greater part of the year and the herds thrive exceedingly well. Cattle are numerous, particularly horses, which are the best that the country affords. Grains of all kind flourish, and at about 25 miles distant the missionaries have an establishment from which I have but little doubt the troops could be supplied.

"The climate is remarkably fine and healthy. There is, perhaps, no point from which operations could be carried on with so much facility to all parts of the territory as this, it being situated, as it were, at the forks of the two principal branches of the Columbia. Any number of horses could be kept at little or no expense, and a force could reach almost any part of the lower territory with the least possible delay.
"The permanent land force I conceive necessary to keep this territory quiet and peaceable would be one company of dragoons and one of infantry, say, 200 men.

"The only Indians of the country south of 49° who are disposed to make war upon the whites are the Klamets, residing on the southern borders of the territory along Rogue and Klamet rivers and in the passes of the Shasty Mountains. The show of a small force would, I am sure, have a good tendency in preventing their depredations on the whites who pass through the country, their hostility to whom, in a great measure, is to be ascribed to the conduct of the whites themselves, who leave no opportunity unimproved of molesting them. Cases have frequently occurred of white men shooting a poor defenseless Indian without any provocation whatever.

"A friendly disposition, with sufficient force to prevent any attack, could not fail to bring about the desired disposition on their parts.

"The country they inhabit is a very rich one and would afford all the necessaries as well as the comforts of life.

"A steamer having a light draft of water, a small fort on Cape Disappointment, and a few guns on Point Adams to defend the south channel with its dangerous bar, would be all sufficient for the defense of Columbia River.

"Some points within the Strait of Juan de Fuca, Admiralty Inlet, or Puget Sound might be settled, where supplies, and so forth, could be had and depots established.

"Two Government steamers would be able to protect our trade and territory and prevent disturbances among the northern tribes; they would be a more efficient force than stationary forts, and much more economical.

"In case of difficulties, steamers would be enabled to reach any part of the coast from these points in two days.

"In the event of hostilities in this country, the posts, so called, of the Hudson Bay Co. are not to be considered of strength against any force but Indians; they are mere stockades, and all their buildings, granaries, and so forth, are situated without the palisades.

"They could offer but little resistance to any kind of armed force and their supplies could readily be cut off, both by sea and land.

"The occupation of the mouth of the Columbia River, together with some point in the Strait of Juan de Fuca or the waters and sounds leading from it I view as highly necessary in any event, and there is no force so well adapted for the security of this territory as that of steamers.

"The waters of Puget Sound might be effectually defended from a naval force by occupying the narrows leading to it through which vessels must enter; at all times a dangerous narrow path, with strong current, no anchorage, and the winds almost always variable. I refer you to the charts which show this point distinctly.

"Much has been said of the effective force of the Hudson Bay Co.; this, in my opinion, is an entire mistake and exaggeration of it.

"It is true that the servants of the company are bound to bear arms during their term of servitude, but they are without any sort of dis-
cipline, few in number, generally of the class of farmers, worn-out Canadians, some few Iroquois Indians, and other tribes from the Canadas, and ill adapted to bear arms; about 100 at all the posts could be raised.

"With regard to the natives, they are so distributed in small tribes that I am confident they would only be looked to as scouts and messengers, and those of the northern tribe would be too unruly to meddle with.

"I am decidedly of opinion that the company would do everything to avoid the territory becoming a scene of war, particularly its officers.

"They are now for the most part bound up with its peaceful occupation, being largely engaged in agriculture and grazing, which must all in a measure be sacrificed. And there would also be great difficulty, if not a total interruption, in their carrying on their fur trade.

"It is not very probable that they would make any very strenuous endeavors to retain their interests under the British authority, as they well know that they may come in for the preservation of their property under the pre-emption right by transferring it to citizens of the United States, some of whom are well known to be interested and active partners in the business.

"There are four passes through the Rocky Mountains. The one known as McGillivary's Pass, by the Committee's Punch Bowl is very difficult, and can only be used during the summer months, at which time the parties of the Hudson Bay Co. pursue this route.

"Proceeding south we come to the great district through which Lewis and Clark found their way; and, finally, the two southern routes, which are preferable, susceptible of being used at almost all seasons, and a good wagon road may be constructed with little expense.

"This leads to the first post of the Hudson Bay Co., viz, Fort Hall, established by Captain Wyeth, and had since been transferred to the company, so that it is readily to be perceived that the difficulties of communication with the territory are far less for us than the British.

"I am not to close this report without doing justice to the officers of the Hudson Bay Co.'s service for their kind and gentlemanly treatment to us whilst in the territory, and to bear testimony that during all my intercourse with them they seemed to be guided by one rule of conduct, highly creditable to them not only as men of business but to their feelings as gentlemen.

"They afforded us every assistance that lay in their power, both in supplies and means of accomplishing our duties.

"There are many persons in the country who bear testimony to the aid and kindness rendered to them in their outset, and of their hospitality it is needless to speak, for it has become proverbial.

"To conclude, few portions of the globe, in my opinion, are to be found so rich in soil, diversified in surface, or capable of being rendered the happy abode of an industrious and civilized community.

"For beauty of scenery and salubrity of climate it is not surpassed. It is peculiarly adapted for an agricultural and pastoral people, and no portion of the world beyond the Tropics is to be found that will yield so readily to the wants of man with moderate labor."
CHAPTER XXII

ASTORIA'S BEGINNINGS

Alfred A. Cleveland a pioneer resident of Oregon, probably knew as much about the history of Astoria, as any one living there. In an article about Astoria's early history, he says:

"On a peninsula flanked by Young's River and the Columbia, ten miles from the broad Pacific, is situated the historic city of Astoria. Its beginning dates back to April 15, 1811, when an expedition sent from New York by John Jacob Astor founded a fur-trading post on the present site of the city, and erected a stockade and buildings for the use of the traders. For a short time all went well with this little pioneer settlement, and a profitable trade was carried on, despite the murder of the crew of the Astor Company's vessel, Tonquin, and the destruction of the vessel off the coast of British Columbia.

"Soon after this, the second war with Great Britain started, and the members in charge at Fort Astor, thinking they would be captured by the British war vessels then on the coast, and that their goods would be confiscated, sold their interest and that of Mr. Astor to a rival company known as the Northwestern Fur Company, and controlled by British subjects. Soon after this transfer was made the British warship Raccoon appeared in the river, and on December 12, 1813, took formal possession of Astoria in the name of Great Britain, and named it Fort George. In accordance with the terms of the treaty of Ghent there was to be a mutual restoration of all territory captured during the war. When the question of the restoration of Astoria or Fort George came up England contended that Astoria had been transferred in a commercial transaction between an American and a British company, but this contention was not pressed against the American claim that the settlement of Astoria by an American company confirmed that title already secured by the discovery of the Columbia River by Captain Gray in 1792, and by the exploration of Lewis and Clark in 1805. The United States again took possession of Astoria August 9, 1818, and the formal transfer was made October 6, 1818.

"Astoria was now a very small settlement, consisting of a stockade and a few shacks, and bore the high sounding title of Astoria and Fort George, the latter being the property of the Northwest Fur Company. In 1821 the Hudson Bay Company and the Northwest Fur Company were consolidated, and in 1824 Dr. John McLoughlin was placed in charge of Fort George. At this time the fur trade was carried on chiefly with the tribes of the interior, and it was the custom for the agents of the company to carry the goods to the Indians. Under the circumstances Doctor McLoughlin saw that the chief trading post should be
farther inland, near the head of navigation, and moved to Vancouver, Washington, leaving a trader in charge of the company's property at Astoria, whose duty it was to watch for the company's vessels, and to send the pilot, Indian George, out to meet them and to pilot them to Vancouver.

"With the departure of the fur company, Astoria became a lookout station and a trading post of very little importance. Mofras describes it in 1841 as 'a miserable squatter's place, invested by the rival American and English factions, with the pompous name of Fort George and town of Astoria, the fort being represented by a bald spot, from which all vestige of buildings had long since disappeared, and the town by a cabin and a shed.'

This condition was soon to be changed, for the trains of immigrants were beginning to arrive in the Willamette Valley, and some were to push on to the extreme western limit of the continent. In 1843 J. M. Shively came to Astoria and took up a claim in what is now the heart of the city and known as Shively's Astoria. He was followed by Col. John McClure, who took the claim joining the Shively claim on the west, and now known as McClure's Astoria, and A. E. Wilson, who located on the claim to the east of Shively's claim, and now known as Adair's Astoria. These three men and James Birnie, the trader, in charge of the Hudson Bay Company's station, were the only white men in Astoria in 1844. Soon after this Robert Shortess located on the land now known as Alderbrook, and a Mr. Smith located at what is now known as Smith's Point. Mr. Birnie lived in the company's building, situated near the present site of Saint Mary's Hospital, Colonel McClure lived in a small cabin just to the south and east of where the Baptist Church now stands, and Mr. Shively, "who didn't believe in joint occupancy, which disturbed the social relations between Mr. Birnie and himself," lived at "Lime Kiln Hall," on the ridge near the eastern limit of his claim. Mr. Wilson lived in a cabin in Upper Astoria. There were several settlers on Clatsop Plains at this time, among the number being D. Summers, Mr. Hobson and family, Rev. J. L. Parrish, Messrs. Solomon Smith, Tibbets, Trask, and Perry. Ben Wood, N. Eberman, and other young men held claims on the plains, but lived elsewhere.

Astoria the fur-trading post now ceased to exist; Astoria, the town, was started. Astoria's real beginning, from which resulted a city, dates back, then, only to the early forties when the homeseekers first settled here. In 1846 James Welch and family and David Ingalls arrived. Mr. Welch took possession of the Shively claim during Mr. Shively's absence in the East and divided the claim into city lots as Mr. Shively had previously done. This led to a dispute over the ownership of the claim which was finally settled by an equal division of the claim between the two interested parties.

When J. M. Shively returned from the East in 1847 he brought with him his commission as postmaster and opened the first post office west of the Rocky Mountains in the Shively building, or the east side of Fourteenth Street, between Exchange Street and Franklin Avenue. The next
ASTORIA, OREGON, AND THE COLUMBIA RIVER IN 1841

FIRST UNITED STATES POST OFFICE WEST OF THE ROCKY MOUNTAINS, BUILT AT ASTORIA, OREGON TERRITORY, IN 1847
year S. T. McKean, wife, and six children arrived and took up their residence here. In this year also the news of the discovery of gold in California led to a stampede to the mines and while some of the inhabitants of Astoria went, their places were soon filled by people brought here by the great increase in the amount of shipping done from Columbia River. A great demand for lumber and provisions arose and mills were started to supply this demand. Hunt's mill, just below Westport, had commenced operations in 1846, and when the gold excitement started, had one hundred thousand feet of lumber on hand which was eagerly purchased at $100 per thousand. The Milwaukie mill and Abernethy's mill at Oak Point supplied the greater part of the lumber for the California trade. In 1849 Marland's mill, just about Tongue Point, was started. This mill was later destroyed by fire. In 1851-52 James Welch and others built the first mill in the city proper. It was located in the block bounded by Commercial, Bond, Ninth, and Tenth streets. It was afterward owned by W. W. Parker and known as the Parker Mill.

The increase in the amount of shipping led to the establishment of the custom-house at Astoria in 1849. The same year Captains White and Hustler arrived and brought the first pilot boat to operate on the Columbia River bar, the Mary Taylor. The pilots had their headquarters at Astoria, and this led to increased trade for Astoria and the establishment of boarding houses for the accommodation of the shipping men and the passengers of vessels that stopped here either to await favorable wind to proceed to up-river points or to cross the bar or to complete their cargoes of lumber or increase their cargoes of provisions with a few barrels of salt salmon.

When Col. John Adair, the first collector of customs, arrived at Astoria he occupied the McClure house and tried to secure land from the different owners of the town on which to build the custom-house. The owners refused to donate the land and fixed the price at a figure which Colonel Adair considered too high. The result of this disagreement was the establishing of the United States custom-house at Upper Astoria and the beginning of the rivalry between the upper and lower towns, which lasted for many years, and led to the building up of two towns mutually jealous of each other yet having every interest in common. Judge Strong, who passed through Astoria in 1850, says:

"When Astoria was pointed out as we reached the point below, I confess to a feeling of disappointment. Astoria, the oldest and most famous town in Oregon, we had expected to find a larger place. We saw before us a straggling hamlet, consisting of a dozen or so of small houses irregularly planted along the river bank shut in by the dense forest. We became reconciled and indeed somewhat elated in our feelings when we visited the shore and by its enterprising proprietors were shown the beauties of the place. There were avenues and streets, squares and public parks, wharves and warehouses, churches and theaters and an immense population—all upon the map. Astoria at that time was a small place or rather two places—the upper and the lower town—between which there was great rivalry. The upper town was known to the people of
lower Astoria as Adairsville. The lower town was designated by its rival as "Old Fort George or McClure's Astoria." A road between the two places would have weakened the differences of both, isolation being the protection of either. In the upper town was the custom-house; in the lower town two companies of United States engineers, under command of Maj. J. S. Hathaway. There were not, excepting the military and those attached to them and the custom-house officials, to exceed twenty-five men in both towns. At the time of our arrival in the country there was considerable commerce carried on, principally in sailing vessels, between the Columbia River and San Francisco. The exports were chiefly lumber, the imports merchandise."

The United States census of 1850 gives Astoria a population of 252, which number included the two companies of United States engineers stationed here and probably a number of transients.

A daguerreotype picture of Astoria taken in 1856, from a spot near where the Parker House now stands shows a wharf and a dozen houses. The wharf was known as the Parker wharf and extended from the Parker mill in a northeasterly direction to a point just north of the Occident Hotel. This was the first wharf erected in Astoria and was built in the early fifties. The picture also shows the old Methodist Church which was built in 1853-54, a cooper shop, the Shively house, the present residence of Judge F. J. Taylor, and the buildings occupied by the United States troops during their stay here. A few houses were not shown in the picture, those in the then western part of the town and those in upper town.

Astoria was now assuming the proportions of a town and in 1856 was incorporated by the territorial legislature. The town included the Shively claim and a part of the McClure claim.

With the incorporation of the Astoria and Willamette Valley Railroad in 1858 by T. R. Cornelius, W. W. Parker, John Adair and others began Astoria's struggle for rail connections with other parts of the state and with the East which ended with the completion of the Astoria and Columbia River Railroad in 1898.

No census returns were handed in for Astoria in 1860, but the estimated population was about two hundred and fifty. The troops had been removed before this so that the town had had a substantial growth caused chiefly by the increase in the amount of shipping and the trade with the small growing settlements near Astoria. Astoria was becoming the trade center for all points on the lower Columbia. The fishing industry was confined still to the smoking and salting of salmon and a considerable quantity was shipped to the Sandwich Islands.

J. M. Shively, who had been appointed postmaster in 1847, left for the mines in 1849 leaving his deputy, David Ingalls, in charge of the office, who moved the office to his store on the southwest corner of Tenth and Duane streets. At this time Astoria was the postal distributing office for the entire Northwest, including the present states of Oregon, Washington, Idaho, and Montana. In 1853 San Francisco was made the distributing point for the coast. T. P. Powers, who resided in Upper Town and was a part owner in that place, succeeded Mr. Shively as postmaster.
and moved the post office to upper town near the custom-house. This left Astoria without a federal office and helped to build up its rival. With the change of the national administration in 1861, new officers who were friendly to the lower town were appointed and the post office and the custom-house were moved to the lower town. It was remarked at the time by a resident of lower town that "politics took them away and politics brought them back."

The erection of Fort Stevens and Fort Canby at this time made work plentiful around the mouth of the river and contributed to the growth of Astoria both in population and in wealth, as many of the supplies were drawn from the town.

The school census for 1870 shows a steady growth in population brought about by the establishment of new enterprises, the settlement of the country tributary to the town, and the increase in amount of shipping from the Columbia River, especially the establishment of a regular line of steamers from Portland and Astoria to San Francisco. In 1865 Christian Leinweber started the Upper Astoria tannery which gave employment to about thirty persons. In 1867 what was afterwards known as the Hume mill was built near Thirteenth and Commercial streets and was one of the city's most important resources until its destruction by fire in 1883.

In 1867 Judge Cyrus Olney, who had succeeded to the claim of John McClure, formulated a plan to dispose of a part of this property at a uniform price per lot. This plan was known, locally, as the Olney lottery. Tickets were sold for $50 each, entitling the holder to a lot in the city and a chance to draw the "grand prize," which consisted of two lots and a house, the property now owned and occupied by Louis Kirchoff and situated on Twelfth Street, between Exchange Street and Franklin Avenue. The other lots were situated in different parts of McClure's Astoria. The plan then amounted to this: each ticket entitled the holder to a lot, though the location was a matter of chance, and a chance to win two lots and a house. Many lots were disposed of by means of this lottery.

By 1870 the population of the town had increased to six hundred and thirty-nine, and the population of Clatsop County had increased from four hundred and sixty-two in 1850 to one thousand two hundred and fifty-five in 1870. Small sailing vessels and steamboats were running between Astoria and lower river points, and a regular steamer service was maintained between Portland and Astoria and between Portland and San Francisco. At this time it was customary for the ocean steamers to make the trip from Portland to Astoria during the day, and to tie up at Astoria for the night, and to cross the bar the next morning. Steamer day was the event of the week and was a source of considerable revenue to the merchants of the town.

The Pioneer and Historical Society was organized in this city in 1871, and, as the name implies, its membership is limited to the pioneers of Oregon, and its object is to prepare and keep a record of the events in which the pioneers figured during the founding and development of the
State. Many records were collected by the society, but for the most part have been scattered and lost, as have the books of its once valuable library.

The Astorian, the successor to Astoria's first newspaper, The Marine Gazette, published during the sixties, was first published in 1873, and has been issued continuously since that time. Its influence in the upbuilding of the town can not be estimated. The early files of the paper are filled with articles encouraging new enterprises, setting forth the advantages of the town, and recording every new step in its advancement.

The question of title to the water frontage became a troublesome one when the town began to grow and buildings were being erected along the water-front. The original settlers thought they had title to this land by virtue of their patent from the United States; but later it was learned that the State of Oregon had title to all land between high and low-water marks. By a legislative act passed in 1872 the State authorized the sale of its property in front of Astoria to the owners of the property immediately back of the tide land, or to those who had purchased their land from such owners and had made improvements thereon. The price asked was nominal. During the years 1873-76 most of this land was purchased from the State, and the city placed in a position to use the property best suited for cannery sites and wharves.

By the terms of the new city charter, passed in 1876, the limits of the city were extended so as to include Shively's claim, Hustler and Aiken's Addition, and all of McClure and Olney's Addition. In 1891 the boundaries were again changed so as to include Upper Astoria, Alderbrook, all the land between Alderbrook and John Day's River, and Smith's Point. The city was bounded at this time by the Columbia River, John Day's River, Young's Bay and River, and a line connecting John Day's River and Young's River. These boundaries remained until 1899, when all the land east of Van Dusen's Addition was cut off from the city.

In the fall of 1874 the first grain ships to take their entire cargo from Astoria were loaded by R. C. Kinney & Sons. This fleet consisted of the British ship Vermont and three other vessels. The same year the Astoria and Willamette Barge Company was formed for the purpose of carrying wheat in barges and steamers from the farms in the Willamette Valley to the vessels at Astoria. The company built the "Farmer's Wharf" on the site of the present dock and warehouse of the Oregon Railway and Navigation Company. This company lacked the capital to carry on this enterprise and after loading a few ships sold out to the Oregon Steam Navigation Company. The promoters of the barge company expected to transport a ship load of wheat to Astoria for less than the cost of towage and piloting between Portland and Astoria. Since this time some of the larger grain vessels have completed their cargoes here, but this port has not been made a starting point for the grain fleet.

While the experiment with the wheat shipping was being tried another industry was rising into importance, the one that more than any other has contributed to the growth of the town. In 1866 four thousand cases of salmon had been packed. The following year eighteen thousand cases were packed on the Columbia River, and this important industry
COLUMBIA RIVER VALLEY

was established and by 1874 it had reached the proportions of an extensive commercial enterprise. Astoria's share in the salmon packing business began with the erection of Badollett & Company's cannery in Upper Astoria in 1873. This cannery did not run the next season. A. Booth & Company built the second Astoria cannery. Devlin & Nygant's, R. D. Hume & Company's, and Kinney's were built in the order named and all were in operation in 1876. Trullinger's mill was built during this year and Astoria now boasted of two large mills, five canneries, and a tannery. During the two years, from 1874 to 1876, the population of the town nearly doubled and many new buildings, consisting of canneries, warehouses, and dwellings, were erected. There was much money in circulation as every one had money and the fishermen were prodigal with theirs. Small change was seldom used, the quarter being the smallest coin in general use. This was the period of Astoria's greatest growth. From a small shipping station in the sixties it had grown to be a town of about two thousand people, controlling the most important industry on the lower Columbia and holding a large trade. Improvements followed as a matter of course. In 1876 the Western Union Telegraph Company completed its line between Portland and Astoria, and Robert Mason & Company constructed a building and entered into the production of oil from salmon heads. During this year a new enterprise was started at the canneries of M. J. Kinney and Hanthorri & Company, that of canning beef and mutton. At Kinney's, from September, 1876, to January, 1877, nineteen thousand five hundred cases of beef and five hundred cases of mutton were packed. This industry seems never to have gotten beyond the experimental stage in Astoria, owing largely to the difficulty of securing cattle at a fair price and to the lack of facilities for and experience in handling the meat. During the season of 1877 there were eleven canneries in operation in Astoria and more than a thousand fishing boats were in use on the river. Just before sundown, during the fishing season, the river would be covered with white sailed boats, all sailing briskly along on their way to their favorite drifts.

Houses during this year were in great demand, and many were built. The Astorian thus speaks of the building boom:

"It may seem surprising, but nevertheless it is true, work is progressing in all stages upon one hundred and eighty-nine new buildings in the City of Astoria at this moment. Were we to attempt to enumerate the long list of structures erected in this city since last fall we should fail to do the subject justice. In building wharves and warehouses, canneries, and other packing establishments, ship yards, and machine shops, stores, and residences, many thousands of dollars have been spent."

The river trade, a very important factor in the upbuilding of the city, had greatly increased during the past three years. Twenty or more steamers, large and small, were engaged during 1878 in making daily trips between Astoria and lower river points and upper river points as far as Portland. At this time seven steamers were making regular trips between Portland and San Francisco, but stopping at Astoria and bringing many passengers and much freight to the town. The Astorian of
May 5, 1877, commenting on the number of people arriving at Astoria, says: "last month two thousand six hundred and twenty-eight bona fide immigrants landed at Astoria by steamers. About one thousand seven hundred proceeded inland in search of homes." This was about the beginning of the fishing season, and no doubt most of those who remained at Astoria were fishermen and cannery workers. The people at that time remained in Astoria during the fishing season, and returned to California for the winter.

The effect of having such a large floating population was soon felt on the morals of the city, and it was during these early years of the salmon industry that Astoria acquired the reputation for vice and crime that remained long after the city had rid itself of its undesirable element. During the year 1877 there were forty saloons in the city, and all reaped a rich harvest during the fishing season. The Astorian was strong in its protests against the immorality of the town, and urged the closing of all the dives and gambling houses, but for a time without avail.

In 1878 the roadway to Upper Astoria was completed, and the Upper Astoria post office abolished. The completion of the roadway was an event of great importance to the people of both towns, and had the effect of putting an end to the rivalry that had existed since the starting of Upper Astoria in 1849, when the custom-house was built. The towns were now in fact one, though considered locally as two separate towns. By the legislative act of 1891 the corporate limits of the town were extended so as to include upper town.

The intense rivalry between the companies operating steamers on the Portland-San Francisco route brought about the reduction of freight and passenger rates so that there was much travel between Oregon and California. As every steamer stopped several hours at Astoria the town received considerable patronage from the passengers. The Astorian speaks of the town being crowded during the stay of one of the ocean steamers. The Great Republic frequently carried a thousand passengers, and always took on a considerable part of its cargo at Astoria.

The population of Astoria in 1880 was two thousand eight hundred and three and the population of Clatsop County seven thousand two hundred and twenty-two. This increase in the number of people in the county meant much to Astoria, since the supplies for a large part of Clatsop County are taken from the city.

In 1883 the salmon industry reached a high point. Not only were more fish canned than at any previous year but a better price than ever before was paid for the raw material, thus distributing a larger amount of money among the fishermen and cannery workers. During this season six hundred and twenty-nine thousand cases of salmon, valued at over $3,000,000, were packed on the Columbia River.

It was during this year that the fire, known locally as the "big fire," occurred. It started July 2, 1883, in the sawmill near the site now occupied by the Feard & Stokes Company and swept the entire water front from that point east to Seventeenth Street, including the large warehouse owned by the Oregon Railway and Navigation Company. The vol-
unteer fire department worked heroically and succeeded after several hours in gaining control of the fire, though not until it had destroyed several blocks of business houses, wharves, and dwellings. The wooden streets, built on pilings over the water acted as a means for carrying the fire from building to building. The loss was very heavy but the fishing season was at its height and money plentiful, so that in a short time new buildings were erected in place of those destroyed by fire.

An interesting chapter in Astoria's history is connected with the fire of 1883. During its progress a large quantity of liquor was taken from the saloons in the path of the fire and carried to places of safety only to be stolen by the rougher class of onlookers. In a short time great disorder prevailed in the vicinity of the fire and the officers were powerless to prevent the wholesale stealing of the goods taken from the stores and houses. Drinking was kept up throughout the night but after the fire was checked the scene of disorder was transferred to the lower part of town, known as "Swilltown." Here the drunken fishermen were soon relieved of their money by the denizens of this section. Later some of the fishermen threatened to burn the rest of the town in retaliation. The business men of the city fearing that this threat would be carried out organized a committee to assist the officers in preserving the peace should their aid become necessary, the mayor at the same time issuing a proclamation calling upon all saloon keepers to close their saloons each night at 12 o'clock. One saloon, owned by Riley and Ginder, two ex-policemen, refused to obey and when the officers went to arrest the proprietors they were fired upon through the barricaded doors. During the conflict three taps were sounded on the fire bell, the signal for the citizen's committee to assemble. The committee responded quickly and arrived upon the scene fully armed and ready for action. The officers in the meantime had succeeded in entering the building and had arrested Riley and Ginder who were brought before the committee. After a short deliberation they were informed that they must leave the city at once under penalty of being hanged from the city hall. The threat was sufficient and they closed their saloon and left the city. To one who knows the condition of affairs that existed in the city after the fire, and the character of the men who led the citizens' movement, it is evident that Riley and Ginder used the best judgment in obeying promptly. After disposing of this case the committee decided to drive out the crowd of disreputable characters that lived in "Swilltown," and accordingly served notice on all such to leave town within twenty-four hours. This order, backed by a resolute set of citizens, was generally obeyed, only one man openly defying the committee. This man, an Englishman by the name of Boyle, was known as a "bad man." Nevertheless he was captured, whipped, and sent out of town. Recognizing three members of the committee he brought suit against them in the United States court for damages and secured the verdict. The amount was quickly raised by general subscription, $20 being the usual individual contribution. The citizens' committee having accomplished the purpose for which it was organized now disbanded.

Notwithstanding the steady decline in the salmon pack on the Colum-
bia River since 1883, Astoria has had a steady growth, due in a great measure to the increase in trade with the growing towns and the farming and dairy districts tributary to the city, and to the growth of the sawmill industry, which though still in its infancy here, is growing rapidly. By the close of the summer four and possibly five large mills will be in operation.

In 1890 the city had a population of six thousand one hundred and eighty-four, a very great increase over the census returns of ten years before. Two years before this the Astoria and South Coast Railroad was started and the road built from Sea Side to the middle of Young's Bay, a distance of about fifteen miles. Though this road did not enter the city for several years its building had a marked effect on Astoria. Prices for city property increased very rapidly, and during the years 1889 and 1890 a real estate boom was in progress. While considerable property changed ownership very little building was done so that when the period of activity in real estate ended the city did not contain rows of empty houses as did so many of the boom towns of Washington.

Almost from the beginning of its history Astoria has dreamed of rail connections with the East. The coming of the railroad has been regarded as the one thing needed to make Astoria the seaport of the Northwest. The Astoria and South Coast road had stopped near the center of Young's Bay. About three years later a new road that was to run up Young's River, thence through the Nehalem Valley to Portland was started. This company after building several miles of trestle around Smith's Point and up Young's River, suspended operations owing to its inability to secure sufficient financial backing to complete the road. The Astoria and Columbia River Railroad Company was given a subsidy of a million and a half in money and property and in 1898 built the present road to connect with the Northern Pacific track at Goble. The city has been greatly benefited by this road, although the long expected period of rapid growth did not accompany it, owing to the fact that Astoria has not been made a common point with other cities of the Northwest.

The population of the city in 1900 had increased to eight thousand three hundred and eighty-one. A conservative estimate places the population now at a little over ten thousand.

This is substantially the story of Astoria's settlement and growth, both in wealth and population. It remains now to trace the influence of its main industry, salmon packing, in determining its social conditions. In Astoria foreigners and native born of foreign parentage form the great majority of inhabitants. Representatives from almost every part of the world live in Astoria, the principal nationalities, however, being Norwegians, Swedes, Danes, and Finns. The Finns form a greater part of our population than any other nationality.

During the first thirty years after the real growth of the city began the population was almost exclusively American, but with the advent of the fishing industry came the hardy fishermen and sailors of northwestern Europe who found here an opportunity to carry on their customary avocations with the assurance of profitable returns for their labors. During
the first few years of the salmon business a great number of fishermen came from other states, so that Astoria had a floating population of nearly two thousand during the summer months. They were a free and easy set who made money and spent it without reserve, the saloons getting a large share of their earnings. As a result saloons flourished, carrying with them their many kindred evils, and Astoria became a rough place. The foreigners who in more recent years have engaged in fishing are, as a class, sober and industrious, and home builders. Gradually these adopted citizens have displaced the transient fishermen, until now the term fisherman is no longer synonymous with rowdy, but rather indicates a hardy, industrious citizen of foreign birth. In Upper Astoria and Alderbrook the people are mostly Scandinavians, or descendants of this race. In Union or Finn town, as the name implies, the people are almost exclusively Finns. They are progressive and almost to a man own their homes, not shacks or hovels, but well built, roomy houses. These people, as well as the Scandinavians, come from a country where the public school system is well established, and are zealous in the cause of the public schools of this city. A year ago the people of Union town attended the annual school meeting almost in a body, and succeeded in carrying through a measure and voting a tax for the construction of a school building in the west end of the city, at the same time offering to donate a considerable part of the necessary labor. The present Taylor school building is the result of these efforts.

In the last city election, out of a total of eleven hundred names registered, nearly six hundred were of foreign birth. Of this number one hundred and seventy were natives of Finland, eighty-seven of Sweden, seventy-two of Norway, sixty-four of Germany, and forty of Denmark. The Finns are very clannish, which accounts for their almost exclusive Finnish settlement in West Astoria. It is their custom to send for their relatives in their own country as soon as they have earned the necessary money. In this way the foreign born population is steadily increasing. They do not appear to be a speculative class, but seem content to work hard, secure a home and save something from their yearly earnings, though a few cooperative companies have been formed for the purpose of packing salmon.

The struggle for material advancement in the way of developing resources, securing a railroad, and other enterprises has not been greatly aided by the foreign population. Since the coming of these foreign-born citizens the fishing element is no longer regarded as a rough class of people, but rather as the sober, working class of the city. During the winter months most of the fishermen are employed carpentering, street building, as workers in the mills and factories or engaged in knitting nets and preparing gear for the next season.

Astoria at the present day is a cosmopolitan city of about ten thousand inhabitants, composed largely of foreigners. As in earlier times fishing is the main industry, though the rapidly growing lumber industry bids fair soon to surpass it in importance. At the present time there are only seven canneries in operation in Astoria, but the cold storage business has assumed large proportions during the past two years. Astoria now pos-
serves an excellent water system, a thorough school system, consisting of six grammar schools and a high school, all together accommodating about fifteen hundred children and employing thirty-one teachers. Trade with the surrounding country has increased very rapidly during the last few years, but Astoria has been but little benefited by the increased export trade from the Columbia as most of the cargoes are shipped direct from Portland. Astoria has grown from a small fur-trading station to the third city in size in the State. While its growth has been apparently slow, it has kept pace with the development of Oregon and the Northwest as a whole.

OREGON'S FIRST CUSTOM-HOUSE
Built at Astoria, Oregon Territory, in 1852
CHAPTER XXIII

COL. JOHN ADAIR TELLS OF EARLY DAYS IN ASTORIA

When I interviewed Col. John Adair, some years ago, in Astoria, he was Astoria's pioneer resident. He came to Astoria when there were only three houses there. "I was born on July 17, 1839 at Whitehall, my grandfather's estate, near Frankfort, Kentucky," said Colonel Adair. "Being a southerner, my father loved politics. When we moved from Kentucky to Fort Harrison, Indiana, my father told my negro mammy, Aunt Connie, that he could not take her along, as there were no slaves in Indiana. Aunt Connie shook her head and said, 'Don't talk such foolishness. You are my master wherever we go. I'll take my worthless, no-account son Frank along to be your body servant. There's no use your trying to get along without me—you can't do it.' Aunt Connie came along with us and helped raise the family. There were thirteen children of us. In 1848 President Polk appointed my father collector of customs at Astoria. From Fort Harrison we went by steamer to Louisville, Kentucky, where we transferred to another steamboat, the New Orleans. At New Orleans we transferred to the Falcon. When we got to Chagres, at the Isthmus of Panama, cholera had broken out, so we were detained in quarantine. We had heard when we were in New Orleans, about the discovery of gold in California. After getting out of quarantine, father hired canoes with natives to pole us up the Chagres River to Cruces. This was in January, 1849. At Cruces father hired pole carriers to take us across the Isthmus. From each pole a hammock hung and four men were assigned to each hammock. They walked in mud which at times was more than knee deep. It took us three days to make forty miles. We had to wait three weeks for a boat to take us to San Francisco. When the steamer California came in, it was crowded with Peruvian miners on their way to the California goldfields. There were nearly 500 Americans waiting to take the boat. The boat was equipped to carry only 200 passengers. The captain hired carpenters to put in a third deck where the Peruvian gold miners slept on the deck as thick as sardines.

"When the California pulled out for San Francisco, though she was licensed to carry but 200 passengers, she was carrying over 1,000. Senator Gwinn, who later represented California in Congress, and his wife and daughter, were among the passengers. Lucy Gwinn later married William T. Coleman, who like myself, was born in Kentucky. His people were Welch and had come to Boston in 1671, and from there had scattered all through the South. His great-grandfather, Henry Coleman, had moved to Virginia in 1744. He fought in the Revolutionary war. Coleman's father, Napoleon Bonaparte Coleman, was born in Kentucky in 1799. He died when he was thirty-four years old. W. T. Coleman went overland
COLUMBIA RIVER VALLEY

to California in 1849. He became head of the Vigilance Committee at San Francisco. John P. Gaines, governor of Oregon, was also aboard. We reached San Francisco in March 1849. The town was a succession of sand hills, tents and hastily built shacks. We stayed in San Francisco six weeks and then secured passage on the brig *Valladora*. Capt. Nathaniel Crosby and Captain Flanders were aboard. It took us four weeks to go from San Francisco to Astoria, where we arrived on April 3, 1849. The first man father met when he went ashore, was Col. John McClure. McClure was from New Orleans. He settled at Astoria, where he married an Indian woman whose sister married George Winslow, a colored man. There were no unoccupied houses—in fact there were only three houses there. Colonel McClure told us that we could move into a shed that he had recently built. This shed was raised on stilts. You had to go up a flight of steps to the door. The boards on the floor were loose. At about eleven o'clock the first night we were there, one of the boards of the floor was suddenly raised and my sister Betty was rolled to one side. She looked, speechless with terror, as the board was slowly raised and suddenly she saw she was looking right into an Indian's face, not over a foot from hers. She gave a gasp and then a scream that woke us all and brought us to our feet. The Indian, in a very dignified manner, lowered the plank and disappeared. It was the custom of the Indians to sleep under the shed and this particular Indian was curious to know who was sleeping in the shed. Next day James W. Welch told us to stay with him at his house on the hill till father could get a house built.

"The three houses in town were occupied by Mr. Shively, Mr. Welch and Mr. McClure. Shively and Welch looked down on McClure because he had married an Indian woman. The Hudson's Bay Company had a store there and the factor's name was John Work. The first school established near the mouth of the Columbia, was on Clatsop Plains. We had not been in Astoria long before I was sent to visit Mrs. Alva Condit. The Condits had a claim on Clatsop Plains. I was a little chap, only ten years old and at first was homesick but Mrs. Condit understood boys. She reminded me of my father's sister, Sally Butler in Kentucky, and she was just as good to me as Aunt Sally was. The Condits had adopted an orphan boy on the plains. His name was Aldrich Condit. He was two years older than myself. Mrs. Condit said to me, 'John, you had better go to school with Aldrich,' so every morning we started off on horseback to school. Professor Brock was the teacher. I went to school for about six weeks. I picked up rowing at once, for I loved the water. When my father found out I could manage a boat, he had me come back to Astoria, to handle the boat for him. He had to row out to the ships when they came in. He was a good politician, but a mighty poor boatman. He simply could not learn to handle the oars. He utterly lacked mechanical intuition. Although we lived on the water for many years, father never did learn which end of the boat was the bow. One time we were on Chinook Beach. There was a heavy southwest wind and the surf was so high it was dangerous to launch the boat. Father had the strength and I had the seamanship, so under my direction, he launched the boat and though the
water was very rough, I pulled back to Astoria, where we arrived safely. We hadn't been in Astoria long before father discovered that we were not in Astoria at all, but were located at what was known as Fort George. A man named Wilson had taken up a claim just east of Mr. Shively's claim. The claim of Wilson's was really Astoria, so father bought Wilson out for $600. Wilson had built a long log house into which we moved. It had no chimney. Father hired a man named Jeffers to make and burn some brick and also to burn some clam shells for lime. He put up a chimney for us. This was the first brick made at Astoria.

"In 1855 Gen. Joseph Lane appointed me a cadet to the military academy at West Point. I was the first cadet to be appointed to West Point from Oregon. Immediately upon my appointment I went to Fort Vancouver, where Colonel Bonneville was in command. Among the various military men I met were Capt. U. S. Grant, Captain Augur, Captain Brunt, Lieut. Alexander Piper, Lieut. Phil Sheridan and Lieutenant Willis. One of the army officers that my father was particularly fond of was Lieut. George H. Derby. He was the author of several books about California and the West and was a great wit. He was surveying a military road from Salem to Astoria. His survey went across Saddle Mountain. Father said to him, 'Lieutenant, don't you think you could have planned your survey to avoid going over that mountain?" Lieutenant Derby said, "I'll tell you Colonel, I went to special pains to make my road cross the summit of every mountain and hill between Salem and Astoria. I certainly couldn't afford to miss Saddle Mountain." In the spring of 1856 I started for West Point. My father went with me to San Francisco to see that I got aboard a ship for Panama safely. I stayed two weeks in New York City. From there I went to Washington, D. C., where my uncle worked in the U. S. Treasury department. Uncle Ben was busy and couldn't take me to the White House, so his daughter introduced me to President Pierce who was exceedingly cordial and asked me all about Oregon.

"Colonel Butterfield was in charge of the military academy. Our class graduated May 6, 1861. Some of the members of my class at once resigned and went south to become officers in the Confederate Army. I was sent to Washington to report there and was assigned to have charge of President Lincoln's guard of twenty men. This involved my staying at the White House and seeing President Lincoln constantly. My people had come from Kentucky. They had been slave owners so I was very much prejudiced against President Lincoln. He was one of the biggest men physically I had ever seen. I soon realized he was also one of the biggest men mentally and morally I had ever met. Try as I could to hate Lincoln, I found it was impossible to do so. After I had been in charge of the guard for six weeks, an orderly came to me and said, 'President Lincoln wishes you to report to him.' When I entered his private office, President Lincoln was sitting with his long legs crossed, and was looking rather worried. He looked up as I entered and said, 'You are the young man from Oregon, are you not?'" I said, 'I am.' 'What part of Oregon do you come from,' he asked. 'Astoria,' I replied. 'Are your father and
mother living?' he asked. 'Yes sir,' I said. 'How many brothers and sisters have you?' was his next question. 'There are eleven of us living,' I said. 'Have you been back to visit your people since coming to the military academy?' he asked. 'No sir, I have been here four years without seeing them,' I said. President Lincoln seemed to fall into a brown study. When he looked up, he said, 'Your name is John Adair, is it not?' I said, 'Yes sir.' 'John, you come from Kentucky, don't you?' Once more I said, 'Yes sir.' His eyes seemed to soften and he said, 'As you know, I also come from Kentucky. I knew your grandfather well. He was one of the pioneers of our state. Just as your grandfather pioneered in Kentucky, so your father is pioneering in Oregon.' Then he said, 'John, feeling as you do, don't you think it would be a good thing for you to go out to Oregon?' I said, 'Yes sir.' 'What military establishments are there out in Oregon?' he asked. I said, 'I stayed at Fort Vancouver before reporting at West Point.' President Lincoln hesitated briefly and then said, 'Well John, I don't know whether I can assign you to Fort Vancouver or not. I may have to send you to the fort at The Dalles. You will probably have to fight Indians.' 'Send me there,' I said, 'I would rather fight Indians than have to fight my own people.' Lincoln uncrossed his legs, stood up—and I noticed how he towered over me—walked to where I stood, shook hands with me and said, with the saddest look that I have ever seen, 'So would I John, so would I. You may go now, I'll arrange the matter for you.'
CHAPTER XXIV

ASTORIA, HISTORIC CITY AT MOUTH OF THE COLUMBIA

DeWitt Gilbert, native son of Oregon and long time resident of Astoria, recently wrote an article for the Pacific Northwest, in which he tells of a triad of events of great importance in the history of the settlement and development of the West. In speaking of the history of Astoria, he says:

High on a hill overlooking all of the estuary reaches of the Columbia River, where the great stream broadens under the influence of the Pacific's tide, stands a tall, shining shaft, the noblest monument which man has erected in the Pacific West to the heroic figures of the historic past.

This is the Astoria Column, atop Coxcomb Hill, rising above the oldest American city on the Pacific. Seven hundred and fifty feet above the Columbia River, which laves the base of the hill on the north, and Youngs River, which encircles it on the south, the shining dome of this tall monolith is a new lodestar for the tourist and the historical pilgrim, who is lured down the Columbia River to the city at its point of disemboguing because Astoria is the focal point of historic interest in the Last West.

A triad of events of tremendous import in the history of the West transpired at Astoria. These three events are commemorated in the Astoria Column, which was erected in 1926 through the generosity of Vincent Astor, descendant of the great merchant whose vision sent Americans to found the first settlement of the western empire at this strategic point.

By these three coups of more than a century ago the great Columbian Empire was discovered, explored and won to the United States.

The first of these epic happenings was the discovery of the Columbia River in the year 1792 by Capt. Robert Gray, who sailed his Boston ship Columbia into the Great River of the West just 300 years after Columbus discovered America; and by so doing first established the discovery claim of the United States to the Pacific Northwest.

The Lewis and Clark expedition, which followed Gray's discovery and the Louisiana Purchase, reached its goal on the shore of the Pacific Ocean at the mouth of the Columbia River in 1805, the explorers spending the winter near Astoria.

Thus America added the claim of exploration to that of discovery.

Sovereignty was established in 1811, when the John Jacob Astor fur-trading party in the ship Tonquin reached the Columbia River and founded a fur-trading post at Astoria, it being the first American settlement west of the Mississippi River. The British seized the post during the War of 1812, but it was restored to the United States by the Treaty of Ghent.

The establishment of this fur-trading post added settlement to discovery and exploration and made the chain of claim complete. This trio of dramatic and epochal events clinched an empire for the United States.
and, as the American West had its foundation at Astoria, this column has been raised in recognition of the achievements of these pioneer giants.

The column is the only one of its kind in the world. It is constructed of reinforced concrete and is ornamented with a spiral pictorial frieze done in sgraffito, a type of permanent shallow sculpturing developed by the ancient Romans. This pictorial traces the history of the Oregon Country from the legendary days before Gray's coming, through the times of discovery, exploration, and settlement down to the development with the full flood of western migration.

From the summit of the column is unrolled a panorama which will outlive even the stone sgraffito banding of the shaft. It is a picture before which world travelers have stood enraptured, groping for words.

Here in the heart of an historic city is a vantage point from which one looks upon a circular view which ranks with the most splendid prospects in the world. In every point of the compass lies a picture of startling grandeur.

To the east one sees the valley of the Columbia River where the great stream hews its way through the Cascade and Coast range mountains in its resistless drive to the sea. The mountains, the blue cloak of limitless forest upon them, rise into culminating splendor in Mount Hood, Mount St. Helens, Mount Rainier and Mount Adams.

To the south is Youngs River and the Lewis and Clark River, whose fertile tideland valleys penetrate deep into the Coast range mountains with their fabulous wealth of forest gold, their endless files of timber.

Northward the Columbia River flows past the column in constant, close review, sweeping to the sea in a stream five miles in width.

Westward is the Peaceful Sea, and the wonderful picture of city and land and forest and river where the Great River merges with the Great Ocean.

The viewer of the column-top looks out over the great harbor Gray discovered. For many years before this Boston mariner won through to the goal there had been traditions and reports of a great river which flowed into the Pacific from the heart of America, a river whose stream was an open highway into the center of what was then the fur country, but which has since become the bread basket, the mineral reserve, the lumber yard, the fruit orchard, the opportunity-land of North America.

Englishmen and Spaniards had sought in vain for this fabled river, for this highway into the hinterland. They knew that it would open for them the gate to wealth and riches—and that at its mouth was a location which would be of strategic importance for all time to come.

These Europeans failed, and it remained for a simple Boston mariner in a little craft to pick out the point of possibility from all the misty, fearsome coast and, driving his ship fearlessly into the breakers, to win through to the goal which had been sought by Sir Francis Drake and all the long line of admirals who followed him.

In this channel marked out first by Robert Gray ply huge liners which could use the ship Columbia—for which the river was named—as a life-boat, carried on their decks. These vessels come from all the Seven Seas,
drawn by the wealth of the land which was won for the United States by the things men did in early days at Astoria.

The Port of Astoria terminals lie easily in sight from the summit of the Column. Here is concentrated the traffic of the Lower Columbia River. The oldest American seaport on the Pacific still is one of the most modern, for in its municipal terminals Astoria has built elements of world trade which are scarcely excelled in any port. At these three great piers projecting into the Columbia River, the largest 1,750 feet in length, are assembled cargoes of lumber, salmon, forest products, wheat, flour and other products of Astoria and its enormous tributary territory, the second most productive river basin in the United States.

More than a century ago John Jacob Astor saw that at the mouth of the Columbia River was a strategic point, and Astoria has been growing in importance from that distant to this. The city's marine terminals stand at the end of the only water-level route through the Cascade or Sierra Nevada mountains, and they are served by the largest freshwater harbor in the world.

Captain Robert Gray knew that the entrance to the Great River of the West would be a vital spot in the conquest of the land which the English had called New Albion—and the knowledge which led him to the Columbia Gateway leads men there today.

When Thomas Jefferson sent Meriwether Lewis and William Clark and their party of explorers overland to the Pacific it was with instructions to follow down the Columbia River, for it was apparent to men who knew only that a river existed and where it reached the sea that the valley of that great stream would be a highway down to the Pacific—just as the Columbia Valley today is a highway from interior America down to the sea at Astoria.

John Jacob Astor was one of the far-sighted business-men of America more than a century ago. As his was one of the first great American fortunes, so was he one of the first great commercial geniuses of the United States, and he saw surely the strategic character of the location at the mouth of the Columbia River, just as far-sighted men today see the strategic value of Astoria's position at the entrance to an empire.

The Astoria Column is essentially and necessarily the primary attraction of a monumental nature in the city, but Astoria has taken care to mark other notable points in the city and its environs.

The Astoria city hall stands upon property which was within the stockade of the original Fort Astoria of 1811, a tablet calling attention to the fact. Nearby is the tombstone of D. McTavish, early fur-trader, drowned while crossing the Columbia in 1814. At another point is preserved the rock on which the survivors of the wrecked sloop of war Shark in 1846 carved a brief record of the loss of their vessel at the mouth of the Columbia River.

At Fort Clatsop, a few miles from Astoria, where Lewis and Clark spent the winter of 1805-6, there is a monumental flagpole erected on this sacred ground, which is owned by the State of Oregon.

The Lewis and Clark expedition needed salt for its return trip across
the continent and sent men to the oceanside at what is now Seaside, there to boil down seawater to recover the salt. The pile of rocks which they erected to hold their kettles still remains and is known as the Lewis and Clark salt cairn. It is surrounded by a protective fence given by the Great Northern railway, and is a shrine for those visitors of this premier Pacific Northwest watering place who like to look back across the decades to the men who blazed the trails in pre-pioneer days.

The fisheries of the Columbia River, centering at Astoria, rank among the most famous in the world, and these operations, from the catching of the fish through the packing of the product, to the loading of the cargoes of salmon at the Port of Astoria terminals, attracts the attention and interest of any visitor who comes to Astoria.

The Columbia River is the greatest salmon river in the world. It has yielded more salmon than any other single point on earth, and the salmon taken from the Columbia River are universally recognized not only as the finest of all the salmon known to man, but also as the premier foodfish of the world. The Royal Chinook salmon is a fish apart, ranking alone among the Pacific salmon, largest in size, brightest in color, richest in oil, finest in flavor, highest in prices, rarest and most sought-after—

And this dominant fish, this Royal Chinook, is a native of the Columbia River, found nowhere else in his superlative character. Fish of the same variety taken elsewhere lack those refinements of quality which put the Royal Chinook of the Columbia River first in the fancy of the epicure.

The business of fishing and packing fish is Astoria’s first industry, far outstripping even the logging and lumbering and the marine transportation industry. The annual value of the Columbia River fisheries averages above $7,000,000, and these are concentrated almost entirely in Astoria and its environs.

In Astoria and its immediate vicinity are more than a score of canneries, and a number of cold storage plants in addition. The fishing industry employs thousands of men. There are 2,600 fishing boats alone registered at the Astoria custom-house, which, by the way, is the oldest custom-house on the Pacific coast of the United States, just as the Astoria post office was established before any other on the Pacific coast.

This enormous fishing fleet is composed of gillnetting boats which fish in the river and of trolling craft which fare far to sea, sometimes running hundreds of miles from their base, to seek the salmon on their ocean haunts.

The annual salmon pack of the Columbia River runs up to 500,000 cases of forty-eight one-pound cans to the case, in addition to hundreds of tons frozen and pickled salmon. While fish processed by these cold storage methods are taken principally by the European markets, the canned salmon of the Columbia River is in demand principally in the domestic trade, its high quality making it appeal more to the American palate and pocketbook than to the export markets.

The Port of Astoria terminals handle practically the entire amount of Royal Chinook salmon put up in the world.

Thrilling as were the events of the old discovery days, and courageous
as were the men of that early Oregon wilderness in those days when Astoria was the only habitation of white men in what is now Western America, the drama thus far written about Astoria reached its most startling climax only a little more than five years ago when a terrific disaster in eleven hours reduced Astoria to ashes, and when a courage as brilliant as that of Gray and Lewis and Clark, and those who followed them, recreated the City of Astoria on that promontory in the Columbia estuary.

The greatest disaster in the history of the Pacific Northwest destroyed forty acres in the heart of Astoria by fire on December 8, 1922. The new city which has risen on the ashes of that desert in the city's heart has been widely extolled as the finest monument of all to the spirit, the courage, the faith, the vision, and the indomitable will of the people of the Last West.

The destruction of Astoria bore a number of characteristics which made it unique among great conflagrations. The business district of the picturesque old city was originally built upon timber piling on the marge of the Columbia River. Later a seawall was constructed and the area behind it filled to within nine feet of the street grade. The streets were constructed above this on timber viaducts which carried the pavement and the sidewalks. The buildings of the old city were largely of timber construction.

The fire which burst out on that red morn raged beneath the timber streets and through those frame buildings. Even the asphaltic pavements burned. The progress of the destructive fire was amazingly swift and in eleven hours it had done more than $11,000,000 in damage and had left an ashy desert forty acres in extent and nine feet below the level of the surrounding streets.

There are few signs of the fire disaster in Astoria today. The city is rebuilt on entirely modern lines, of fire-proof buildings, with wide concrete streets, and with the facilities of the city of the future. All service wires are carried in tunnels beneath the streets. The old street railway system was replaced by a modern bus service. The streets were widened for the traffic needs of the future.

These things one sees from the observation platform on the top of the Astoria Column. Of all the great panorama unfurled before his eyes not the least beautiful portion is the city at his feet.

The column rises high, observable for many miles, a tall white finger on which is written the story of an imperishable past, and which beckons to the city which is at once the oldest and the newest.

EARLY DAY ASTORIA SCHOOLS

The first school in Astoria was started by Rev. C. O. Hosford, a Methodist minister, who opened a school in a two-room house on the corner of 8th and Bond streets, in the summer of 1851. Rev. Chauncy Osburn Hosford crossed the plains in 1845. He became a student at the Oregon Institute at Salem in 1846, and was licensed to preach in 1847, when he was twenty-five years of age. Elder William Roberts gave him a license as
a preacher, to preach in California. He went there in the fall of 1848. He organized the first Methodist class meeting at West's boarding house, which later became the First Methodist Church of San Francisco. He married Miss Asenath Glover in San Francisco in 1849. She crossed the plains with her brother Aquilla Glover, in 1846. They were members of the Donner party but because the Donners traveled so slowly, they pushed ahead and crossed the Sierras before the heavy snows came. Reverend and Mrs. Hosford came from California to Clatsop Plains in Oregon, in 1850. When Reverend Hosford started his school in Astoria, there were no funds available for the support of the public school so the parents of the students contributed toward the support of the school. V. Boelling furnished the building. The school was taught in one room and Hosford lived in the other room. Mr. Boelling also paid $20 a month toward the support of the teacher. There were ten pupils and the parents of the other pupils contributed an additional $20 a month. The school lasted from June 1 to the end of September. During the next ten or twelve years, there were numerous private schools. District Number 1 of the public schools was established in 1854. This district embraced the territory bounded by Young's River from the falls to its junction with the Columbia, the Columbia River and a line starting near Thirty-eighth Street connecting the Columbia River with Young's River falls. In October, 1854, District Number 1 received $20 to maintain the school for the coming year. The following year it received $104.77, part of the amount being derived from school taxes, and the rest from fines. The first school was taught in the old Methodist Church, J. W. Wayne being the teacher. Other teachers who taught between 1853 and 1856 were Miss Elizabeth Lincoln, Mrs. Hill, and Professor Moore. In 1856 Judge A. A. Skinner, who had married Miss Elizabeth Lincoln, was employed as teacher. The school was taught in the Holman House, not far from Bain's Mill. His wife was his assistant. The next year the school was held in the old hospital building on Duane Street between Ninth and Tenth, Professor Brown being the teacher. The next teacher was Professor Maxwell. In 1859 Astoria built its first public schoolhouse on the corner of Ninth and Exchange streets. J. P. Maulsby was employed as the first teacher in the new schoolhouse. This was in 1860. He was succeeded by Mr. and Mrs. J. D. Deardorff. The second term he was there, they employed Doctor Owens Adair as his assistant. She taught one term and was succeeded as assistant by Mr. Williamson. The school had a nine months' term and there were between 90 and 100 pupils. The county school fund amounted to $132.50 in 1861, $149.80 in 1862 and $92.85 in 1863, so this fund was supplemented by private subscriptions. The school was a combined kindergarten, grammar and high school. When the Grace Church parish school was organized, the school board decided that no more high school studies should be allowed and all those wanting to continue school work beyond the grammar grades, could attend the Grace Church Parish School and pay tuition. In 1865 the attendance at the public school averaged 110 pupils. For this year the county received $460.72 from the county school fund and from the district tax, $2,308.00.
high school studies were dropped the attendance in the public school dropped to an average of eighty-four. Mr. Deardorf was succeeded by Prof. R. K. Warren. From 1865 to 1869 Professor Finlayson and his wife and Professor Robb were the teachers. In 1872 the district received money from the state school fund, District Number 1 receiving $222.75. In 1873 Prof. W. L. Worthington was elected principal. Miss Watt and Miss Lawrence were his assistants. That same year, 1873, District Number 1 was divided into six separate districts. A district was established in upper Astoria in 1868, but school was not opened there till 1874 when Mrs. W. W. Parker was employed at a salary of $75 a month and board. She had fifteen pupils. Because the population of Astoria doubled in the two years between 1874 and '76, the schoolhouses were overcrowded. In 1878 there were over 200 pupils in attendance at the lower schoolhouse. In 1880 District Number 9 in upper Astoria built two schoolhouses of six rooms each. This was made possible by a special ten-mill tax. At a meeting held on April 24, 1882, in Astoria, a tax of four mills for current expenses and five mills for building purposes, was levied and the McClure schoolhouse was built. Alderbrook school district was established in 1890. The Legislature in 1892 consolidated the four districts in Astoria and the schools in John Days and Walluski. In 1899 the two districts lying outside the city were cut off. The high school was established in 1890.
CHAPTER XXV

ASTORIA AFTER THE FIRE

The Astoria fire disaster started about 2 o'clock on the morning of December 8, 1922, burning for eleven hours and destroying property estimated at from $11,000,000 to $12,000,000.

It was the disaster which had long been predicted for Astoria, but exceeded in seriousness and extent the most gloomy of those predictions. The fire raged swiftly through thirty-two city blocks, burning over approximately forty acres in the very heart of the city.

The city rallied swiftly from the disaster with the assistance of the Oregon National Guard and sailors from men of war. The disaster was not accompanied by loss of life. Norris Staples, one of the leaders of Astoria, died of heart failure while pushing automobiles from his burning garage. An unknown transient committed suicide during the progress of the conflagration. These were the only deaths.

The cause of the fire probably will never be known, although investigators are firmly of the opinion that it was incendiary.

Several factors contributed to the speed and destructiveness of the flames, as follows:

1.—The city was of frame construction. Of the scores of buildings destroyed, scarcely more than a dozen were of masonry construction and most of these were of the old brick types. The frame nature of the city was a carry-over from the old days when the buildings of the area burned were all supported on piling.

2.—The streets were supported on wooden viaducts beneath which the fire rushed violently, spreading with terrific rapidity.

3.—Water mains were carried under these viaducts and were broken as these burned, allowing the water to run to waste, reducing the pressure to the point where the water was ineffective against the spread of the fire.

Almost providentially, Astoria's municipal government was converted to the city manager type three weeks after the disaster. The city manager charter had been adopted some months before, but became effective with the first of the year following the disaster.

This modern form of government proved itself specially effective in the emergency and can be credited to a large degree with the success of the city's reconstruction effort.

The adoption of the city manager form of government had been forced in considerable degree by the deplorable condition of the city's finances and the advances which it has made in correcting this have been among the most notable achievements of reconstruction. Accomplishments of the city managerial form of government in Astoria may be listed as:

1.—Administration of the physical reconstruction of the public
ASTORIA FIRE, DECEMBER 8, 1922

BURNED DISTRICT FROM HILL AFTER THE ASTORIA FIRE OF DECEMBER 8, 1922
property lost in the fire, modernly, at lost cost, and without hint or suggestion of graft.

2.—Organization of a definite financial plan for the city, which has brought the city's credit to a far higher plane than existed before the disaster.

3.—Carrying out of a comprehensive improvement plan in the city, particularly with respect to the arterial streets connecting with radiating highways.

4.—Giving the city a police administration admittedly better than it has ever had before.

5.—Elimination of many of the abuses and extravagances common under the old councilmanic system.

In considering the reconstruction of Astoria, it should be remembered that the Astoria fire disaster left in its wake many special problems not met with in most conflagrations.

The fact that the city streets were carried on wooden viaducts nine feet above the ground level made for total destruction of the streets in the burned area, which was an ashy desert, forty acres in extent, in the heart of the city, and wholly without streets. Gas and water pipes were all destroyed, as of course were wire systems.

Thus there were two phases of the reconstruction problem, public and private, and before buildings could be reconstructed streets had to be replaced.

In planning the street reconstruction every effort was made to have them wholly modern. The first step was to widen the old thoroughfares. This was done by taking property from strips on either side of the streets. The streets were cleaned of the debris left from the fire.

Rows of piling were driven along the curb lines and concrete walls were built on these. The walls were of the modern "chair type," being in cross section like a letter "h," the top of the letter being the curb for the street, the wider lower portion giving increased stability and providing a tunnel for water and gas mains and wire systems. Concrete tunnels in the middle of the streets covered trunk sewers.

When these walls were completed the spaces between them were filled with sand dredge from the river. Heavy concrete pavement was then laid on top. The entire cost of reconstruction of the public property, including clearing of streets, building of walls, filling between walls, paving streets, laying sidewalks, laying sewers and water mains, ornamental street lighting system, fire and police alarm systems, and repairing the streets and sidewalks fringing the devastated district was $763,670.67.

The resulting Astoria is a modern city. It is said to be the only city of its size in the country with all wires carried under ground in the business section. The downtown area is lighted with an ornamental lighting system of the latest type. The electric street-car system was supplanted by a modern motor bus system which gives much improved service.

The total public property reconstruction cost of $763,670.67 was divided as follows: Construction of walls and sewers, $292,427.59; filling of streets, $57,949.02; paving streets and building sidewalks, $194,198.60;
repairing and rebuilding streets and sidewalks fringing the reconstructed district, $107,994.09; fire and police alarm systems, $22,477.14; ornamental light system, $73,624.26.

The private reconstruction problem in Astoria was entirely distinct and to a large degree had to wait upon the completion of the streets.

Building records show that 105 new buildings were erected in downtown Astoria, most of them in the burned area, in the years immediately following the fire. Building permits issued for these structures aggregated $4,554,268. Actual cost was at least 10 per cent greater, as these permits cover only general construction, not including electrical or plumbing and heating costs.

Numbered among the more notable buildings constructed in the post-fire period were the eight-story Hotel Astoria, the Astor Building, the Spokane, Portland and Seattle depot, the Astoria Savings bank, the Elks Temple, the Masonic Temple, the Odd Fellows Building, the Sanborn Building which covers a full city block, the Hotel Elliott, the Associated Building.

The buildings generally run to one and two stories in height. This comparatively low construction, the bright and new character of the buildings, the wider streets and the absence of overhead wires combine to give downtown Astoria an open, light, airy appearance.

In the five years following the fire Astoria spent in the matter of public improvements $2,510,418.66. Of this amount $763,670.67 was for fire reconstruction, while $1,746,747.99 was for public work of other character.

One of the largest items of expenditure under this head was $250,000 for a new water system pipe line. In addition to this new pipe line for the Bear Creek water system, Astoria has recently planned an additional water system tapping Youngs River and has secured the necessary property for this development, construction for which will probably be contracted within the next year at a cost of about $350,000.

Of the street improvement work which has been done since the fire it is notable that the largest items and the great majority of the total expenditure has been upon arterial streets connecting with highways. Cost of street improvements falling under this head of arterial highway connections alone aggregates $579,854. Outstanding among these developments was the Taylor Street improvement and reclamation project in the western portion of the city, completed at a cost of $360,156. Incidental to the improvement of this street, the city reclaimed 6,900 feet of water-frontage, building a seawall and filling in the old mud flats.

This Taylor Street improvement, with the Commercial Street extension development eliminated the last of the wooden trestle streets which were perhaps the outstanding characteristic of the Astoria of twenty years ago. The entire business district of Astoria, including all that was burned and much more in addition, formerly was supported on timber trestles beneath which the tide ebbed and flowed over noisome tideflats.

The reclamation of the main business section of the city was com-
pleted in 1914, but it was not until recently that the last timber trestle was relegated from the street system of Astoria.

Another notable development in Astoria since the fire has been in the matter of the public schools. Once the reconstruction of the burned area was well under way, Astoria set about the modernizing of its school system in the matter of buildings as well as in educational methods. A large, modern building was built in the western part of the city and another in the east, each at a cost of about $100,000.

With these two new units it was possible to inaugurate a junior high school system, which has function to entire satisfaction.

Another matter of post-fire development not connected with the reconstruction of the burned area has been the industrial centralization about the Port of Astoria marine terminals. Industrial concerns have appreciated the facilities offered by the big piers and have located there. The Fellman Furniture Manufacturing Company's factory, the Columbia Iron and Steel Works, the Barbey Packing Company, the Standard Oil Company's ship-fueling plant, the Shell Oil Company and General Petroleum Corporation plants have been located at the Astoria terminals in the period since the fire disaster.

Long strides have been taken toward the beautification of Astoria in the post-fire years. Progress in this line has been due largely to the planning and administrative work possible under the city manager form of government.

Outstanding among these matters of beautification, of course, is the Astoria Column reared on the summit of Coxcomb hill, high above the city. The top of this column is 750 feet above the Columbia River, the Column itself being 126 feet above the hilltop. It is constructed of monolithic concrete and is ornamented in graffito, a spiral pictorial revealing Oregon history from primeval times down to the modern day. The monument is perhaps the most notable in the West and was made possible through the initiative and enthusiasm of Ralph Budd, president of the Great Northern Railway, and the generosity of Vincent Astor. The monument commemorates the discovery of the Columbia River by Captain Robert Gray, the explorations of Lewis and Clark and the founding of Astoria as the first American settlement on the Pacific by the John Jacob Astor expedition.

Much more modest in their appointments, as other monuments. The daughters of the American Revolution have marked the site of Old Fort Astoria, built in 1811, by a bronze tablet on a huge boulder.

The main highway artery through the city east and west passes Soldiers Monument, for which the American Legion provided the bronze statue, while the city furnished the base. Historic Shark Rock on which the survivors of the wreck of the sloop of war Shark carved the recovery of that disaster in 1846 was excavated and removed by the Astoria Kiwanis club and mounted in Niagara park on a pedestal provided by the city.

Throughout the city steep streets have been landscaped and planted artistically. Shrubbery has been planted in islands in streets. Tasteful columns mark the entrance to the city on the east.
ASTORIA COLUMN

Erected to commemorate the Historical Pageant of the first settlement of the west at Astoria
Among the monuments about the city are the Portals of the Past, the shining white columns and entryway of the Hotel Weinhard, which were left standing in the ruins after the fire. These portals were removed to the Astoria city park and there set up with funds provided by the Rotary and Kiwanis clubs of Astoria.

Immediately following the Astoria fire disaster the city adopted a new building code, prepared with the collaboration of architects and engineers, and adopted strict fire limits with the result that all new construction has been of modern fire-proof type.

Study of standard barometers of civic conditions in Astoria show that there has been a gradual growth in the city since the fire, although through the reconstruction period it has necessarily been slow.

The school population has increased steadily; the post office receipts have increased about 8 per cent each year; water and telephone connections have increased materially.

Not least notable among the elements of Astoria's five years and a half of reconstruction have been some of the figures who contributed most to this rehabilitation.

O. A. Kratz, who became city manager three weeks after the Astoria fire disaster, was undoubtedly the outstanding figure of the period. Assailed bitterly by enemies almost from the day of taking office, Mr. Kratz fought courageously, never tactfully, and strenuously. He administered the work of physical reconstruction; planned and inaugurated financial reforms; undertook and carried through many necessary improvements, planned many others, and blocked unworthy ones. He is now city manager of Dubuque, Iowa.

R. A. McClanathan, city engineer of Astoria before the fire, and continuing after, had charge of the engineering work in connection with the staggering problem of reconstruction, as well as in the other later projects.

He was assisted by R. A. Furrow as special reconstruction engineer, who saw the work to completion and is now special bridge engineer at Salem.

Of all the Astoria property owners who reconstructed their buildings, who developed their property and who showed their faith in the city by immediate rebuilding, two names stand out. These are G. W. Sanborn and A. G. Spexarth. More than any other individuals they participated in the physical reconstruction of the business area. Mr. Spexarth erected four new buildings and repaired the fire damage done to a fifth. Mr. Sanborn built one building covering an entire block, another occupying half a block and still another covering a quarter of a block.

Rev. William S. Gilbert served as chairman of the Committee of Ten which took charge of relief work and administered relief funds immediately after the fire.

A. C. Strange planned and inaugurated and A. C. Hampton carried out the new junior high school system in Astoria's schools.

W. P. O'Brien, port of Astoria commissioner, conceived and fostered the financing and construction plan by which the extensive Taylor Avenue improvement was made possible.
J. C. Ten Brook, as dredging engineer for the Port of Astoria, had charge of the dredging work which filled the streets of the city in the reconstructed area and which reclaimed the western portion of the city in connection with the Taylor Avenue improvement. He is now serving as mayor of the city.

Leo B. Merrick, secretary of the Astoria Chamber of Commerce, came to the city when the physical reconstruction was complete, but has played a notable part in the subsequent activities of the city, showing himself to be an aggressive and resourceful commercial executive.

James W. Mott as a member of the state Legislature sponsored and secured the passage of the law by which the State of Oregon participated in the reconstruction of Astoria. Under this law the state taxes collected from Astoria for a period of seven years are remitted to the city, the funds to be applied to retire bonds issued to finance the reconstruction work. As result of the operation of this law, the state paid approximately half of the assessments levied against Astoria property for reconstruction work.

The Committee of Ten, which administered the Astoria relief work and funds was composed of: Rev. William S. Gilbert, chairman; George W. Sanborn, whose post-fire building operations were larger than those of any individual; James Bremner, mayor of Astoria at the time of the fire; O. B. Setters, who succeeded him as mayor; the late C. R. Higgins, then president of the Astoria National bank; Frank Patton, president of the Astoria Savings bank; G. C. Fulton, attorney; F. I. Dunbar, former secretary of state; Frank Parker, of the Bank of Commerce; John Tait, laundryman; the late W. F. McGregor, then president of the First National Bank.

ASTORIA’S EARLY DAY MAYORS

The old fort built by the employes of John Jacob Astor at Astoria, was burned in 1818. In 1841 the only two buildings on the site of Astoria were a log cabin and a shed. In 1843 J. M. Shively took up a land claim there and laid out what was known as Shively’s Astoria. Later, Col. John McClure and H. E. Wilson took up claims on which a good part of the town of Astoria has been built. In 1844 the only persons living in Astoria were J. M. Shively and family, Col. John McClure, H. E. Wilson and James Birnie and family. Mr. Birnie was the agent for the Hudson’s Bay Company. He lived in the Hudson’s Bay quarters which were located near where St. Mary’s Hospital now stands. Robert Shortess took up a claim on which Alderbook Addition was later built. Mr. Smith took up a claim on what is known as Smith’s Point. James Welch, while James Shively was absent in the east, took up Shively’s claim in 1846. When Mr. Shively came back to his claim in 1847, the matter was compromised by dividing the claim between them. Astoria’s early records have not been preserved. After the incorporation of Astoria, the city officials rarely served out their terms, sometimes serving but a few weeks.

10—VOL. 1
Following is a list of the various presidents of the city council to 1873, at which time the title was changed from president of the city council to mayor:

1865—John Pike
1866—James Welch
1867—John Badolett
1868—James Taylor
1869—H. F. Aiken
1870—H. F. Aiken
1871—James Taylor
1872—I. W. Case

William F. Kippen was the first mayor, his term beginning in August, 1873. His successors in office were:

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<td>R. R. Spedden</td>
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<td>I. W. Case</td>
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<td>J. C. TenBrook</td>
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| August 1890      | August 1891 |
| Magnus C. Crosby |
| Samuel Elmore    |
| Magnus C. Crosby |
| Alfred Kinney    |
| F. J. Taylor     |
| Isaac Bergman    |
| J. W. Surprenant |
| Herman Wise      |
| A. M. Smith      |
| H. L. Henderson  |
| Edward E. Gray   |
| Fred J. Johnson  |
| F. C. Harley     |
| James Bremner    |
| O. B. Setters    |
| J. C. TenBrook   |

| August 1902      | August 1906 |
| Herman Wise      |
| A. M. Smith      |
| H. L. Henderson  |
| Edward E. Gray   |
| Fred J. Johnson  |
| F. C. Harley     |
| James Bremner    |
| O. B. Setters    |
| J. C. TenBrook   |

The present officials of Astoria are:

Mayor—J. C. TenBrook.
City Manager—George Garrett.
City Commissioners—J. R. Arnold, E. G. Gearhart, Victor Seeborg, Lloyd VanDusen.

City Attorney—J. L. Hope.
Chief of Police—C. A. Murphy.
City Engineer—R. A. McClanathan.
Chief of Fire Department—C. E. Foster.
City Auditor—O. K. Atwood.
City Superintendent of Streets—H. M. McCallister.
City Treasurer—E. B. Hauke.
AERIAL VIEW OF ASTORIA, OREGON, 1926
CHAPTER XXVI

SALMON INDUSTRY

Just as Hood River is famous the world over for its apples, so Astoria is known for its Columbia River salmon. One of the picturesque sights a few years ago was to see the salmon fleet coming in from the fishing grounds at the mouth of the Columbia River. Twenty years or so ago I used to go down to the water-front at Astoria at sunset and looking seaward, see hundreds of salmon boats racing before the freshening sea breeze, to their home port. The curling water at the prow of the boats looked like liquid silver, while their sails, gleaming in the evening sunlight resembled hand-forged silver shields. Today when you go down to the water-front at Astoria to see the home-coming fishing fleet, not a sail is to be seen. The less picturesque but more reliable gasoline engine has supplanted sails. You cannot talk with any old-time salmon packer very long without having him speak of R. D. Hume, the hard-headed, hard-hitting Scotchman who was the father of Oregon's salmon canning industry. The first salmon canned were put up in the spring of 1864 at the Town of Washington in Yolo County, California, on the Sacramento River. The first firm to put its name on the salmon label was the firm of Hapgood Hume & Company. The firm consisted of Andrew S. Hapgood, George W. Hume, William Hume and R. D. Hume. They were pioneers in what was to prove a huge industry and though they almost gave up in despair, yet the quality that makes the Scotchman stick, was theirs in large measure, and they saw it through. Their total pack the first year was 4,000 cases, but approximately half of the product spoiled, as they had not yet developed a method of determining whether the can was airtight or not. The odor soon proved that a large part of their product was leaky so they smelled out and threw away the bad ones and attempted to market the good ones. Canned salmon back in 1864 was about as popular as canned elephant would be these days. Up to that time, salmon had never been canned and the dealers looked on canned salmon as more than an experiment—they looked upon it as a joke. Finally the firm decided to sell out their plant and products to anyone who would pay $500. They were able to find plenty of men who were simple and also plenty of men who had money, but they couldn't locate anyone who possessed both qualifications, so they were unable to sell. Finally a merchant in San Francisco advanced the shipping charges from Sacramento to San Francisco and took 2,000 cases of salmon on consignment. He found a market for the salmon so the faith and enthusiasm of the founders of the industry was justified. In the winter of 1866 the Hume Brothers came to the Columbia River and built a cannery at Eagle Cliff, on the north bank of the Columbia. During the spring run in 1867, they put up 4,000 cases of 48 cans each,
SALMON JUMPING THE FISHWAY AT WILLAMETTE FALLS

SALMON FISHING AT WILLAMETTE FALLS
which they were able to dispose of at a profit, and thus the salmon canning industry on the Columbia River was launched. The reason why Columbia River salmon have become world famous is that the bulk of the salmon canned and exported is of the spring run, and these of course, are the finest grade. When the salmon are three years old, they come from the ocean towards the land, seeking for the mouth of a river. When they feel the colder water of the river, they head inward and follow the snow-formed water to its source. They work their way upstream to the smaller tributaries to spawn. The great volume of the Columbia River runs, compared to the other coast rivers, indicates that its influence is felt farther out from shore than is the case with the smaller rivers. In spring the fish are fat and firm. From spring until spawning time, the salmon's one purpose is to fulfill its life mission and reach shallow water to spawn. The unending struggle to work upstream occupies all their energy. They cease to eat and their stomach and intestines shrivel up to the size of one's finger. But few of the salmon that enter the Columbia in the spring and escape the nets, the fish wheels, the Indian's spears and the farmers' pitchfork return to the ocean. They are shrunken and wasted, bruised and torn and after depositing their eggs in some shallow mountain stream hundreds of miles inland, they stay by their eggs to protect them from the voracious trout and then die. Occasionally, in the fall run salmon may deposit their eggs in some coastal stream not far distant from the mouth of the Columbia and float inertly back to the ocean and return three years later weighing 60 to 70 pounds. Whether the salmon possess the homing instinct and return to the stream where they were hatched is a disputed question. Some authorities claim that a salmon liberated at the Bonneville hatchery on the Columbia River will when three years of age, return to the Columbia River, but other students of fish life say that if this same salmon comes within the influence of the cold waters of the Fraser, the Rogue, Yaquina, the Umpqua or some other coastal river, it will enter any one of these streams. From the single salmon cannery of 1864, we now have canneries scattered from far off Siberia and Japan, in Alaska, British Columbia, on Puget Sound, on the various bays on the coast of Washington, in California and most important of all, at Astoria and at other points on the Columbia River. Five grades of canned salmon are recognized by the trade. Best of all is the fancy grade which consists of the spring run of salmon taken when they are fat and in prime condition. This grade embraces the spring run of salmon caught in the Columbia, Rogue, Klamath, and Sacramento rivers and the Sockeye caught in Puget Sound and British Columbia waters and the Quinault salmon taken at the Quinault Indian reservation in Washington. Another grade much in demand is the Alaska Red. This grade is always firm, sweet and bright red in color. The first cannery to put up Alaska Red was erected in Southeastern Alaska in 1878. Today there are nearly one hundred canneries in Alaska. The next grade is the Medium Red. This grade consists of the Cohoe salmon of Alaska, British Columbia and Puget Sound and the Silverside packed on the Oregon and Washington coast and in the Columbia River. The next grade is the Pink, consisting of
humpbacked salmon. This grade is exported largely to Central and South America, Africa, the South Sea Islands and some ports of Australia. In the early days of the industry at Astoria, a uniform price of 25 cents for each salmon was paid, and in those days there were more salmon weighing from 50 to 60 pounds caught than there are today. The spring run of salmon for 1928 commanded a price of 18 cents a pound, so that a 60 pound salmon today instead of bringing the fisherman 25 cents as in the old days, brought him over $10. In talking with Dr. David Starr Jordan recently about the salmon, he told me that there are nearly one hundred varieties of salmon but that there are only five species in the waters of the North Pacific. The first in importance of these five groups are known in Alaska as the King salmon, but known in the Columbia River as the Chinook salmon. Next comes the Blueback, sometimes termed the Red Fish. Next the Silver Salmon, which we call the Silverside, then the Dog Salmon and last the Humpback.
CHAPTER XXVII

THE FIRST WHITE SETTLER ON CLATSOP PLAINS

Fred Brallier was born at what formerly was called Skipanon but is now known as Warrenton. When I interviewed him recently at his home in Warrenton, he said: "It is too bad you did not see my mother, Charlotte Smith, a few years ago, when her memory was better than it is now. My mother is eighty-two years old. She was born here on Clatsop Plains. On October 29, 1864, she married Sylvester G. Ingalls, the son of David Ingalls, an early day resident of this section. After the death of her first husband she married C. R. Dodge on November 24, 1874. Her third husband was Henry Brallier, who was my father. After my father's death, she married her present husband, George Oeffler. My mother is the daughter of Solomon Smith, who came here in 1832. He married a woman of the Clatsop tribe named Celis, who was the daughter of Chief Gobaway. If you want to learn all about the family, go and see Mrs. Agnes Day. She is the daughter of Silas Smith, one of Sol Smith's sons. Go down the main road, take the second graveled road to the right, take the first turning to the left and her house is the one to the right." The road was lined on both sides with evergreen blackberry bushes, with huge clusters of dead ripe blackberries, so it took me a little longer to get to Mrs. Day's house than it ordinarily would have. Mrs. Day invited me to sit down in the parlor and said, "I have been hoping for years that I could meet you, because I know so many of the people about whom you write. No, I was not born in Oregon. I was born at Laconia, New Hampshire, my grandfather Solomon Howard Smith's old home. My grandfather, Solomon Howard Smith, was born at Lebanon, New Hampshire, on December 26, 1809. His mother's father was a soldier in the Revolutionary war. She was a relative of Horace Greeley. Grandfather's father served as assistant surgeon in the War of 1812. He died at Plattsburg, New York, in 1813. My grandfather, Solomon Smith, went to the academy at Norwich, Vermont. Later he studied medicine with his uncle, Dr. Haven Foster. In 1831, when he was twenty-one years old, he became a member of the crew of a vessel that went to Newfoundland Banks to catch codfish. They had good luck and came back with a full cargo. Each member of the crew shared in the receipts from the sale of the codfish. Unfortunately, while bound for Boston, an English packet ship ran down their schooner, cutting it in half and sinking it. Of course, the ship and its cargo were a total loss. My grandfather and the other members of the crew were picked up by the English packet and taken to Boston. The following year my grandfather went to work for Capt. Nathaniel Wyeth. They crossed the plains and at Green River, a
place called Pierre's Hole, they met William Sublette. A number of Cap-
tain Wyeth's men decided not to go on to the Columbia from Pierre's Hole
and returned to the East, but my grandfather went on with the reduced
party. At one time he went for several days without any food except
the red haws of wild roses. Fortunately he ran across an Indian who
had just killed a buffalo and the Indian, seeing his famished condition,
cooked the buffalo heart and gave it to him. When Nathaniel J. Wyeth
and his party reached Vancouver, Dr. John McLoughlin hired my grand-
father to teach the school at Fort Vancouver. John Ball had been the
teacher but had left to open up a farm on French Prairie, so my grand-
father was the second schoolteacher in Oregon. In 1833 my grandfather
married Helen Celiast. She was a daughter of Chief Gobaway and was
born in 1804. She was seven years old when John Jacob Astor's men
built Fort Astoria in 1811 and she very vividly remembered their coming.
Captains Lewis and Clark, when they wintered at the mouth of the
Columbia, wrote a letter telling of their arrival and of their wintering
near the Columbia's mouth, and gave this letter to my grandmother's
father, Chief Gobaway, asking him to give it to the captain of the first
vessel that entered the Columbia, which Chief Gobaway later did. Grand-
mother married a French-Canadian employed by the Hudson's Bay Com-
pany in 1824. At that time he was stationed at Fort George, or Astoria,
for this was just before Governor Simpson and Doctor McLoughlin
decided to move the headquarters of the Hudson's Bay Company to Fort
Vancouver. This man's name was Porier and he was a baker for the
Hudson's Bay Company. Mr. Porier and my grandmother had three
children. She went with him to Fort Vancouver when the trading post
was established there in 1824. In 1828 Etienne Lucier took up a place
on which East Portland was later built. He later abandoned this place
and the claim was taken up by Mr. Porier, and upon his death, the place
was sold at an administrator's sale to James Stephens, who later secured
title to it under the donation land act. My grandmother's home as a
girl, was at Tansy Point near the claim later taken up by Mr. Owens, the
father of Doctor Owens-Adair. The Clatsops, of which her father was
chief, were friendly to the whites. In 1828 the William and Ann came in
over the Columbia bar, at about the time of the smelt run, which would
make it February or March. With the William and Ann was the Ameri-
can schooner Convoy. The Convoy came in ahead and entered Baker's
Bay. The bark William and Ann got off the course slightly and struck
on a sand spit and during the night went to pieces. The Convoy went on
up to Vancouver and reported the wreck of the William and Ann. Doctor
McLoughlin sent a boat down to the mouth of the river, to see if any
members of the crew of the William and Ann had survived. It was
found that the Clatsop Indians had a rowboat and a pair of oars which
had belonged to the William and Ann. They also had some trade goods
which they had found on the shore after the wreck. The sub-chief of
the Clatsops refused to turn over the boat and the other articles the
Indians had found after the wreck. When this was reported to Doctor
McLoughlin, he sent an armed schooner down from Vancouver, which
shelled the Indian village, killing the sub-chief and two others. The
men from the armed schooner came ashore and secured from the Indian
village the goods that the Indians had picked up after the wreck. As I
told you, my grandmother moved with her French-Canadian husband to
Vancouver in 1824. Doctor McLoughlin discovered that Mr. Porier, my
grandmother's husband, already had a wife in Canada, so Doctor
McLoughlin advised her to leave Mr. Porier and go and live with her
sister, Mrs. Joseph Gervais, on French Prairie. There my grandfather,
Solomon Smith, while teaching school on French Prairie, met and mar-
rried her. They were married after the customs of the country at that
time. Later they were formally married by Jason Lee. They lived for
a year or two at the mouth of Chehalem Creek. In 1840 they served as
guides to Daniel Lee and went to Tansy Point. The crew of the boat
were Wasco Indians. This was in May, 1840. In August of that year
they moved to Clatsop Plains. At first they lived at the mouth of the
Neacoxa but later grandfather took up a claim on Clatsop Plains. My
grandmother had great influence with the Indians, on account of the fact
that her father was chief of the tribe. A Clatsop Indian named Katata,
becoming angry at J. H. Frost, the Methodist missionary, leveled his
gun at Frost and was about to shoot him. Grandmother wrenched the
gun from his hands and saved his life. While they were living at the
mouth of Chehalem Creek, in what is now Yamhill County, Ewing Young
employed Grandfather Smith to build a mill. When, in May, 1840, they
went down the river with Daniel Lee, they met, at the mouth of the
Columbia, the ship *Lausanne*, which had on board the reinforcement to
the Methodist mission in the Willamette Valley. My grandfather was
the first settler on Clatsop Plains to bring horses to Clatsop Plains. This
was in the spring of 1841. He secured these horses from the herd owned
by Ewing Young. He drove them to St. Helens where they were put
aboard a boat and brought down to Clatsop Plains. He and J. H. Frost,
the missionary, bought some cattle in the Willamette Valley, drove them
across the mountaina by way of the Salmon River Trail to what is now
Tillamook County, and from there along the coast to Clatsop Plains. He
established the first ferry boat on the lower Columbia, fashioning it
from two canoes lashed to each other. He supplied the members of the
wrecked crew of the *Peacock* in 1841 with beef and other provisions, and
he also was a good Samaritan to the members of the crew of the *Shark*
in 1846. In 1849 he opened a store at Skipanon, stocking it with over
$12,000 of merchandise. In 1851 he leased the Harrall Mill on Lewis
and Clark River and sawed lumber for the California markets. For
many years he was school clerk on Clatsop Plains. He died while serving
as senator at the State Legislature. He was joint representative of Clat-
sop, Columbia and Tillamook counties. Their first child, Josephine, was
born on February 10, 1835. Their next child, Lavinia, was born on May
17, 1837. She was killed when she was fourteen years old, by her horse
falling on her. My father, Silas B. Smith, was born near the present-
town of Newberg, September 22, 1839. Agnes, for whom I am named,
was born on December 27, 1842. My aunt Charlotte, who is still living
AERIAL VIEW OF WARRENTON, OREGON, 1925
COLUMBIA RIVER VALLEY

here on Clatsop Plains, was born October 20, 1846. The next child, Alpheus Dexter Smith, was born on October 20, 1848, and Henry on September 10, 1851. My Aunt Josephine married Capt. Fred C. Ketchum on February 19, 1850. My Aunt Agnes married W. S. Greenwood on November 3, 1859. My Aunt Charlotte has been married four times. Her present husband is George Oeffler. My father, Silas Smith, was married to May Swayne in 1870.

"Shortly after the Civil war, my father went back to New Hampshire to his father's old home and studied law with W. N. Blair, a cousin of Senator Blair of New Hampshire. Father was admitted to the bar of New Hampshire. I was born at Laconia, New Hampshire, as were both my brothers, Tudor Smith and Starr Smith. My brother Starr was named after Starr King of California. In 1875 we came back from New Hampshire to Clatsop Plains and father practiced law here at Skipanon and at Astoria. My two sisters, Laconia, named for my birthplace, Laconia, New Hampshire, and my sister May, were born here at Skipanon. Fifty years ago there wasn't a person in Clatsop County that I didn't know. When we came from New Hampshire in 1875, we came by rail to San Francisco, thence by steamer to Astoria, where we had to wait two days to catch the Katata, a small river boat named for a Clatsop chief. This boat brought us to Skipanon Landing at about where Carter's clam cannery is now located. There are very few of the old settlers left. Ben Holladay, the transportation and railroad king, bought Mrs. Cloutrie's place and put up the Seaside House at which he entertained his friends from Portland and elsewhere. Mrs. Cloutrie was a French-Indian. Fred Ketchum, who married my Aunt Josephine, bought the old mission property north of Columbia Beach, just across Smith Lake. For years Mr. Raymond, the Methodist missionary, lived on father's old place. I went to school here in Skipanon when I was a girl. In 1896 I married William Day. My husband died nine years ago. He was a salmon fisher but before that he was a logger and donkey driver. I have five living children."

"Come on in, we can sit and talk in the dining room," said Mrs. Sarah L. Byrd when I visited her at her farm home near Gearhart, recently. Hung from lines in the kitchen was a good sized week's washing. Pointing to the tablecloths, sheets and pillow slips and other things hanging on the line, I said, "Somebody has just finished a good sized washing." "Yes," said Mrs. Byrd. "If you had come a few minutes sooner, you would have found me just finishing the ironing. I am not much of a hand for rough dry work. I like to iron everything—it looks more finished. Yes, I did the washing and the ironing also. No, I don't suppose there are many women of eighty-five who can do a washing as large as that without feeling tired. To tell you the truth, I still enjoy square dances like quadrilles. I crossed the plains with my folks in 1848. I was five years old at the time. I was born in Iowa, October 9, 1843. Do I remember about our trip across the plains? I remember it very distinctly. Joseph Watt of Ohio was captain of our wagon train."
Mr. Watt was one of the first men to bring sheep to Oregon and he helped start the woolen mill at Salem. My father, Philip Gearhart, was born in Pennsylvania in 1810. The town of Gearhart is named for father. My mother's maiden name was Margaret C. Logan. She was also born in Pennsylvania. All of the children in our family are gone now except myself and my sister, Margaret Butterfield, who lives at Alhambra, California. My father and mother were married in Indiana. From Indiana they moved to Iowa. It took us about six months to cross the plains to The Dalles. My father and brother drove the cattle around the Indian trail while mother and the rest of us came down the Columbia River. We stayed at Oregon City for six weeks. John Jewett, who had taken up a claim on Clatsop Plains, had been a neighbor of ours back in Iowa. He advised us to move down to Clatsop Plains, so in the fall of 1848, we moved to what was called the Hall place, where we lived for three years. Later this place was known as the Josiah West place. Mr. Taylor, who was born in Oregon City in 1848, lives on the place now. My father bought a squatter's right from widow Thompson, in 1851, and later proved up on this as his donation land claim. In 1849 and '50 I attended school in a log cabin near the county road, taught by Joshua Elder. Later I went to school to Truman Powers. Still later I attended school on the Alva Condit place. Kate Schwatka was the school teacher. She came from Salem. You undoubtedly remember Frederick Schwatka, the explorer, who wrote several books about Alaska. Father raised wheat and sold it to the grist mill on the old mill race about a mile from Seaside on the Astoria-Seaside Road. Among our neighbors in the early '50s were Mrs. John Jewett, Mrs. Alva Condit, Mrs. Doherty and Mrs. Welch. During the Civil war I was married to Lieut. J. F. Saunders. He was a member of the California Volunteers, who were stationed at Fort Stevens during the Civil war. We were married by Justice of the Peace David Peace. After the death of my first husband, I married Frank M. Byrd, who had a sawmill at Thompson's Falls, about a half mile from our farm here. My husband died in 1888, only one of my five children is living. My daughter, Dr. Nellie Byrd, is a teacher in Seattle. I have lived in this house for the past fifty-five years. In winter time I get a little lonesome, being all alone, so I usually go up and visit my daughter in Seattle. It doesn't seem possible that such changes could occur since I came to Clatsop Plains just eighty years ago. I remember when I was a little girl my father said one morning, 'I think I'll have time to go out and kill a deer before breakfast.' We heard three shots about ten or fifteen minutes after father had left the house and when he came in he said, 'John, go hitch the horse to the sled.' John and father went out and in a few minutes drove up with three deer on the mud sled. In those days there were lots of bears and they used to climb into the hog pens and get the hogs. There were lots of elk in the country, too, and lots of other wild things. Now all these wild things have gone and cities and villages and paved roads have taken their place.
CHAPTER XXVIII

FIRST WHITE SETTLERS ON CLATSOP PLAINS

William Morrison and Edward A. Taylor are almost the sole survivors of the early pioneers of Clatsop Plains, near the mouth of the Columbia. When I visited Mr. Taylor recently, at his home on Clatsop Plains, he said: "This is the old John Jewett claim. Jewett married Mrs. Nathan S. Kimball, whose husband was killed in the fall of 1847 in the Whitman Massacre. It was due to the fear of the settlers of an Indian uprising, at the time of the Whitman Massacre, that I was born, October 25, 1848, at Oregon City instead of on our claim here on Clatsop Plains. In the spring of 1845 my father bought four wagons and some oxen and started with his wife and baby and a band of loose cattle, for the Willamette Valley. He met Samuel K. Barlow at The Dalles. This is the same Barlow for whom the Barlow Road around the base of Mount Hood is named, and which is now known as the Old Oregon Trail. Father left his wagons at The Dalles, packing part of their household goods on packhorses and driving his loose stock around the south side of Mount Hood. They reached Oregon City October 10, 1845. He and A. L. Lovejoy built a mill on the Clackamas, which was washed away by high water. Father had struck out for the shores of the Pacific, so when he lost his mill, he decided to go as far west as he could. He came to the mouth of the Columbia, found a settler who had taken up a squatter's right to a 640 land claim and bought it from him. When father came down to Clatsop Plains, he found W. H. Gray, Tom Owens, R. W. Morrison, and a few other settlers. The Astoria Golf and Country Club now owns part of father's original donation land claim. In 1848 father enlisted for the Cayuse Indian war. He was stationed at Fort Waters. When he was discharged he came back to Oregon City and reentered the sawmilling business with Medorum Crawford and A. L. Lovejoy. The high water in the winter of 1849 and '50 not only carried the lumber away but washed the mill away also. The Provisional Legislature of 1848 appointed my father director of the proposed mint at Oregon City, which was to coin beaver coins. When Governor Lane arrived in Oregon City in 1849, to become the first governor of Oregon Territory, he said that coining money was a prerogative of the United States Government and that Oregon Territory could not operate a mint. My father and a group of men at Oregon City decided to go ahead and run a private mint. They coined over $50,000 worth of gold dust into $5 and $10 Beaver goldpieces. In 1851 when I was three years old, we moved back to our place on Clatsop Plains. In 1856 father bought Sam C. Smith's claim on Young's Bay in Astoria, now known as Taylor's Astoria. The first school I went to was taught in the Presbyterian Church on Clatsop Plains. Professor
Brock was my teacher. Later I went to the Parrish School in Astoria, taught by Reverend and Mrs. Hyland. After mining for a while in and around Lewiston, Idaho, in ’66, I came back to Astoria and went to fishing for the cannery. The owners of the canneries agreed to take all the fish I would furnish them at 25 cents each. I built two boats and hired a helper to work with me in one of them and rented the other. I have turned in many a salmon weighing sixty pounds and received 25 cents for it. Sometimes the salmon run was so heavy that the cannery would only accept 100 salmon a day from each fisherman. I was married fifty years ago on November 1 to Mary Carnahan. We were married by Rev. T. A. Hyland of Astoria, my old time teacher. My father-in-law, Hiram Carnahan, came to Oregon in 1846 and took up a claim at what is now known as Olney. Judge Cyrus Olney, one of the early territorial judges, took up a claim on what was later known as the Carnahan place. Carnahan Station is located on my father’s old claim. In 1882 I was appointed deputy collector of customs. When Harrison became President, I was appointed collector of customs and served four years. When I first came to Astoria there were fifteen families living there, among them being the Shiveleys, Welches, McKeans, Boelings, Hustlers and the Browns. In those days Skipanon was known as Lexington. Lexington was the county seat. Later Astoria became the county seat.”

“My father, Hiram Carnahan, crossed the plains to Oregon in 1846,” said H. F. Carnahan of Seaside. “Father was born in Tennessee July 22, 1820. My mother’s maiden name was Mary E. Morrison. Mother crossed the plains with her parents in 1843. Her father, R. W. Morrison, and William Shaw were captains of the wagon train of which Cornelius Gilliam was the colonel. There were eighty wagons in the train. John Minto, author and pioneer sheep man of Oregon, a member of this wagon train, married my mother’s sister, Martha Ann Morrison. My father and mother were married in 1849. The year before he had gone to the California gold diggings. Upon his return, in 1849, he took up a claim on Clatsop Plains. He traded 300 acres of his claim for part of Judge Cyrus Olney’s claim. Judge Olney was born in Ohio and was a circuit judge in Iowa before being appointed justice of the Supreme Court of Oregon in 1853. He served on the Oregon Territorial Supreme Court with Judges Mathew P. Deady and George H. Williams. He resigned from the Supreme Court in 1857 and came down to Clatsop County. He was a member of the constitutional convention held at Salem in 1857. After living in the Sandwich Islands for a while, he came back, settled at Astoria, was elected county school superintendent and also served in the Legislature in 1866 and ’70. I was born in Astoria on August 16, 1852, and started to school in 1859 in the Presbyterian Church on Clatsop Plains—and, by the way, that was the first Presbyterian Church to be built west of the Rocky Mountains. The first pastor was Rev. Lewis Thompson. My first teacher there in ’59 was Dr. Owens Adair. The last teacher I went to was Thomas A. McBride, now judge on the Oregon supreme bench.”

William Irwin Morrison was born on Clatsop Plains near the mouth of the Columbia River in 1845. When I visited him recently, on his place
on Clatsop Plains, he said: “I was born on the Sol Smith donation land claim, here on Clatsop Plains, on April 28, 1845. My father, Robert W. Morrison, was born in Kentucky in 1811. My mother, Nancy Irwin, was born in Tennessee in 1809. My parents crossed the plains to Oregon in 1844. Three wagon trains left for the Willamette Valley in the spring of 1844, one from Independence, another from near the mouth of the Platte River, and the third from what was known as Capler’s Landing, twelve miles above St. Joseph, Missouri. Cornelius Gilliam was chosen general of the wagon train of which my parents were members. Michael P. Simmons was elected colonel and my father, R. W. Morrison, William Shaw and Richard Woodcock were appointed captains of the wagon train. The wagons under Captain Woodcock separated from the main train before long. My father hired John Minto to drive one of his wagons. He married my oldest sister, Martha. John Minto was born in Northumberland on October 10, 1822. He came to the United States when he was eighteen years old, and secured work as a coal miner at Pittsburgh. In the spring of 1844 he went to St. Louis. From there he went to where the emigrants were gathering and arranged to drive a team across the plains in exchange for his board. Mr. Minto arrived at Oregon City on October 18, 1844. The rest of the party did not get in till late in November. On account of the shortage of food in the wagon train, he struck out ahead on foot, and came to the valley. My sister Martha was sixteen when she married Mr. Minto on July 8, 1847. My brother-in-law, Mr. Minto, got work from Peter H. Burnett, who was later the first American governor of California, making rails. Mr. Minto later was one of the best known breeders of pure bred sheep in the Willamette Valley. For many years he was editor of the Willamette Farmer. Minto’s Pass in the Cascades is named for him. When father came down to Clatsop County in the winter of 1844, he rented the Solomon Smith donation land claim for a year. In 1846 he took up this claim of 640 acres. He built a sawmill here on the plains. He served in early days as a deputy sheriff for Clatsop County, and was also elected to the Legislature. He donated ten acres of ground for a site for the Presbyterian Church, of which Rev. Lewis Thompson was pastor. The first school I attended was in a log schoolhouse about twenty feet from where I am living now. Joshua Elder was my teacher. My job as a boy was to keep the table supplied with game. We never lacked for elk and deer meat as well as geese and ducks. I didn’t get married till I was fifty years old. I had given away acreage from my farm, till I only had seventy-two acres left of the 640 I originally owned.”

“My father, Rev. Lewis Thompson, crossed the plains in 1845 in the Sol Tetherow wagon train,” said H. C. Thompson, native son of Clatsop County when I interviewed him recently. “He was the first Presbyterian minister to come to Oregon and he established the first Presbyterian church in the Oregon Country. Mrs. Jacob Kamm, now more than ninety years of age, attended my father’s church when she was a little girl, in the late ’40s. Her father, Dr. William H. Gray, author of Gray’s ‘History of Oregon,’ was one of the principal supporters of the church. My father, Rev. Lewis Thompson, was born in 1809 in Kentucky. He and Abraham
Lincoln were both Kentuckians and were both born in 1809. Father was five feet, eleven inches high, had black hair, blue eyes and weighed 183 pounds. After graduating from Princeton, father went to Missouri and began teaching school. He taught school to earn his bread and butter and he preached for the love of it. In those days preachers usually made their living at teaching, farming or at some trade, and preached because they felt the urge to do so. I was born on Clatsop Plains, June 9, 1855, and was the fourth child, all of us being born in Oregon. My sister, Sarah Elizabeth, the first child, was born in 1849. We left Clatsop Plains in 1864. In 1874, when I was nineteen years old, R. D. Hume, the salmon packer, hired me to go to Ellensburg, as a clerk in his store and bookkeeper for the cannery. Some years later, I became cashier of the Astoria National Bank of which J. K. Warren was president. I put in twenty-five busy years at Astoria. For some years I was county treasurer, I also served in the school board and as a member of the city council. In 1888 I married Lulu W. Warren, daughter of J. K. Warren, president of the Astoria National Bank. The town of Warrenton is named for my wife's people. It was the slavery question that caused my father to cross the plains to Oregon in 1845. My father's father was a slave owner. At his death, he left his slaves to my father. As my father didn't believe in slavery, he liberated the slaves. This caused his old friends to look upon him with suspicion, as they thought he might be an abolitionist. He moved to Missouri, but his reputation as an abolitionist had followed him, so he decided to come west."

Mrs. C. O. Hosford, whose maiden name was Asenath Glover, was a pioneer resident of Clatsop Plains. She crossed the plains with her brother Aquilla Glover in 1846. In the early spring of 1849 she was one of the five unmarried American young women in San Francisco. She was married later in the year to Rev. C. O. Hosford. Her husband crossed the plains to Oregon in 1845. He was one of the first students to register in Willamette University. He was licensed to preach by Elder William Roberts, in 1847. In 1848 Reverend Hosford went to San Francisco and began his career as a minister, by preaching in West's boarding house at San Francisco. This little congregation later became the First Methodist Church. Shortly after Reverend Hosford and Miss Glover were married they came to Oregon, settling on Clatsop Plains late in the year of 1849. From Clatsop Plains they later moved to Portland, settling on a farm on Mount Tabor.
CHAPTER XXIX

SEASIDE AND GEARHART, OREGON

Seaside was originally known as Clatsop Beach. It is on the Pacific Ocean and is situated at the mouth of the Necanicum and Wahana rivers. It is eighteen miles from the mouth of the Columbia River and is the terminus of the S. P. & S. Railroad. The town started originally as a pleasure and health resort, but today it is one of the thriving, growing communities of Clatsop County. In speaking of the early days at Seaside, Mrs. Olive McGuire said: "The Seaside Hotel, owned by Ben Holladay, was the first hotel opened here. At that time Seaside was called Clatsop Beach. Monroe Grimes was running the Grimes Hotel. About the time the Seaside Hotel was established, the post office department established a post office, which they called Seaside, after the Seaside Hotel. The hotelkeeper was the postmaster. When my husband and I started our hotel, ours was the only building, with one exception, on this side of the Necanicum River. Now the principal business section of Seaside is on this side of the river. We opened the first store in Seaside. When I was born at Oysterville, it was the county seat of Pacific County. My father, August Wirt, crossed the plains in 1844. Father settled on Clatsop Plains near the Morrison donation land claim. The Gray Memorial Chapel on Clatsop Plains, which occupies the site of the first Presbyterian Church built west of the Rocky Mountains, is near our old donation land claim. My father had six children by his first wife. Only one of these children, Andrew Wirt, is now living. He is eighty-six and lives with his daughter at Ilwaco. Father married my mother, whose maiden name was Susan Maria Kimball. My mother started across the plains with her parents, Nathan S. and Harriet Kimball, and her brother, Byron, eight, and her sister, Sarah, six years old. Mother was sixteen when they started from Indiana for the Willamette Valley in 1847. Dr. Marcus Whitman met the wagon train, of which my mother and her people were members, while they were camped on the Umatilla River. Doctor Whitman hired my mother's father, Nathan S. Kimball, to work at the Whitman Mission through the winter. He also hired L. W. Saunders to teach the mission school. Mr. Saunders and his wife were both from Indiana. Their daughter Helen was fourteen, Phoebe ten, Alfred six, Nancy four, and Mary two years old. Doctor Whitman also hired Isaac Gilliland of New York to spend the winter at the mission working at his trade as a tailor. On Monday, November 29, 1847, Doctor Whitman conducted the funeral of an Indian child. In mid-afternoon just after recess, while the mill was busy and while Andrew Rogers was working in the garden and William D. Canfield in the blacksmith shop and Mr. Gilliland in the tailor shop, two Indians walked through the
THE OLD GRIMES HOTEL, SEASIDE, OREGON, BUILT ABOUT 1875

"OCEAN HOME" FARM, NEAR SEASIDE, OREGON
Owned by E. G. Bates.
kitchen door into the Whitman home. L. W. Saunders was teaching in
the schoolroom. Peter D. Hall, whose daughter, Mrs. O. N. Denny, now
lives in Portland, was putting down a floor. My grandfather, Nathan S.
Kimball, and Jacob Hoffman were dressing a beef which Francis Sager
had shot a few minutes before. One of the Indians asked Doctor Whitman
for some medicine for a sick child. The other Indian stepped back of
Doctor Whitman and buried his tomahawk in Doctor Whitman's head.
As Doctor Whitman fell to the floor, the other Indian shot and killed
John Sager. At the same time the Indians outside attacked my grand-
father, N. S. Kimball, and those with him. One of the shots shattered my
grandfather's arm. William D. Canfield, who, with my grandfather, was
dressing the beef, was wounded but escaped. The Indians killed Mr.
Hoffman and a number of others were killed. My grandfather was shot
and killed by the Indians a little later, when he attempted to go to the
stream to get a drink. My mother, Susan N. Kimball, was twenty when
she married my father in the summer of 1850. Father moved from Clats-
sop Plains to Shoalwater Bay where he was engaged tonging and selling
oysters. I was seven years old when we moved from Oysterville to Skip-
anon, where father ran a store. My father bought a squatter's right to a
claim on Clatsop Plains about three miles from Warrenton, in the spring
of 1845. When we came from Shoalwater Bay to Skipanon in 1867,
father and mother started a hotel. Mother ran the hotel while father
did freighting. My husband, Charles A. McGuire, drove stage for Ben
Holladay to the Seaside Hotel in the late '70s."

GEARHART

Gearhart is a summer resort on the Pacific Ocean between Astoria and
Seaside. Judge F. L. Hager is Gearhart's pioneer resident. "When I
came to Gearhart Park, more than forty years ago," said Judge Hager,
"Marshall J. Kinney, the salmon canner, now of Portland, owned Gear-
hart Park, which at that time consisted of 1,100 acres of wild land. About
thirteen years ago Mr. Kinney sold Gearhart Park to Theodore Kruse,
who sold to the Gearhart Park Company, of which William Taylor is
manager. When I came here there were only two houses here, and for the
first five winters I stayed here, I was the only resident at Gearhart. Now
we have over 500 houses and an all-the-year-'round population. In
addition to being justice of the peace for the Gearhart district, I am
auditor and police judge for the city. When I came here forty years ago,
there were lots of deer and bear here and ducks and geese in incredible
numbers."

Today Gearhart has a fine big hotel and a golf course and many beauti-
ful and costly homes are being erected.
CHAPTER XXX

NORTH BEACH DISTRICT

Pacific City is one of the ghost cities of Oregon, though at one time it was a rival of Astoria. Pacific City was located on Baker’s Bay at the mouth of the Columbia, its promoters being Dr. Elijah White and J. D. Holman. Mr. Holman was a Kentuckian. Mr. Holman came with his family, across the plains in 1846, arriving at Oregon City on October 5th. Mr. Holman lived in Oregon City till the discovery of gold in California, when he went to the gold diggings and made a stake. With this money he purchased a stock of merchandise in San Francisco, shipped it to Oregon City and ran a store there. He bought the ferry at Oregon City for $14,000. He was elected member of the Territorial Legislature in 1849. In 1850, with Dr. Elijah White, he began promoting a townsite named Pacific City. He bought, in San Francisco, a large hotel building which had been shipped from the Atlantic seaboard in the knock-down. He had it shipped to Pacific City and erected it there at a total cost of $28,000. The Government decided to take over his property as a military reservation, which put an end to the dreams of the promoters of having the principal seaport of Oregon developed upon their property. Mr. Holman, when this property was taken over in 1852, took up a claim on North Beach, on which he lived till he could perfect title. The town of Ilwaco is situated on his donation land claim. He platted the town in 1872. Ilwaco takes its name from the Ilwaco tribe of Indians. Early authors spelled the name Elwaco, the tribe taking its name from Chief Elwaco, a noted Indian in early days.

EARLY SETTLERS ON NORTH BEACH

Seventy-five years or more ago William Ellice made his home at Chinookville. Point Ellice is named for him. In the late ’40s John Edmunds settled near the mouth of the Wallicut River. Scarborough Head is named for Captain Scarborough, who took up a donation land claim of 640 acres on which Fort Columbia was later located. Captain Scarborough hailed from Scotland, and for many years served as pilot at the mouth of the Columbia. He set out an orchard, raised hay and had about 150 cattle. He married a woman of the Chinook tribe. Captain Scarborough died in 1855. James Birnie, a former Hudson’s Bay factor, was appointed guardian of Captain Scarborough’s two sons, Edwin and Robert. On April 23, 1856, he sold the Scarborough place to Rocque and Mary du Cheney, who, on March 13, 1867, sold it to Gen. A. A. Humphrey, who, a month or two later, sold it to the United States Government. Captain Johnson and John E. Pickernell also settled on North Beach in the
AERIAL VIEW OF ILWACO, WASHINGTON, 1926
Cranberry Bogs and Lake in Foreground
late '40s. Captain Pickernell operated a boat on the lower river. P. J. McGowan, a merchant tailor in Portland, moved to Chinookville in 1852, and began the business of salting salmon. In 1864 he began canning salmon. Rocque du Cheney, a French Canadian, ran a store at Chinookville in the early '50s. Joe Lambly also settled in Willapa County in the early '50s, as did George Dawson, who took up a claim on the Chinook River. His place was later bought by H. S. Gile. When Pacific County was organized, Chinookville was chosen as the county seat. Amabelle Petit, a former resident of French Prairie, in Marion County, conducted a store at Chinookville in the '50s. The founding of Pacific City in 1851 on China Beach attracted considerable attention to the North Beach district. When Pacific City was founded, Pacific County was in Oregon Territory, but in 1853 it became a part of Washington Territory. Among the citizens of the prospective metropolis, Pacific City, in the early '50s, were Edwin G. Loomis, who put up a sawmill, and who when the Government took over the property, moved his machinery to Willapa Bay. Loomis Station is named for Mr. Loomis. He built the first wharf at Ilwaco. In 1875 he became president of the Ilwaco Steam Navigation Company. In 1881 the Shoalwater Bay Transportation Company was organized, and through a reorganization of the former company, the Ilwaco Steam and Navigation Company was organized and the construction of a railroad begun. By 1888 they had built five miles of railroad. Later the road was extended to Nahcotta. J. G. Swan, author of numerous books, came to Shoalwater Bay in 1852. At that time he found the following settlers on Shoalwater Bay: Charles W. Russell, who originated the oyster industry there; John Morgan, president of the Morgan Oyster Company; Mark Winant, Alexander Hanson, Richard J. Milward, Thomas Foster, George C. Bratlatt, Richard Hilyer, J. W. Champ, Stephen Marshall, Sam Sweeney, C. W. Denter, Walter Lynde, and A. E. St. John. Among other early day residents of Oysterville were H. S. Gile, Major Espey and George Hunter, all of whom came there in 1853. Colonel Hunter served in 1853 as sheriff of Pacific County. Oysterville was founded in 1852, and for some years was a busy and thriving community, the center of the oyster trade with San Francisco. I. A. Clarke came to Oysterville in 1854. Among the early communities on North Beach were Pleasantville and Whealdonburg. Isaac Whealdon, for whom Whealdonburg is named, came to the North Beach district in 1859, buying the James Johnson donation land claim. The Whealdons ran a hotel here and for many years it was the only hotel between Astoria and Oysterville. Major Espey, early day resident of Oysterville, came from The Dalles in the summer of 1853. He and I. A. Clarke built the first house in Oysterville. Another settler of the '50s was Marshall Soames, who took up a claim on the head of the Wallacut River. Fred Colbert, later a resident of Ilwaco, moved to Chinookville in the '50s. Willapa is located on the claim of Samuel Woodard. He died in 1854. Capt. Henry Whitcomb took up a claim at Woodard's Landing not long thereafter. In 1850 Mr. McCarty took up a claim on the beach and engaged in salmon fishing. He was drowned in 1855. His brother, Joe Brown, came to North Beach in 1854. Among
those who came to the North Beach country in the '60s were George Armstrong; Charles Green, who mysteriously disappeared in 1864, while sheriff of Pacific County; J. R. Goulter, who served as county auditor in early days when Oysterville was the county seat of Pacific County. Among other early settlers at Unity, Chinookville, Ilwaco and other points along North Beach are Capt. Reese Williams, who for some years owned the Bayview Hotel at Unity; J. R. Hall, Jasper Prest, L. D. Williams; John Hunter, early day postmaster of Unity; N. H. Bloomfield, W. P. Hayden, Fred Brown, Oscar Peterson, L. N. Henness, A. B. Church, B. Hutton, J. R. Priestly, Leonard Riley, David English, Nick Neinburg, J. J. Brumback, Tom Jenkins; John H. Timmen, who ran a boat between the Cascades and Portland from 1850 to 1852. The Town of La Center is located on his old donation land claim. A large number of settlers came to the North Beach district in the '80s, among them being Charles Davis, Herman Johnson, Charles Johnson, Peter Erickson, Otto Nelson, Charles Anderson, C. Olson, William Taylor, William Dixon, and Alex Kronholm. In 1880 B. A. Seaborg built a salmon cannery at Ilwaco. A few years later he built a sawmill. Another old settler of the early '80s was H. H. Tinker, who was born in Maine in 1839, and who in the '50s worked as a cook in a mining camp in California. He lived for some time at Clatskanie. In 1881 he bought from C. A. Reed, at that time county clerk of Pacific County, a tract of land on which the town of Long Beach is now located. Mr. Tinker built the first hotel at Long Beach and was the first postmaster of the community. As more and more people began going to the North Beach district to spend their summer vacations, many summer resort hotels were built and small communities started along the beach. Among the best known of these beach resorts are Holman, Sea- view, Shelburne, Beach Center, Long Beach, Tioga, Breakers, Cranberry, Loomis, Klipsun, Ocean Park, and Nahcotta. Among the settlers who settled in or around Chinook in the early '90s are William McIrwin, Big Anderson, Martin, Ed and Charles Anderson, William Barrows, C. A. Payne, Edward Dalton, B. A. Soderland, W. B. Donaldson, Will J. Rees, Dan Griffiths, Lloyd Griffiths, Lloyd Evans, Frank Gaither, Jack Lamb, A. Svensen, Hans Ougandahl, J. S. Jones, John and Olaf Carlson, A. Ogden, Olaf Ecklund, Peter Dahl, Gus Johannson, Edward Gardlin, L. Huff, Fred Reiff, G. Raiser, John Walhub, John McNab, Tom Greene, Ernest Brown, Clarence Bundy, Otto Sund, L. Leback, A. E. Houchen, Barney Bergland, Gilbert, Dan and Boone Gerow, L. H. Hudson, and Martin Jensen.
CHAPTER XXXI

IN THE DAYS OF THE CLIPPER SHIPS

H. C. Leonard is a pioneer of Portland. When I interviewed him in his rooms in the Goodnough Building, he said, "Gold was discovered in California when I was twenty-six years old. I left New York City on board the Crescent City, bound for Chagres. From Chagres I went by canoe up the river to Gorgona the head of canoe navigation. From there I went on a mule to Panama, where I caught the steamship California, bound for San Francisco. We tied up at the dock in San Francisco at 11 P. M. December 31, 1849, so I became a California '49er by an hour's leeway.

"Next morning I met John Green, who had worked for my brother in New York City. He was in partnership with Mr. Birdsall. I bought Mr. Birdsall out and Green and I decided to go to Oregon, as we felt that the store business in San Francisco was overdone. We packed up our goods and shipped them to Astoria. This was in February, 1850. We leased the old Hudson's Bay Company's warehouse in Astoria, in which we started business under the firm name of Leonard & Green.

"In 1852 John Green's brother Henry came out from the East and my brother Irving came from New York City. We put them in charge of our Astoria store while John and I opened a store on Front Street in Portland. We took this store because it was the only one having a dock and we planned to make navigation an important part of our business. Shortly after we reached Portland, the Pacific Mail Company put on a weekly line of steamers plying between San Francisco and Portland and we were appointed their Portland agents. The rush to the California gold mines had resulted in many vessels which put into the Golden Gate being abandoned by their crews so that for some years thereafter, good ships could be picked up far below their original cost. I went to San Francisco and purchased the bark Metropolis. I did this because freight rates from San Francisco to Portland were high and I believed we could ship our own goods from San Francisco to Portland and take back on the return trip cargoes of lumber, salmon and produce. By carrying freight for others, we could get our own goods shipped for nothing. I learned that the price of lumber in the Sandwich Islands was high, so I began shipping lumber from Portland to Honolulu and bringing back the produce of the islands to Portland.

"Shortly after our boat had left with a cargo of lumber for Honolulu we learned that the dealers of Honolulu had entered a combine to depress the price of lumber. I sailed for San Francisco at once, where I caught a boat bound for Australia, via Honolulu. Our boat, the Metropolis, was loaded with a high grade of lumber that retailed at Honolulu at $40
a thousand. When I got to Honolulu I found that the dealers had combined and that they all offered me the same price, $16 a thousand. I leased a vacant warehouse, unloaded my lumber there and retailed it at $35 a thousand. I sold it as fast as the draymen could haul it off, for the retail dealers had been charging from $50 to $75 a thousand. Incidentally, I broke the lumber combine. The leasing of this warehouse was a stroke of particularly good luck for it enabled us to store our hay, flour, salted salmon and other products as well as our lumber, and sell them when the market was good. At the same time it enabled us to store the sugar and other goods raised in the island which we used as return cargo for Portland. While in Honolulu I purchased another boat, which I put on the Portland run.

“In 1855 I shipped a cargo of lumber to Hongkong. I also shipped, as an experiment, some flour. Both the lumber and the flour sold at good prices. I invested the proceeds in Chinese goods and curios, which I brought back to San Francisco and to Portland. In many of the older homes of Portland you will find Chinese goods which I brought back from that trip.

“Incidentally, the 300 barrels of flour which I shipped to Hongkong, were manufactured in John McLoughlin’s mill and this shipment was the first flour that was ever exported from Oregon to an oriental port—in fact, it was the first flour ever exported from Oregon to a foreign market.

“Eventually we sold our business in Honolulu, disposed of our ship, closed our store in Astoria and my brother Irving and Henry Green came to Portland. We bought a block of ground for $1,200. Some years later I sold my half interest in this block for $55,000. My partner’s heirs were later offered $100,000 for their half interest.

“My partner John Green and myself applied to the territorial legislature for a franchise to build and operate gas works in Portland. We also applied to the Portland City Council for permission to install gas lights. There were only two gas plants on the Pacific coast, one at San Francisco and one at Sacramento. I visited both of these and studied them carefully. We secured our franchise and Mr. Green went East to purchase machinery. I went to Nanaimo where coal was being mined from under the sea, by Welsh miners. While in Victoria I bought a boat called the Orbit, loaded it with coal and started for Portland. We soon found, however, that we could buy coal that came in ballast at a less cost in Portland than we could bring it from British Columbia.

“This left us with a boat on our hands. I loaded the Orbit with lumber and went to San Francisco, where I sold the lumber at a satisfactory profit, but was unable to dispose of the boat. I have always been conscientiously opposed to selling anything at a loss, so I decided to take the Orbit to some other port, where I could sell it at a profit.

“In those days Portland merchants had more initiative and were more resourceful than are the merchants of today. At least it seems so to me. Few merchants of today would buy a boat to ship their goods to San Francisco. If they did so and were unable to dispose of the boat at a good profit, I doubt if they would start for South Africa, China or
Siberia to sell their boat. While looking about on the waterfront at San Francisco I ran across some men who were looking for a boat to go to the Amoor River. I also found that there were fifty tons of freight waiting for a boat bound for Hakodadi, Japan. The two men who wanted to go to Siberia offered me what seemed a more than satisfactory price for their passage. I also was offered a good price for taking the fifty tons of freight to Japan. I booked my two passengers, took the freight aboard, bought some trading goods to complete my cargo and a day or two later started for Japan and Siberia. We made a quick trip to Japan, where I unloaded the fifty tons of freight and where I purchased fifty tons of provisions, clothing and trading goods, thinking that I might be able to dispose of them at a profit in Siberia. We reached the mouth of the Amoor River on June 15, 1860. The ice had broken up in the Amoor a few days before, so we were the first vessel to enter the river. I disposed of all my foodstuffs, clothing and trading goods at a satisfactory profit. I returned to Japan, where I purchased a cargo of Japanese goods. There had been no shipment to amount to anything of Japanese goods to the United States, so I picked them up at a very low cost. I had intended selling my boat in the Orient, but I found that it would be cheaper to ship the cargo in my own boat than to pay freight, so I headed seaward for San Francisco. I disposed of my Japanese goods in San Francisco, making a handsome profit. I tried to sell the boat in San Francisco, but I could not sell her for the price I paid and I was determined not to sacrifice on the price, so I loaded the Orbit with lumber and other freight and sailed for Hongkong. At Hongkong I found the British and French navies at war with the Chinese there. I disposed of my lumber, loaded with provisions and sailed for Saigon in Southern China. Here I ran across a number of warships which were short of provisions, so I sold my cargo at a good profit and bought a cargo of rice, which I took to Macao. This was in May, 1862. I sold my rice here, loaded the Orbit with other provisions and trading goods and got under way for Nikolskoe, Siberia. Once more I had the good luck to be the first boat to get in after the breaking up of the ice on the Amoor, and once more I more than doubled my money on my cargo. Returning to Japan, I loaded a full cargo for Shanghai, China.

"At Shanghai I found that good boats were in demand so I sold the Orbit at a good profit and took passage on a steamer for Hongkong. The captain and the crew of the Orbit were hired by the new owners. As I went out to sea we passed the Orbit lying in the mouth of the river at Woosung. I waved an affectionate farewell to the captain of the crew with whom I had been associated so long. The following day the Orbit cleared for Japan. Captain Sherman, in command of the Orbit, had taken his wife along on this trip. She had come to Hongkong to meet him. One day out from Woosung a typhoon struck the Yellow Sea and from that day to this no word has ever been heard of the Orbit or her captain or of any of her crew. I learned later that she had turned turtle and foundered.

"Returning to Portland my partner and I decided to take over the
Portland City Water Works. At that time the water was distributed through Portland in wooden pipes, logs having been bored out by hand. We bought the water works and I went to New York City where I bought 600 tons of cast iron pipe and also pumping engines for the water works. I found that freight rates were so high that instead of paying freight I chartered a boat and started for Portland by the long and hazardous trip around the Horn. We had good luck on our trip and arrived in Portland safely. In 1876 we sold the water works to the City of Portland. In 1892 we sold the gas works. As I am over ninety years old, I have retired more or less from active business life and am resting on my oars."
CHAPTER XXXII

JACOB KAMM, PIONEER RIVER MAN

Few men are as intimately related to transportation on Oregon's liquid highways, the Columbia and the Willamette, as is Jacob Kamm. When I interviewed Mr. Kamm at his home in Portland, he said, "I was born in Switzerland, September 12, 1823. My father was an officer in the Swiss army. When I was eight years old, he resigned from the army and we came to America. Father died in New Orleans of yellow fever, when I was twelve years old. I secured a job as printer's devil on the New Orleans Picayune, where I worked for two years. I went to St. Louis when I was fourteen years old but I found no work at my trade and when I was reduced to a single dime, I took a job as cabin boy on the Ark, a small steamer plying on the Illinois River. The engineer took an interest in me and explained the engines to me. I spent all my spare time in the engine room. I worked on river boats for the next six years, and was finally granted a license as engineer, by the board of examiners of the state of Missouri. I worked on some of the famous old-time packets plying between St. Louis and New Orleans. When I was twenty-six years old, gold was discovered in California. I quit my job on the river, went across the plains to Sacramento, to get rich digging gold in the mines. I found that there were more miners than claims and that steamboat engineers were at a premium. I took a job as engineer on a steamboat on the Sacramento. Capt. J. C. Ainsworth, an old-time Mississippi River captain had come to California and was working at $300 a month as captain on a boat on the Sacramento. Lot Whitcomb, who was promoting the town of Milwaukie, which was a rival of Portland, came to San Francisco and hired Captain Ainsworth to come to the Willamette Valley to run the Lot Whitcomb. He hired me at a salary of $400 a month, to come up as engineer. I was engineer at the time on the Black Hawk on the Sacramento River, but the Black Hawk had a leaky boiler and old machinery. Lot Whitcomb bought boilers and machinery for the Lot Whitcomb in San Francisco and shipped them north. I found when I came to install the machinery in the Lot Whitcomb, that I would not only have to do the work but would have to make tools before I could rig up the boilers which were in twenty-one pieces. The Lot Whitcomb pleyd between Milwaukie and Astoria. We made two trips a week. Her engine was a 17x84 inch single engine. In 1854 she was sold to the California Steam Navigation Company. They took her to California, changed her name to the Annie Abernethy and put her on the run between Sacramento and San Francisco. After the Lot Whitcomb was sold, I oversaw the construction of the Jennie Clark, the first stern-wheel steamer built in Oregon. Captain Ainsworth and myself believed that a stern-wheel
CAPTAIN JACOB KAMM
Pioneer of 1850

WILLIAM HENRY GRAY
Pioneer of 1836
The Columbia River Valley steamer would be better for river work, than a side-wheeler or a propellor-driven boat. We built the *Jennie Clark* at Milwaukie. She was 115 feet long, eighteen and one-half feet beam, with a depth of four feet. We brought her engines from Baltimore. In 1862 we made weekly trips from Portland to Clatsop landing, the round trip being $15. I owned a half interest in her, Captain Ainsworth a quarter interest and Abernethy and Clark the other quarter.

In 1858 Capt. J. C. Ainsworth and myself built the *Carrie Ladd*. This was the first boat which formed the nucleus of the Union Transportation Company, later the Oregon Steam Navigation Company. We named the *Carrie Ladd* after the daughter of W. S. Ladd, Portland's first banker. We launched her in October 1858. She was the fastest boat on the river. When we formed the Union Transportation Company, we took the *Carrie Ladd* from the Willamette River and put her on the Columbia River, running from Portland to the Cascades. Captain Ainsworth, Capt. Richard Hoyt, Capt. Richard Williams and myself organized the Union Transportation Company. In 1860 we organized the Oregon Steam Navigation Company. We started with the *Carrie Ladd*, the *Jennie Clark* and the *Express*. To prevent rate-cutting we chartered the *Senorita* and the *Mountain Buck*, so that we controlled the passenger and freight traffic on the Willamette River and the Columbia River as far as The Dalles. Thompson and Coe operated the steamer *Colonel Wright* above The Dalles. We incorporated the Oregon Steam Navigation Company on September 29, 1860. Thompson and Coe came in with us. We incorporated our company at Vancouver, under the laws of Washington territory and issued 542 shares of stock. R. R. Thompson had 120 shares, L. W. Coe, sixty shares, I had fifty-seven shares, J. C. Ainsworth forty shares, Ladd & Tilton eighty shares, T. W. Lyles seventy-six shares, A. H. Barker thirty shares and S. G. Reed twenty-six shares. Other stockholders having a few shares each were Richard Williams, Ben Stark, J. Myrick, C. W. Pope, J. W. Ladd, George W. Hoyt and J. M. Gilman. On October 18, 1862 we incorporated the company under the laws of Oregon with Portland as our headquarters. We increased the capital stock to 4,000 shares, with a value of $2,000,000. On June 14, 1879 the Oregon Steam Navigation Company was succeeded by the Oregon Railroad and Navigation Company with a capitalization of $6,000,000. I sold my ocean-going steamer, the *George S. Wright* to Ben Holladay. Later I built and operated the *Lurline, Undine, Ocean Wave, Norma, Mascot* and I also had an interest in the *Elk, the Surprise* and the *Rival*. The Vancouver Transportation Company which I organized and operated, proved very profitable.

It is interesting in this connection, to turn back the pages of the years to Christmas day 1850, when the *Lot Whitcomb* was launched at Milwaukie. A three-day celebration was held and the settlers came from all over Oregon territory to participate in the celebration. A steadily-increasing stream of gold dust and eight-sided $50 gold slugs had poured into the coffers or rather the buckskin pokes of the Portland merchants and the farmers of the Willamette Valley. Times were good and money was plentiful. Milwaukie at the time of the launching of the *Lot Whitcomb*,
kept open house. She was rejoicing not only over the launching of the
Lot Whitcomb, but also over the fact that Milwaukie was now recognized
as the metropolis of Oregon territory and that Portland need no longer be
regarded as a serious rival. They knew that somewhere in the Northwest
a big city would be built. Those who were particularly optimistic claimed
that the day would come when there would be a city of 10,000 people on
the banks of the Willamette. They also said that the building of the Lot
Whitcomb gave Milwaukie a lead that could not be overcome by its rivals.
Linn City, just across from Oregon City, had made but little progress since
its founding in 1843. Multnomah City had a good site, but that was all.
Linnton, near the head of Sauvie's Island, established in 1844 by Peter H.
Burnett and Gen. M. M. McCarver, was resting on its oars. Milton,
Nathaniel Crosby's town near the mouth of Willamette slough had slowed
down. Columbia City and St. Helens were too busy fighting each other
to menace Milwaukie's supremacy. Upper Astoria had the customs house
while Lower Astoria had two companies of United States engineers and
the town was torn by internal dissension as to which part of the city
would be the city of destiny. Pacific City, founded by Dr. Elijah White,
J. D. Holman and Judge Skinner, was a dark horse, but the citizens of
Milwaukie felt that there community had arrived and they were willing
to let Portland and the other rival communities settle among themselves
the question of the second place. The rafters of the log houses of Milwaukie
rang with the joyful squeal of the fiddle and the board floors shook with
the thud of dancing feet while roasts of venison, wild goose, teal and mallard,
hard cider and more potent liquids disappeared before the vigorous
appetites of the visitors and residents of the future metropolis.

The Columbia, the first steamboat to be built on the Columbia River,
had been launched a few months before, at Upper Astoria. She was
launched on July 3, 1850, and docked at Portland on July 4. That evening
she went up to Oregon City to prove the big drawing card of the 4th of
July celebration there. She was ninety feet long and built to accomodate
twenty passengers but often carried from fifty to one hundred passengers,
who paid $25 for a ticket from Portland to Astoria, the running time
being twenty-four hours.

The Lot Whitcomb, which had just been launched, was the second
steamboat to be built in Oregon and was twice as long as the Columbia.
Although the town of Milwaukie was but three years old it had already
made steady and vigorous growth. It was started in 1847 by Lot Whit-
comb and Seth Luelling. These town promoters had interested Capt.
Joseph Kellogg, S. S. White, Berryman Jennings, and others and the
building of the Lot Whitcomb was the result. When the Lot Whitcomb
passed down the river from Milwaukie to Astoria, it refused to stop at
Portland but merely whistled derisively. Today Milwaukie is still a
village while Portland has a population of over 350,000 and a world-wide
reputation for its beauty and commercial stability.

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CHAPTER XXXIII

COWLITZ COUNTY, WASHINGTON

Cowlitz County is one of the early counties of Washington territory, having been admitted in April, 1854. It has an area of 950 square miles. Among the early-day communities of the county were Monticello, Freeport, Kalama, Woodlawn, Olequa, and Kelso. Sir George Simpson, governor of the Hudson's Bay Company territory, while making a tour around the world, visited the Oregon Country in the summer of 1841. On September 1, accompanied by Governor James Douglas, chief factor of the Hudson's Bay Company, with headquarters at Vancouver, he started for Fort Nisqually, to go aboard the steamer Beaver in command of Capt. William McNeil, to go to Sitka. When he left Vancouver, Capt. Charles Wilkes, in charge of the United States Exploring expedition was visiting at Vancouver. Governor Simpson and his party went by batteau to what was then called the Cowlitz farms. In describing what is now Cowlitz County, he said: "Between the Cowlitz River and Puget Sound, the country which is watered by many streams and lakes, consists of plains and belts of wood. It is well adapted both for tillage and pasturage, possessing a genial climate, good soil, excellent timber, water-power, natural clearings and a seaport, and that to, within reach of more than one advantageous market. When this tract was explored a few years ago, our company established two farms upon it, which were subsequently transferred to the Puget Sound Agricultural Company, formed under the company's auspices, with a view of producing wheat, wool, hides and tallow for exportation. On the Cowlitz farm we have about a thousand acres of land under the plow, besides a large dairy and an extensive park for horses and stock, and the crops this season amounted to eight or nine thousand bushels of wheat, four thousand of oats, beside barley and potatoes. The other farm is on Nisqually Plains. In addition to these two farms there was a Catholic Mission with 160 acres under the plow. There were also a few Canadian settlers, retired servants of the Hudson's Bay Company and it was to this same neighborhood that the emigrants from Red River were wending their way."

The object of the Hudson's Bay Company in establishing the Puget Sound Agricultural Company was to colonize the Oregon Country, through emigration, to offset the claims of the Americans, who were beginning in a small way, to emigrate to the Oregon Country. They realized that occupancy of the soil by actual settlers would have much to do with the settlement of the boundary question. The Hudson's Bay Company guaranteed to each settler in Cowlitz County, the use and increase of fifteen cows, fifteen ewes, a house and barn and necessary work oxen and horses. The colonists were from the Red River territory. This district had been
AERIAL VIEW OF KALAMA, WASHINGTON, 1926

BRIDGE AND CAMP GROUNDS ON LEWIS RIVER, WOODLAND, WASHINGTON
COLUMBIA RIVER VALLEY

granted to Lord Selkirk in 1811 by the Hudson’s Bay Company. These settlers were Scotchmen, Orkneymen, French Canadians and half breeds, most of whom were by Scotch fathers and Cree mothers. Capt. James Sinclair later factor of the Hudson’s Bay Post at Walla Walla and still later a resident at the Cascades on the Columbia River, where he was killed by the Indians during the Indian war of 1855-56, was instructed by the Hudson’s Bay Company to take a party of settlers from Red River territory to Cowlitz Plains. They left on June 15, 1841, the party consisting of twenty-three families. Sir George Simpson met them on their way from Fort Gary, now Winnipeg, to Cowlitz Plains. In describing them Governor Simpson said, “These emigrants consisted of agriculturists, principally natives of the Red River settlement. There were twenty-three families, the heads being young and active. A few of the party were well advanced in life, one woman being upwards of seventy-five years of age. She was going with her son to his new home. As a contrast to this superannuated daughter of the Saskatchewan, there were several very young travelers, who had, in fact made their appearance since the commencement of the journey. Each family had two or three carts, together with bands of horses, cattle and dogs. The men and lads traveled in the saddle, while the carts, which were covered with awnings against the sun and rain, carried the women and young children. As they marched in single file, their cavalcade extended about a mile in length and we increased the length of the column by marching in their company. The emigrants were all healthy and happy, living in the greatest abundance and enjoying the journey with the highest relish. Before coming up to these people, we had seen evidence of the comfortable state of their commissariat in the shape of two or three still warm buffaloes from which only the tongue and a few other choice bits had been taken.” Most of these settlers within a year or two, traveled south, crossed the Columbia River and settled on Tualatin Plains, in what is now Washington County. They crossed the Rocky Mountains near Fort Kootenais, at an altitude of 8,000 feet. They left their carts at the Mountain House, making the rest of their journey on horseback. Their half breed guide left them at Bow River, but they fortunately met a Cree Indian who guided them through a pass in the mountains and went with them to Nisqually. They crossed the summit of the Rocky Mountains on August 5th and reached Fort Walla Walla on the Columbia on October 4th. The night they arrived at Fort Walla Walla, the buildings took fire and were entirely consumed. One or two families settled at Cowlitz farms and for about a year thirteen of the families stayed at Nisqually Plains, later moving to Tualatin Plains not far from Portland. Fort Nisqually was established in 1833 by Lieutenant Kittson, who at that time was a clerk in the service of the Hudson’s Bay Company. In 1840 a large warehouse was built near the fort. The plan of the Hudson’s Bay Company to colonize the country through their subsidiary company, the Puget Sound Agricultural Company, did not prove successful. The company was formed by Wm. F. Tolmie, Dr. Forbes Barclay, who later moved to Oregon City and was one of the pioneer physicians of the Oregon Country, and George B. Roberts.
This association was under the protection and auspices of the Hudson's Bay Company. The capital stock of the company was 200,000 pounds, divided into 2,000 shares. The management of the business was in the hands of John Henry Pelly, Andrew Colville and George Simpson, all of whom lived in England. The meeting of the stockholders occurred each December in London. The Puget Sound company was required to purchase all of their sheep, cattle, horses, implements and other supplies from the Hudson's Bay Company. The agents of the Puget Sound Agricultural Company agreed that no person in their employ, nor any settler taken into the district should directly or indirectly trade in furs and peltries. The purpose of the company was to occupy land for agricultural purposes, hoping to obtain a grant if Great Britain obtained sovereignty of the Oregon Country. However, they never lawfully acquired the lands, but in the settlement of the boundary question, the United States purchased the claims to avoid friction. Under the treaty of 1846 the Puget Sound Agricultural Company asserted claim first to their holdings in Nisqually, and secondly to the farm at Cowlitz River, "known as The Cowlitz, consisting of 3,572 acres of which upwards of 1,500 acres are improved and under cultivation for farming and agricultural purposes, the remaining portion being used for cattle and sheep ranges and pasturage and for other purposes connected with the business of said company. The establishment and buildings of the Cowlitz farm consisting of dwelling houses, sawmills, stores, granaries, barns, stables, sheds, and piggeries and of a great extent of fencing and enclosures. Also livestock consisting of 3,100 head of neat cattle, 350 horses, and 5,300 head of sheep of the value of 25,000 pounds sterling, which were pastured and fed on the said lands before and at the time of the conclusion of the treaty of the 15th of June, 1846."

The provisional legislature of Oregon established Lewis County, the act being approved on December 21, 1845, and to take effect after the June election in 1846. Lewis County at that time embraced all the territory lying between the Columbia River and fifty-four degrees and forty minutes north latitude, its western boundary being the Cowlitz River. In June, 1846, Dr. William F. Tolmie was elected to the Oregon Provisional Legislature. At the time of its creation Lewis County extended 300 miles up into British Columbia. Curiously enough, it was Lewis County that elected George F. Abernethy provisional governor of Oregon. The vote of the other counties was already in when Lewis County's vote was reported. On the face of the returns A. L. Lovejoy had been elected governor, he having received 518 votes and George Abernethy 477. Lewis County gave sixty-one votes to Abernethy and two to Lovejoy, so Abernethy became provisional governor of Oregon. At this same election Simon Plamondon of Cowlitz Prairie was elected representative. It was on Cowlitz Prairie that the first bricks were burned north of the Columbia River. This was in July, 1846. By 1850 a number of settlers had taken claims between Fort Vancouver and Cowlitz Landing. Columbia Lancaster, who had come to Oregon in 1847 and had become a supreme judge under the provisional government and who was later Washington's first
delegate, had moved from the Willamette Valley and taken up a place on Lewis River. William Dillon in 1849 moved to the north bank of the Columbia River, opposite the mouth of the Willamette River and operated a ferry there. Jonathan Burpee, who had at first located on Kalama River, later moved to the Cowlitz. On the Cowlitz River a number of claims had been taken up, among the settlers being Seth Catlin, Peter W. Crawford, H. D. Huntington, Nathaniel and David Stone, M. West and Royal C. Smith. In 1848 Alexander D. Abernethy, a brother of George Abernethy, Oregon's provisional governor, with a Mr. Clarke, had started a sawmill on the Columbia River, below the mouth of the Cowlitz, at what was known as Oak Point. James Birnie, an old-time employee of the Hudson's Bay Company, had settled at Cathlamet.

The principal streams in Cowlitz County are the Cowlitz, the Kalama which flows into Columbia and the Coweman and the Toutle, both of which empty into the Cowlitz River. The Cowlitz River enters the county on its northern boundary, flows through the county into the Columbia. The Lewis River forms the southeastern boundary of the county.

KALAMA, WASHINGTON

The first cabin built on the site of what is now the city of Kalama was built in February, 1853, by Ezra Meeker. He and his wife and his brother had been running an hotel at St. Helens, Oregon. They had sixty boarders —men who were working on the building of the dock at St. Helens. St. Helens was to be made the head of navigation by the Pacific Steamship Company. Hence, the extensive preparations for docking facilities. However, before the dock was finished, their plans were changed and Portland was made the head of navigation and H. C. Leonard was appointed their Portland agent. Ezra Meeker's boarders drifted on so on January 20, 1853, he staked out a claim on which the town of Kalama now stands, and here he built his cabin. The cabin was built on a side hill with a door fronting the river. At that time there was a small island of a few acres, which lay almost in front of his cabin and from which he was able to get driftwood for his fireplace. High water that spring brought down a large number of sawlogs. With his skiff he towed these logs ashore and made a raft. With his brother and another man, he cut some of the larger trees on his place and they were able to sell the result of their seven weeks' work to a sawmill for $800. They rafted their logs down the Columbia River to Oak Point, where they were to sell them at $6 a thousand, but the raft got away from them and floated down to Astoria, where they were paid $8 a thousand. With the money received from their logs he bought a barrel of flour for $50 and several bushels of potatoes at $2 a bushel. By the end of March he had in a garden of peas, lettuce and onions and in July he planted potatoes which he sold in the ground for $400. When the town of Olympia was started, Mr. Meeker thought that he would have a better market for his farm produce, so he moved to Olympia. Olympia had three stores, an hotel, a livery stable, a saloon and a paper which had just been established. They claimed a population of approximately 100.
KALAMA, WASHINGTON

KALAMA STATE BANK, KALAMA, WASHINGTON
When Mrs. Meeker learned upon her husband's return to Kalama, that eggs brought $1 a dozen in Olympia and that butter sold for $1 a pound, potatoes $3 a bushel and onions $4 a bushel, she was as enthusiastic as her husband, to go to Olympia. He told her that with their two oxen Buck and Dandy, he could easily make $20 a day cutting and hauling piles to be shipped to San Francisco, so they left their cabin on the banks of the Columbia, and went to Puget Sound.

Even before Ezra Meeker took up a claim at Kalama, Jonathan Burpee had settled there but later abandoned his claim and moved up the Cowlitz, near its forks, where he had for his neighbors Seth Catlin, Peter W. Crawford, Henry D. Huntington, Nathaniel and David Stone, J. B. Butler, Jesse Fowler, L. P. Smith, V. M. Wallace, J. O. Rayner, Royal C. Smith and John E. Picknell.

Thad Stevens introduced a bill which passed both houses of Congress and was approved by President Lincoln, giving the Northern Pacific Railroad Company a large grant of land to aid in building a railroad and telegraph line from Lake Superior to Puget Sound. The company was organized and about $200,000 was raised and spent. They had been given two years in which actual building must be begun, in order to hold the land grant, but at the end of this time not a rail had been laid. So a meeting of the stockholders and directors was held in Boston and a new Board of Directors was elected. This board at once applied to Congress for an extension of time and for a guarantee of its dividends. After two years Congress once more extended the time for commencing actual construction to 1870 and allowed the company seven years to complete the road. The estimated cost of the road was $157,000,000. Jay Cooke & Company were asked to finance the undertaking. A careful estimate made by Mr. Cooke's engineers reduced the cost of construction from $157,000,000 to $85,000,000. Congress was asked to amend the charter of the company so that the mortgage bonds could be issued, and also to authorize the construction of a branch line from Portland, Oregon to Puget Sound. The directors of the company agreed to build twenty-five miles of the branch line by July 2, 1871, and to build forty miles each year thereafter, until the road was completed. Jay Cooke issued $100,000,000 in bonds, bearing interest at 7.3%. He agreed to sell them at par and to retain $12 out of every $100 received. He was also to receive $200 in stock for every thousand dollars worth of bonds sold. Within a short time $30,000,000 worth of bonds had been sold. Ground was broken on February 15, 1870, at Thompson Junction, 24 miles west of Duluth and ground was also broken in May, 1870, at Kalama and the work was pushed so that twenty-five miles of the line extending northward from Kalama was completed within a year. Kalama witnessed an unprecedented land boom. It expected to be the largest city on the Columbia and its boosters said it would be the New York of the Pacific.

About seven hundred and fifty Chinese and five hundred white men were employed on the right of way and money flowed into Kalama in a golden stream. Real estate men in Kalama became millionaires on paper. Bitter rivalry existed between Olympia and Seattle as to which should be the northern terminus of the road.
Gen. M. M. McCarver, who had been an early settler in Chicago and who had founded the town of Burlington, Iowa, crossed the plains to Oregon in 1843, and with Judge Peter H. Burnett founded the town of Linnston on the Willamette. Later, going to California, he had gone in with General Sutter and helped to found the town of Sacramento. In 1867 he had traveled on horseback from Portland to Puget Sound to locate a town that would be the western terminus of the first transcontinental road. He started the town of Tacoma. McCarver filed his plat for record on December 3, 1869, naming his proposed city Tacoma City. He had originally called it Commencement City. Capt. J. C. Ainsworth of Portland was made managing director for the western division of the road and with R. D. Rice was intrusted with the selection of the northern terminus of the road. General McCarver was a relative by marriage of Capt. J. C. Ainsworth. Captain Ainsworth and R. D. Rice selected McCarver's townsite of Tacoma as the northern terminus of the road, telegraphing this information from Kalama to the eastern directors in New York. The eastern and western divisions of the main line of the Northern Pacific were connected on the North Bank of Deer Lodge River in Montana, on September 8, 1883. A distinguished company including ex-president U. S. Grant, Henry M. Teller, Carl Shurz, William M. Evarts and hundreds of other distinguished guests from Europe and from the Atlantic seaboard were present to see Mr. Villard drive the last spike. While these ceremonies were taking place, Mr. Villard received a telegram from Kalama, saying that the section of track between Portland and Kalama had been completed that day. The only missing link on the line was the huge transfer boat Tacoma, which was to be used in ferrying the trains across the Columbia at Kalama. This had not yet been completed.

"I have lived in Cowlitz County for over forty years," said Hite Imus. "I moved from Salem, Ore., to Kalama in the spring of 1889. I ran a newspaper in Kalama for over thirty years, so naturally I kept in close touch with the history and development of the community. In 1871 Kalama was the Pacific Coast terminus of the Northern Pacific Railway Company. The machine shops were there, as well as the western offices of the railroad. The town had a population of between three thousand and four thousand people and it was considered a serious rival of Portland. When the railroad was built to General McCarvers' town, Tacoma, the headquarters were moved there and also the machine shops. This was a serious setback to Kalama. Shortly thereafter a destructive fire swept through the town, leaving it in ruins. There were not over twenty-five houses left standing. The first county seat of Cowlitz County was at Monticello, now a part of Longview. The high water of 1867-68 washed Monticello away. The county records were moved to Freeport, now known as West Kelso. Freeport was the county seat until 1872, when Kalama won the contest for the county seat and the records were moved to Kalama.

"The old Kazano House built by the Northern Pacific Railway Company as a hotel was used as a courthouse. Hardly had Kalama won the county seat fight when Kelso began its long and vigorous contest for the county seat. From then on the question came up each four years, and for the next
twenty years we never had any need to deplore the apathy of the citizens of Kelso or Kalama at elections. The adherents of these two towns saw to it that every possible vote was cast. It required 60% of all votes cast to move the county seat. Finally Kelso won the contest in 1922 and became the county seat. When I went to Kalama in the spring of 1889, the trains were ferried from Hunter's, a mile and a half above Goble, to Kalama, on the railroad ferry boat, the Tacoma. Later the Tacoma crossed the river between Goble and Kalama.

"When the Northern Pacific built their tracks on to Vancouver and bridged the Columbia so as to enter Portland, the ferry boat was laid off. This was another set-back to Kalama as forty men had been employed at Kalama by the railroad company, and these men were all laid off. My brothers and myself had not been in Kalama long when a real estate firm organized in Tacoma laid out a new townsite of 318 acres near the original townsite of Kalama, which was in litigation. We made arrangements to move the station to the new town. The June rise of the Columbia came on time, but instead of going down in a few weeks, the river stayed high clear into August and when prospective purchasers came to buy lots they found their lots were ten feet under water, and they went away, giving the town a black eye. I have never known a town whose citizens were so hopeful, so optimistic and so cheerful in the face of defeat as the citizens of Kalama. After a lot of hard work, we interested Mr. Chlopek, a big fish packer, who leased the water-front from the Northern Pacific Company and had all arrangements made to put up a big fishing plant to pack salmon and sturgeon. Just as work was about to start, he became insane and the plan blew up. In 1909 the Mountain Timber Company put in a mill employing 300 hands. We thought we were at last on the high road to prosperity but the mill burned down and was not rebuilt. Since that time we have had five fires, one of which destroyed most of the business section of the town, but in spite of these calamities, Kalama is forging ahead."

Kalama, in addition to its beauty of location, is served by three transcontinental railways and is on the Pacific Highway. It has eight miles of frontage on deep water. At the Kalama port dock the largest freighters afloat can dock to take on cargos. Japanese squares sawed in the Kalama mills are shipped to the Orient to be resawed into lumber. Kalama has a payroll of $40,000 a month from its two shingle mills, three sawmills, the fishing company and the tie mills which operate on the Kalama River. The shingle mill owned by the Blue Ribbon Products Company has a capacity of 400,000 shingles a day and employs 40 men. The Barr Shingle Mill saws 350,000 shingles a day and employs 50 men. Kalama exports an average of four million feet of Jap squares to the Orient each month. The Doty Fish Company at Kalama freezes 500,000 pounds of fish each year, which it ships to England, France and Belgium. The Doty Fish Company is owned by the New England Fish Company. Strawberry growers in the vicinity of Kalama grow an average of four tons of strawberries to the acre. These berries are barreled in Kalama and shipped east. One firm in Kalama shipped over 2,000 barrels during the 1928 season, another firm shipped 600 barrels and a third 300 barrels.
The town of Woodland, Washington, was founded by Christopher Columbus Bozarth. Recently I interviewed Cynthia A. Bozarth at Woodland. She said, "We crossed the plains to Portland in 1852, when I was eleven years old. Father put in that winter making charcoal and working at his trade as a blacksmith in Portland. In the spring of 1853 we looked up our old neighbor Squire Bozarth. We found that he had taken up a claim on Lewis River. Father took up a place near him and lived there till 1861 when he moved to Vancouver. I married Squire Bozarth, Jr. My husband's father, Squire Bozarth, was born in Kentucky in 1792, moved to Missouri and in 1845 crossed the plains to Oregon. He built the first schoolhouse at Forest Grove, Oregon. In the fall of 1846 he took up a claim on the Columbia River opposite Vancouver. In 1851 he took up a place on the north bank of Lewis River, which he named Woodland Farm. I was married on June 18, 1859 and moved to the Bozarth Farm a mile from Woodland. I have lived here in Woodland for the past sixty-seven years. In 1881 my husband's brother Chris. Bozarth, opened a store on the river bank, and named it Woodland, after his father's farm, Woodland Farms. Chris. Bozarth was the first postmaster of Woodland and owned this first store here. My brother, S. A. John, piloted the first steamer that came up Lewis River. This was in 1858 and the name of the steamer was the Little Eagle."

The Cowlitz County Fair is held at Woodland, Washington, which is the trading center of a thriving farming community in southern Cowlitz County. Surrounding Woodland there are about 7,000 acres of dyked land, almost all of which is under cultivation. The dykes were built at an expense of about $600,000. The soil is alluvial being as rich as the beaver dam land in various sections of Washington and Oregon. It is preeminently a dairy country, there being over 25,000 highly bred cows in the district. Another industry that is bringing much money to the district is the production of peppermint oil. In the vicinity of Woodland there are 350 acres devoted to the growing of peppermint, which produces an average of forty pounds of mint oil to the acre. The peppermint oil produced here is exceptionally high in menthol content, the price for this oil last year being $2.75 per pound. Strawberries and other small fruits are grown extensively. It is also recognized as a poultry and egg center. Woodland derives considerable money from smelt fishing during the annual runs of the smelt up the Lewis River. Woodland's high school is a modern accredited school and has an attendance of 130 students. There are three churches in Woodland, the Catholic, the Christian and the Presbyterian, the two latter having built new churches during the past year.

CASTLE ROCK

"The town of Castle Rock is located on our old donation land claim," said B. F. Huntington when I interviewed him at Castle Rock. "My brother owns half of the old donation land claim. I own part of it and the rest of it is divided into lots, on which the town is built. We crossed the plains to the Willamette Valley in 1852. That fall my father moved
to what was then called Monticello but is now known as Longview. We stopped with my father's cousin, H. D. Huntington. 'Uncle Darb' had crossed the plains in 1848. In 1854 father built a good log cabin on our place. This was the first cabin to be built in Castle Rock. There was a good bit of travel between Portland and Olympia. Travelers went from Portland to Monticello by steamboat, then by Indian canoe to Cowlitz Landing above Olequa, and in the summer time they took the stage from there to Olympia, which was driven by Henry Windsor, Uncle Darb's son-in-law. In winter they went on horseback. The first school in this neighborhood was at Fort Arkansas, half a mile from here on the west side of the Cowlitz. Ozi Curtis Huntington was the teacher. In 1856 I went to school to Riley Strong at Catlin, now called Kelso. In 1858 Riley Strong taught school at Rainier so we children moved to Rainier, so we could go to school there. Professor Strong died before the school year was up so we moved to Monticello and went to school to Charles A. Thatcher. In the spring of 1860 we moved to the Coweman Bottom. The Coweman River puts into the Cowlitz from the east, two miles below Kelso. In the winter of 1861 we got three months schooling at Monticello. Mrs. Drew, the wife of Captain Drew of Drew's Landing was the teacher. The biggest flood that ever occurred in this country, occurred in the winter of 1867. There was lots of snow in the mountains and in the middle of December there came a Chinook wind. For three days and three nights we had a warm rain. We had to quit our house and take to the hills. The water was three feet deep in our house. My father laid out the town of Castle Rock on his claim and became the first postmaster. Ira C. Conger had the first store."

Judge H. E. McKenney is superior judge of Cowlitz, Klickitat and Skamania counties, and lives at Kelso. In speaking of the early days of Castle Rock he said, "Castle Rock was incorporated in 1890. Mr. Cummings was the first mayor. A. H. Goddard was the second mayor. I ran against him and the vote was a tie. On the recount it was found he had one more vote than I did, so he was elected. I was one of the early-day storekeepers at Castle Rock. E. W. Ross came to Castle Rock in 1891. He had some law books and while working in my store I read his law books. I was admitted to the bar in May, 1893, and at once began the practice of law in Castle Rock. I moved to Kelso in 1899."

Castle Rock is twelve miles north of Longview. It is located on the Pacific Highway on the Northern Pacific main line and on the L. P. and N. Railway. The city has two school buildings, one the high school, the other the grade school. Twenty teachers are employed and the enrollment of students for the past term was over 500. Six auto busses bring the students from outlying districts to the high school. The Methodists, Christians, Catholics, Lutherans and Adventists all have churches in Castle Rock. Sam Roake, mayor of the city, is the head of a very unusual industry which employs a force of twenty men throughout the year. These men gather Oregon Grape, huckleberry bushes, salal, Christmas trees and ferns, which are shipped to the Atlantic seaboard and midwest points. Six trucks are employed in this industry.
CHAPTER XXXIV

KELSO, WASHINGTON

Kelso is the county seat of Cowlitz County. The Cowlitz River flows through Kelso. West Kelso on the east side of the river, joins the city limits of Longview. In talking with James Wallace, who was born on August 6, 1851, in what is now the city of Kelso, he said, "My father, Victor M. Wallace, who was born in Vermont in 1807, crossed the plains with his wife and their first two children, in 1847. While crossing the Rocky Mountains, the wagon train of which my father was a member, camped with another wagon train bound for the Willamette Valley, and he met Peter W. Crawford. Later they met at The Dalles, came down the Columbia River together, and both went to Oregon City. While the wagon train of which Peter W. Crawford was a member was camped near what is now Pendleton, in the fall of 1847, Dr. Marcus Whitman, who had a mission nearby, visited them and in a fireside talk to the members of the wagon train, said, 'If I were a young man, just coming to the Oregon Country, I would take up a place on Cowlitz Prairie and raise potatoes. The soil is rich, the climate is good and a man would make no mistake by taking up a place there.' As soon as Peter Crawford got to Oregon City, he decided to take a look at the Cowlitz Valley. He liked it and took up a claim there that same fall. Mr. Crawford made the first survey for the townsite at Vancouver. My father was a blacksmith and millwright. He got work in Oregon City and worked there till the summer of 1848. The schooner Honolulu came up from San Francisco and after Captain Newell in command of the schooner had bought up all the shovels, picks, milk pans and a lot of provisions, he gave out the news of the discovery of gold on the American River. A few days later the brig Henry came in from San Francisco and confirmed the news, so pretty nearly everybody that wasn't crippled started for California. Oregon City and the other communities were depopulated. My father joined a wagon train bound for the California gold mines. Among those in this wagon train were Peter H. Burnett, who later became the first American governor of California, General Joel Palmer, General M. M. McCarver, who later founded the town of Tacoma, A. L. Lovejoy, one of the original owners of the townsite of Portland, F. W. Pettygrove, who also was one of the townsite proprietors of Portland, John M. Shively, one of the early owners of the townsite of Astoria, Ralph Wilcox, the first school teacher of Portland, George Gay, Benjamin Burch, W. H. Rector, one of the founders of the Oregon City mint, Hamilton Campbell, Robert Newell, an old time mountain man and trapper, Columbia Lancaster, and a lot of others whose names I do not remember. After they got into California, they overtook Peter Lassen of California, who was taking in a wagon train, consisting of ten wagons, over the mountains into the Sacramento Valley. They had cut their
EARLY DAY LOGGING SCENE WHERE CITY OF KELSO, WASHINGTON,
NOW STANDS
wagons down into carts and some of the people had abandoned the carts and were packing their stuff on oxen. The two parties joined and about seventy-five men from the Willamette Valley Company went ahead and cut trees out of the road, so the wagons could cross the mountains. My father mined in and about Hangtown till the fall of '49 when he started back for Oregon on board the O. C. Raymond. They ran into heavy gales and the ship sprung a leak so the captain decided to go to Honolulu instead of Astoria. After sailing for eight days toward Honolulu the storm subsided and they were becalmed. A favorable wind sprung up and the captain decided to make another try for the mouth of the Columbia River. They finally reached Astoria, after being twenty-seven days at sea. Father got work in the mint that had just been started at Oregon City. He made the mould for the $10 beaver goldpiece. They melted up something over $50,000 in gold dust and minted them into five and ten dollar beaver coins. On October 11, 1850, father moved to the Cowlitz Valley and took up a place joining Peter W. Crawford. The town of Kelso is built on the claims of Peter Crawford and my father. All of that part of Kelso south of Mill Street is on my father's claim while that north of Mill Street is on Crawford's claim. When I was a boy I went to school at Freeport which is now a part of Kelso. My sister Sally attended the first school taught in this part of Washington Territory. This was in the fall of 1851. The school was taught by Professor Huntress. Peter Crawford named this place Kelso after a town in Scotland where he had lived. The town was incorporated on February 12, 1894."

Peter W. Crawford, who started the town of Kelso was born in Roxburyshire, Scotland, on the banks of the River Tweed in 1822. He took up a donation land claim, in the fall of 1847, on which Kelso was later built. He married Zillah Patterson on July 30, 1854. He served as the first county surveyor of Cowlitz County, was justice of the peace, and later served as United States deputy surveyor. In 1883 he became city surveyor of Vancouver and the following year was elected county surveyor of Clark County. The history of most of the early townsite promoters of Oregon is linked with the discovery of gold in California. Peter W. Crawford, founder of Kelso, is no exception to this rule. The discovery of gold in Sutter's Mill race was made by J. W. Marshall, who had crossed the plains to Oregon in 1844 and who two years later had gone to California and secured work from General Sutter. Charles Bennett and Stephen Staats, who were also from the Willamette Valley, were present when Marshall discovered the gold. Peter W. Crawford decided to go to California in the winter of 1848-49. He had no money and so he had to convert all of his property into cash, so as to secure an outfit to go to California. He traded a small boat he had, called the E. West to Mr. Geer for 100 young apple trees. These he turned over to Rev. Wilson Blaine, who had a claim on the banks of the Willamette just across from Oregon City. Mr. Crawford had stored some wheat at McLoughlin's Mill at Oregon City. Part of this wheat he had ground up and sold the flour for cash. He traded the rest of the wheat for a fat ox, which he sold to a butcher in Oregon City for $25. He had saved a small amount of money earned by working for Mr. Reed the pioneer baker in Portland. He owned
AERIAL VIEW OF KELSO, WASHINGTON

(Brubaker Aerial Surveys, Portland, Oregon)
a Durham bull which he had purchased from an Indian at Fort Laramie. He traded this bull for a sailing boat. With this boat he began earning money by carrying freight and passengers. He secured a cargo of hoop poles which he took down the Columbia River to Hunt's mill to be used as hoops for salmon barrels. The Willamette and Columbia rivers were full of floating ice, for this was in February, but in spite of the ice, he secured a return load of freight billed to Capt. Nat Crosby at Portland. He also brought some passengers from Hunt's Mill to Oregon City. He now had enough money to go to California and with Mr. Williams, who had been a mate on the Starling, they went to Hunt's Mill, paid $60 apiece for their passage to San Francisco and with what was left of his money he purchased picks, shovels and supplies to use in the California mines. Returning from California, he devoted his attention to the development of his claim on the Cowlitz.

For years there was bitter rivalry between Kelso, Castle Rock and Kalama, along political lines. Each of them wanted to be selected as the county seat. Kelso grew slowly but surely up till 1922, at which time it had a population of about 2,200. With the work of building the new city of Longview, next to Kelso, Kelso's population increased rapidly. In the November, 1922, election the county seat was moved from Kalama to Kelso. A new courthouse was at once built and was ready for occupancy in January, 1924. In 1922 the school enrollment in Kelso was 794. In 1923 it was 1,134. In 1924 it was 1,984. In 1925 it was 2,209, and it has steadily increased since. Recently they built a modern high school and junior high school. In addition to this they have three grade schools the Wallace, Washington and Catlin buildings. With the increase of population, the sewer and water systems were extended, many new streets were laid out and paved, a modern street lighting system was installed and many new business buildings were erected. Kelso depends, for its prosperity, upon the logging camps in the vicinity. It has a sawmill, two shingle mills, a veneer plant and a broom factory. A considerable number of men are engaged in salmon fishing and during the smelt run, a large number of men catch and ship smelt. Recently the city has built two new reservoirs and installed a filtering plant in their water system. A drawbridge operated jointly by the City of Kelso and Cowlitz County, crosses the Cowlitz River and connects east and west Kelso.

EARLY DAYS AT KELSO, WASHINGTON

"My maiden name was Marilla R. Washburne," said Mrs. Marilla Bailey when I visited her recently at her home in St. Johns, a suburb of Portland. She was sewing carpet rags and when I asked her if time hung heavy on her hands, she said, "With my housework, making rugs, reading the papers and magazines, I certainly don't have time to worry. Yes, I suppose I am getting pretty well along. I was born in New York state on December 22, 1839. My father's name was Alfred Washburne. My mother's maiden name was Mary Jane Farrington. My mother's people came to Philadelphia with William Penn. Mother's grandfather and her father wore Quaker knee breeches with buckles at the knees. Father was
born in 1811—mother in 1812. I was one of fourteen children. I had one sister and twelve brothers. In 1842 we moved to Chicago. Father ran a livery stable where he rented sleighs and carriages and he also did draying. I kind of think that if some of our old neighbors in Chicago, who died during the forties, could come back and see the huge sky-scrappers where they had their little cabins, they would be surprised. Along in the fall of 1851 pretty near everybody took the Western fever. About all you could hear was people talking about the Willamette Valley, California or the Puget Sound country. Father made a contract to take four families across the plains to Oregon, he furnishing the wagons, teams and drivers. Father made an iron-clad contract and as far as the contract went, it was all right. Each of these families were to pay him the full amount due upon their arrival in Oregon, but when we got to the Willamette Valley all four of the men confessed that they were anxious to bring their families to Oregon but they had no money to buy their own outfits and that's why they made the contract. The result was that father never got a cent for hauling these four families across the plains. Father had started out with five big prairie schooners and the necessary ox-teams. He also brought out with him some blooded mares. Two days before we came to Chimney Rock the cholera struck us. Seven died in our train that night and four next day. I remember one young man—a very likable chap named Hyde. He went out on guard over the stock that night. When he went out with the stock shortly after supper, he seemed perfectly well. The guard was changed at midnight. They brought his body back to the train—he had taken the cholera and died in two hours. My brother and I both took the cholera. Mother gave us hot whiskey, internally and externally. She put flannel cloths soaked in hot whiskey on our stomachs. My father having been in the livery business so long, was a good veterinary surgeon. My mother was a good practical nurse—in fact, she had to be to raise all fourteen of her children. A few days after my brother and I had recovered from the cholera, we laid over half a day and when we pulled out the next morning, we had a new brother. When we had started across the plains we had in our wagon, my father and mother and we twelve children, but the new baby brother Melvin, made thirteen and another child was born not long after we came to Oregon. We crossed the Missouri River at St. Joe. In our train we had seventy-two wagons and eight light buggies. There were 170 people in our train. Captain Berry, the captain of the wagon train, took the mountain fever, so they elected my father captain of the train. Shortly after the Fourth of July a good many members of our wagon train were taken down with smallpox and four died of it and were buried beside the Old Oregon Trail. My brother Henry who was just older than myself—he was fourteen, was a fine horseman and an expert swimmer. We we struck the Snake River, father told Henry to swim the stock across so they could get better pasturage. The horse Henry rode was not used to swift water. Soon it got into a deep hole and when my brother tried to make him get back into shallow water, the horse reared, Henry slipped off his back and the horse kicked him in the head. We laid over there two days searching for Henry's body. Henry was drowned just above Salmon Falls. Mother
wrote a notice, fastened it on a board, drove a stake beside the trail and
fastened the board to the stake. On this notice she wrote the particulars
of Henry’s death and asked anyone who found his body to bury it and
to notify her. Next spring mother got a letter from Mr. Llewellyn who
had settled above Salem saying that he had found Henry’s body and
buried it. Just before leaving Chicago a chum of Henry’s had given him
a small horseshoe for good luck. Before we left home, mother wrote our
names in indelible ink on pieces of linen and sewed them inside of our
clothes, so that if the Indians killed us or any of us were drowned, people
who found our bodies would know who we were. Mr. Llewellyn cut from
Henry’s jacket the label with his name on and sent this label with the
little good luck horseshoe to mother. The wagon train just behind us
was from Michigan. The Indians attacked them but they corralled and
stood the Indians off, but four men in the wagon train were killed.
Frequently, we would see a cloud of dust rising and father as captain of
the train would call out, ‘Divide the train.’ We would hear a low roar
like the sound of surf and then we would see a huge herd of shaggy-
haired buffalo, their heads held low, running at a slow lumbering trot
toward the river. They wouldn’t stop for anything, so we always gave
them the right of way. Several times we divided our long train just in
time to let the buffalo through. We ate buffalo meat and antelope at
almost every meal but we children drew the line at jack rabbits or sage
hens. When we got to The Dalles, father sold his Morgan mare and the
rest of his stock to the government. In those days there was a fort at
The Dalles. He left his wagons there and we went from The Dalles to
the Cascades on a flatboat, where we caught a small steamer for Van-
couver, and from there we went on foot to Portland.

“I was thirteen years old. My most vivid recollection of that winter
is of the weeping skies and of my mother and myself also weeping. I
was so homesick for my schoolmates in Chicago that I thought I would
die. We knew no one here in Portland and we had no use for Portland, or
for Oregon and we were convinced we never would care for it. We
stayed in Portland till 1854 when father took up a donation land claim
near what is now Kelso. I was married there shortly after my fifteenth
birthday. My first baby was born in Fort Smith in Cowlitz County in
1856. The settlers had all gathered in a fort there on account of the
danger from Indians. This was during the Indian War of ’55 and ’56. I
married John Black who was born in Ireland and who had a farm near
ours. We were married by a justice of the peace. In 1856 my parents
moved to Olympia. When my baby was five months old I put it in a
basket, hung it to the horn of my saddle and went to Olympia to visit
my parents. I rode to the halfway house the first day, riding slightly
more than fifty miles that day. Next day I rode on into Olympia, getting
there in time for supper. During the next few years I made frequent
trips on horseback to visit my parents. There used to be a little trading
station named Monticello, where we traded, later Mr. Catlin started a
store and the place was called Freeport. This was later renamed Kelso.
I lived on our farm five miles from Kelso, for twenty-five years. All ten
of my children were born on the farm. I had five girls and five boys.
Four of my daughters and one son are still living. About forty-five years ago I moved back to Portland. I ran a rooming house and took boarders on Yamhill Street, to support my children. About twenty-five years ago I went to Rossman, British Columbia and for the next four years there, I worked as a practical nurse. There I met and married Orrin E. Bailey, a clerk in the hotel there. We moved to Ferry County in Northern Washington. We used to trade at Midway, just across the line. That is, we traded there when the Customs officials were looking the other way. Over sixteen years ago we moved to St. Johns. My husband worked in the woolen mills. I am eighty-seven years old and as I look back to my girlhood, I cannot help thinking how much more is done for the girls of today than was done for the girls of my day and generation. They have liberties that in our day were undreamed of. Sometimes I wonder if the girl of today is as self-reliant, as self-sacrificing and as useful as they were when I was a girl. I was married at fifteen and was not only a good cook and housekeeper, but I knew how to take care of babies, from having cared for my brothers and sisters. I had ten babies of my own and I never had help. I could paddle my canoe on the river or handle the oars in a rowboat as well as an Indian. When my husband was away I could rustle the meat on which we lived, for I could handle a revolver or a rifle as well as most men. I have shot bear, deer and all sorts of smaller game. I used to take my revolver out and shoot the heads off of grouse or pheasants. In fact, I became so expert with a revolver that at from 50 to 100 feet I could beat most men with a revolver. During the early days I lived in tents, in log pens and in log cabins. The modern mother would think twice before she let her fifteen-year-old daughter move out on a tract of timber, miles away from any other settler, where she would have to kill the game, cook over a fireplace, take care of the children, make soap, make clothes for the children and where she could not run into some handy store to get supplies, if she was out. My first baby, Amanda, who was born at Fort Smith, Cowlitz County, in 1856, was married when she was fifteen. Her first child was a girl, whom she named Laura. Laura's first child was also a girl who is now thirteen years old, and who, by the bye, is my great-granddaughter. I hope that I will live to see my great-granddaughter married and have a child so that I will have a great-great-granddaughter."

* * *

When Mrs. Bailey lived on her place in Cowlitz County, the principal towns in the county were Martins Bluff, Monticello, Carroll, Freeport, Mt. Coffin, Oak Point, Cowlitz, Silver Lake, Olequa and Pekin. Seth Catlin, who started the town of Freeport, was elected to the Oregon Legislature in 1852, to fill a vacancy in the council caused by the resignation of Columbia Lancaster. He served as a member of the first territorial Legislature of Oregon and was president of the council of Washington territory in 1855 and '56. General I. I. Stevens appointed Seth Catlin's son Robert to West Point. Robert Catlin was graduated with honor and was commissioned lieutenant in the Fifth Artillery in 1863. Seth Catlin, the founder of Freeport, while going to Texas in 1871, was drowned while crossing the Arkansas River.
CHAPTER XXXV

ST. HELENS, OREGON

St. Helens is the county seat of Columbia County. Just opposite the city is the northern end of Sauvie's Island. Here the Willamette River joins the Columbia. St. Helens is a payroll city. Lumbering and shipbuilding are its principal industries. There are four large sawmills, spar factory, a veneer plant, a creosoting plant, a shipyard, and many other smaller enterprises. Commercial fishing is another profitable industry at St. Helens.

Not long ago I interviewed Thomas Watts at St. Helens, who at that time had lived in Columbia County for seventy-three years. He was bailiff of the court. "If you will come with me," he said, "I will show you some of the oldest houses in St. Helens. It seems almost like swimming across the river to get a drink to think of shipping lumber to Oregon, yet seventy-seven years ago, that is just what they were doing." With Tom Watts I went through two of the first houses erected in St. Helens. The lumber had been manufactured at Bath, Maine, and the houses were shipped in the knock-down to St. Helens and there erected. Even today, the houses are sound and in good condition. They were made in panels, each panel being numbered so that it could be quickly fitted into place. "This house we are in," said Mr. Watts, "was built by Capt. F. A. LaMonte of Bath, Maine. The first time he entered the Columbia River was in 1829 and '30 under Captain Dominus. In 1834 he again came in over the Columbia Bar on the May Dacre. He settled at St. Helens in 1850. Have I been in St. Helens a long time! I joined the Masons here more than fifty-five years ago. Tom McBride of the Oregon Supreme Court and I were schoolmates at the Oregon Academy at Lafayette, which was started in 1851 by Rev. E. R. Geary. Tom Hanley was our teacher, and the little folk were taught by Abigail Jane Scott Duniway. When I was fifteen years old—that was in 1861, I landed a job piling slabwood at $40 a month in the St. Helens sawmill. When I was sixteen, the proprietor of the mill put me on as sawyer at $100 a month. James Dart, the mill superintendent, was elected sheriff of Columbia County. He put me on as his deputy. We both went on with our work in the sawmill and did our sherriffing on the side. Not long after I was of age I was elected sheriff and served four terms. After I had served four terms they elected another sheriff, but he defaulted and ran away with the money so I was appointed sheriff. Later Bill Meeker was elected sheriff and as he didn't want to put in any more time in the office than he had to, as he didn't want to neglect his saloon, I served as his deputy.

"Did I know Capt. H. M. Knighton, the founder of St. Helens? I should say I did. He died at The Dalles in 1864. He took up a donation
land claim in 1850 on which the town of St. Helens was built. He took it up with the idea of starting a town that would put Portland out of business. If you will look up the files of the old Oregon Spectator, published in Oregon City, you will see his ads, in which he says that St. Helens is the head of deep water navigation on the Columbia and that it is to be the terminus of the proposed railroad from Lafayette. However, that railroad never materialized. The Pacific Mail Steamship Company built a small wharf here in 1852. The following year they started building a wharf that cost $40,000. Ezra Meeker and his brother ran the boarding house and boarded the sixty men who were working on the wharf. Once a week a boat ran from St. Helens up the river as far as Portland. In those days Portland was sort of a flag station. I used to trade at Capt. Seth Pope's store here. No, there is no good of you looking for Milton—it was washed away. South St. Helens is built on the site of Milton. Captains Pope, Drew, Williams and Menzies were the townsite proprietors of Milton. It was the county seat of this county for a spell. They bought the Hunsaker sawmill on Milton Creek, and shipped their lumber aboard the Louisiana to San Francisco. They built a store at Milton and they hired men to work on a road from Milton to the Tualatin Plains. The spring flood of the Columbia washed their town away and they never rebuilt it. If you will come with me now, we will go through the old Knighton house that Captain Knighton brought from Bath, Maine, seventy-five years ago. Just this side of it is another house that was also brought around Cape Horn. No sir, St. Helens today doesn't look much like the St. Helens I knew fifty or sixty years ago. We've got a good, live city here, a fine courthouse, good schools, fine roads and we ship millions of feet of lumber to Australia, Africa, Japan, India, South America, the United Kingdom and ports up and down the Pacific."

When Capt. H. M. Knighton took up the site of St. Helens in 1850, he planned to have his city the metropolis of Oregon. From the standpoint of geography, there is no reason why St. Helens should not have been the metropolis of the Pacific Coast. When he made arrangements with the Pacific Mail Steamship Company to make St. Helens its terminus, in place of Portland, it was anticipated that Portland would fade back into nothingness and dwindle to a small village. What defeated his plans was the fact that the citizens of Portland would not stay licked. In those days the civic leaders of Portland believed in community teamwork. They persuaded W. P. Williams, Henry Meigs, and Capt. J. S. Nash, owners of the brig Peytonia to place their boat on the San Francisco-Portland run. The Peytonia arrived in Portland on Christmas day 1853 and the following day the citizens of Portland gave a banquet to Captain Nash and his officers, at which Josiah Failing speaking in behalf of his fellow townsmen, extended the thanks of the community to the owners and officers of the Peytonia. St. Helens met this move by building a bigger and better dock and by planning the building of a railroad from St. Helens to Lafayette, at that time the metropolis of the Oregon Country. Portland countered by cutting the stumps out of the Canyon Road and putting corduroy in the mudholes from the head of Jefferson Street westward toward Tualatin,
HISTORICAL OAK TREE AT ST. HELENS,
OREGON

Under which Lewis and Clark, first explorers,
camped in 1805 on their voyage of discovery down
the Columbia River

ST. HELENS, OREGON, ABOUT 1880
so that the farmers would trade in Portland. The Pacific Mail Steamship Company did all they could to build up St. Helens. Portland met this move by inducing the owners of the America to put their boat on the San Francisco-Portland run. This was in the spring of 1854. The Pacific Mail Steamship Company, finding that it was losing business, continued to retain its headquarters at St. Helens, but put the Freemont on the run from St. Helens to Portland, to get freight and passenger business. With the intense rivalry between St. Helens and Portland, Capt. Nathaniel Crosby thought a dark horse might win, so he decided to establish a metropolis of his own. With T. H. Smith, he laid out the town of Milton on Scappoose Bay, a mile and a half from St. Helens. He offered to give two lots free to each married man and a single lot to each unmarried man, who would agree to build a house at Milton. Captain Crosby interested four fellow mariners, Captains Drew, Pope, Menzies and Williams, and this group purchased the controlling interest in a sawmill built in 1848 by Joseph Cunningham, but owned at that time by T. H. Hunsaker. To Captain Williams, master of the bark Louisiana, was assigned the work of taking the lumber to San Francisco and disposing of it there. In establishing Milton, Captain Crosby had ambitious plans. He planned to make Milton the terminus of a line of ships to China, and the Far East. He had made several trading voyages to China and knew something of the profits to be made in Oriental trade. Captain Crosby was one of Portland's earliest residents. Captain Crosby owned the second frame house to be erected in Portland. This was built in 1847 by John L. Morrison, for whom Morrison Street in Portland is named. Mr. Morrison came to Oregon with Medorum Crawford in 1842. He built the first frame house in Portland in 1846 for Francis W. Pettygrove who, with A. L. Lovejoy, was proprietor of the Portland townsite. At about the same time that Joseph Cunningham built the mill at Milton in 1848, Hiram Clark, supercargo of the bark Diamond, and George Abernethy built a sawmill on the Columbia River at Oak Point, just across the river from the original Oak Point first known in connection with the Winship Brothers. Captain Crosby came to Portland as master of the brig Toulon in 1845, having Ben Stark for whom Stark Street in Portland is named, as supercargo. A year or two later Captain Crosby purchased the O. C. Raymond which proved a regular mint in transporting passengers and freight to and from the California goldfields. In 1849 and '50 he paid the Captain of the O. C. Raymond $300 a month, the mate $200 a month and ordinary seamen $100 a month. Capt. H. M. Knighton, the founder of St. Helens, came to Oregon in 1845. He served as the second marshal of Oregon under the provisional government. He was sergeant at arms of the House of Representatives of the Provisional government in 1846. He married Elizabeth Martin of Yamhill County. While piloting the Silvie de Grasse over the Columbia Bar, he had the misfortune of having the vessel stranded on the bar and it became a total loss. Later he was master of the Willamette. In 1846 he gave a ball at Oregon City on Washington's birthday, to which he invited the officers of the British Man of war Modeste, one of whom, A. T. DeHorsey, at that time a young midshipman, later became an admiral in
the British Navy. P. W. Crawford, founder of Kelso, and the man who surveyed Vancouver, also with W. H. Tappan, surveyed St. Helena. Captain Knighton employed Joseph Trutsch to make the map of St. Helens. The famous old Pacific Mail Steamship Company which had originally made St. Helens its Columbia River terminus sold out in 1861 to Ben Holladay, who at once organized the California-Oregon-Mexican Steamship Company. Among the early settlers of St. Helens were Capt. Seth Pope, William and Ezra Meeker, L. C. Gray, W. H. Tappan, Ben Durrell, Joseph and John Trutsch, Aaron Broyles, Jim Hunter, Doctor Adlum, Hiram Field, John Dodge, William English, George Thing, William Hazard, Ben Teal, B. Conley, Charles R. Reed, Joseph Caples, A. E. Clark, Joe Cunningham, Robert Germain, G. W. Veasie, C. Witherall, and Messrs. Carpenter, Lockwood, Little, Tripp, Berry, Dunn, Burrows, Layton, Kerns, Fisk, Holly, Achilles, Maybee, Courtland and Atwood. At one time St. Helens was one of Portland's most serious rivals, just as Milwaukie also was in the day of Portland's beginnings. Among the most serious of Portland's rivals were Milwaukie, Linnton, Columbia City, Kalama, Milton and Willamette. All of these towns date back to more than seventy-five years ago. The town of Westport which is located on the Columbia River just across from Puget Island in Clatsop County, near the Columbia County border, is located on the donation land claim taken up by John West in 1851. Rainier which was originally known as Fox's Landing, was settled in the same year by Charles E. Fox and was the distributing point for mail and passengers from Portland for Puget Sound ports. Among the early settlers at Rainier were Frank Warren, A. Harper and W. C. Moody. The town of Willamette was started by S. M. Holderness, G. W. Walling, A. G. Walling and C. W. Savage in 1850.

It is said that the site of St. Helens was originally known as Wyeth's Rock, being named for Nathaniel Wyeth, who, in 1834, landed his goods there, with the intention of establishing a trading station at that point.
CHAPTER XXXVI

LONGVIEW, WASHINGTON

Longview, Washington, recently celebrated its fifth anniversary. Robert A. Long, founder of Longview, sold the first lot in the city in April, 1923. When Mr. Long and his associates selected the farming land on which the city of Longview is now located, the town of Kelso, about a mile distant, had a population of 2,300. Today the combined population of Longview and Kelso is 25,000. Most cities in the west have developed from villages, the original shacks being gradually replaced by worth-while buildings, but in the case of Longview everything was carefully planned in advance. A landscape artist was employed to lay out parks, and broad thoroughfares, and to plant trees and shrubs in the parking strips. Nothing was left to chance. Various additions with building restrictions, were platted. From bare fields, the town of Longview in five years, has grown to a city having modern stores, beautiful homes and numerous public buildings. The census of Longview shows that today it has 2,974 dwelling houses, with twenty-five apartment buildings, exclusive of those in the strictly commercial area. The west side residential district is the highest class residential section. The first lot in this district was purchased in the spring of 1923. Today it has 322 homes, the minimum cost of any home being $4,000. The residence buildings are not standardized, an effort having been made to give each one an individuality of its own. The site fronts Lake Sacajawea. In the St. Helens district there are 601 homes. There are restrictions in this district against stores, apartments, commercial garages, or buildings erected for business purposes. This district faces Sacajawea Park and overlooks the lake. To the south of St. Helens Addition is Highlands Addition. In this addition there are 807 residences. Many of those who work in the sawmills or other industrial enterprises live in this addition. No business or manufacturing establishments are allowed in this addition. In the spring of 1924 Olympia Addition was laid out. Here there is a building restriction of $7,500 for residences fronting the boulevard. Columbia Valley Gardens and Hillside Acres are the suburban additions. There are 199 homes in Columbia Valley Gardens and 102 in Hillside Acres. The homesites in these additions range from three-quarters of an acre to several acres, and they enjoy the advantages of city water, city lights and good roadways. In addition to the residences in the districts above enumerated, there are 644 dwelling places in various other parts of the city.

One can form some idea of the growth of Longview from the increase of postal receipts during the last five years. The post office was established on January 16, 1923, Wesley Vandercook being the first postmaster. What was called the Community House at that time, housed all of the
commercial and social activities of the community, including the post office. From a small group of a few score of workmen, the patrons of the post office increased within four months, to 1,200. The receipts for the first three months amounted to $604.11. On May 1, the money order business was established. The second quarter the receipts amounted to $2,100.27, and for the third quarter $3,721.22. Five months after the post office was established, it was moved into a building later used as Fire Station No. 1. That same fall it was moved into still larger quarters in the Colonial Building. On October 1, 1923, ten months after the post office had been established, the office was advanced to second class. Mr. Vandercook, the postmaster, resigned, and was succeeded by Mrs. L. Link. Her appointment was confirmed in April, 1924. The receipts for the first year amounted to $11,466.65. In 1925 the receipts were $35,609.87. In March, 1925, letter carrier service was established and a month later the post office was moved to more commodious quarters. The postal receipts for 1926 were $46,680.01. The post office was advanced from second class to first class in 1927. Today there are thirteen clerks and carriers, a messenger, five substitutes, in addition to the postmaster and assistant postmaster.

Longview has been called "The Dream City" but it is no longer a dream city, for Mr. Long's dream has been realized. When he planned to establish the city of Longview, he did not plan to have merely a prosperous trading center. He planned to have a city of homes, of churches, of beauty and of culture. Longview, though a manufacturing city, is a city of lawns and flower gardens, of carefully kept hedges, of shrubbery, and beautiful homes. Much of the beauty of Longview is due to the original program, which planned for a city beautiful. The Garden Club has also done much toward the beautifying of Longview. There are more than 200 members in the Garden Club and this club sponsors flower shows and lawn garden contests. Five flower shows have been held, many of the members of the Garden Club specializing on roses, delphiniums and sweet peas. Prizes are awarded for the best kept lawns in the various districts.

The Longview Public Library is recognized as one of the most beautiful buildings and the best adapted for library purposes in the west. It looks as if it had been there for fifty years in place of five years, for it is located in a grove of stately wide-spreading maples, and is surrounded by smooth-clipped lawns and carefully kept flower beds. The library building was erected by R. A. Long and given to the city. The building is of Georgian design and is of red brick and white terra cotta. Mr. Long, in addition to giving the library to the city, presented Library Park in which the Library building stands, to the city. He also gave his check for $10,000 with which to buy books to stock the library. The citizens of Longview were called upon to give good books and today the library has over 12,000 volumes. The library is rich in technical books and also historical books about the Pacific Northwest.

Instead of building a cheap boarding house to be later replaced with more substantial buildings, the first building of any consequence to be erected, was the beautiful Monticello Hotel, containing 200 guest rooms,
each having an individual bath erected at a cost of over $500,000. Joe Knowles of Seaview, was paid $10,000 to paint a group of forty-two mural paintings showing the development of the West. While Longview was still a fledgling city, the citizens of Longview determined to have a hospital in keeping with what they hoped their city would later be. The Longview Memorial Hospital which opened its doors on November 9, 1925, represents an outlay of $300,000. It has a capacity of eighty beds, and has special departments for medical, surgical, obstetrical and childrens' work. No expense was spared in installing the most modern equipment obtainable. In addition to the rooms and wards it has special facilities for X-ray, maternity and surgery cases and a specialists' room, a fracture room and a dietary department. Dr. Malcolm P. MacEachern, director of hospital activities of the American College of Surgeons stated recently that the hospital's organization, plant and equipment was one of the most modern and complete for the care of industrial work, he had ever visited. He regards it as a model institution of its kind. There have been 380 births in the hospital and since it has opened its doors it has treated 3,275 cases. First aid services are maintained in the various industrial plants, in charge of graduate nurses. About ten thousand visits through the out-patient department are made each year. A branch hospital—a six-bed emergency hospital is maintained at Ryderwood, where a doctor and graduate nurse are on duty.

At first Longview had but one church, the community church. All of the denominations joined in worshipping in this church. At first the services were held in the old community house and later in the auditorium of the Y. M. C. A. With the growth of the city the community church has grown until it now has a membership of over 600 adults and 1,200 in the Sunday school. Rev. E. H. Gebert is pastor of the church and has been for the past four years. The brotherhood class has a membership of 500. R. A. Long presented to this church a pipe organ and a set of chimes, and the volunteer choir has done much in promoting the growth of the church. The Community church has established two branch Sunday schools, one in Highlands Addition, the other in Columbia Gardens. In addition to the Community church the Christian Scientists maintain an organization and on July 10, 1927, the Lutherns dedicated a church costing $20,000. In the fall of 1926 Grace Episcopal Church was established. A Catholic church is being built, which will cost $100,000. Rev. Father Leonard is the priest in charge of St. Rose Parish. The Latter-Day Saints have recently organized a church in Longview.

One of the things of which Longview is justly proud is its school system. The Robert A. Long high school was dedicated with impressive ceremonies, at the fifth anniversary of the founding of Longview. This building was the gift of Robert A. Long, the initial cost being $650,000 and the ultimate cost of the plant will represent an outlay of a million dollars. It is located on a thirty-five acre campus. Mr. Long has announced that he is going to devote a large part of his private fortune toward beautifying Longview. He plans to spend a large amount of money in providing Longview with educational and cultural advantages. The school was designed
by William B. Ittner of St. Louis, Missouri, one of the famous school architects of the country. The building is colonial in design. The exterior is of tapestry brick trimmed with Indiana limestone, the roof being of green and purple slate. The entrance is supported by four large pillars above which is a clock tower. The building covers an acre and a half of ground and can readily accommodate 1,000 students. The school is divided into three divisions, each two stories high. One contains the auditorium, classrooms and offices. The second houses the gymnasium, showers and locker rooms and the third the home economics department and cafeteria. There are 992 steel lockers. The main entrance has three large double bronze doors. There are eleven drinking fountains in the building and there is an inter-department telephone system operated from a switchboard in the waiting room. The class bell system is controlled by the master clock in the waiting room. There are special quarters and equipment for the school nurse. In going through the building one notices that the very latest and finest equipment in all lines, has been installed. There is a science laboratory, a commercial department, the physics laboratory is equipped with gas and electricity, and has a dark room, the auditorium will accommodate a thousand students and in addition there are two smaller auditoriums, one for music and the other for dramatic work, each of which has a stage, the dramatic auditorium seating 120. There is a special ventilating system and the heat is controlled thermostatically. The library study will accommodate at small tables, over 200 students. The gymnasium is 60x80 feet in size and two stories high and has showers and locker rooms. Electric ranges and individual sinks are provided in the domestic science rooms and the cafeteria has an open, timbered roof. Rough-cut trusses and beams of Douglas fir make the room look like an old-time English manor house. The room was designed from the refectory room at Eaton College. It requires forty-two miles of wire and fourteen miles of conduit for the electrical equipment in the high school. The steel columns, beam framing, lintel angles and the steel hood trusses weighed in all ninety-eight tons. The desks and tables used in the new high school are of oak. The equipment for the new school cost $75,000. In speaking of the new high school William B. Ittner, the architect, said: "The completion of the Robert A. Long senior high school is important for Longview. R. A. Long in this gift, expresses his confidence in the city which bears his name, and places it in the foremost ranks as a progressive school city. No community in the country, no matter how wealthy, rivals Longview in the enriched educational opportunities offered to boys and girls. Mr. Long has not made the mistake of many others of presenting a gift which in a generation or two will be forgotten, outgrown or too burdensome to maintain. A gift such as the Long school, which makes possible an enriched and wholesome daily life for several thousands of the city's children, will scarcely be forgotten when its citizens are the grown-up boys and girls of Longview's schools. The new high school adds to the city an important architectural and civic asset. The school embodies the finest educational ideals of the times. It is planned to meet the requirements of the present day objectives in education, health, the fundamental
book subjects, workshop activities, the sciences and arts. In the new school therefore, we find an enriched environment, one that is stimulating to study and investigation, to work and recreation.”

Longview’s first school antedated the founding of the city of Longview by nearly 75 years. In the days when what is now Rainier was called Fox’s Landing and what is now Longview was known as Monticello, a number of donation land claims were taken up on the Columbia and Cowlitz rivers. Frederick R. Huntress, who, shortly after graduating from an eastern college, had come west to seek his fortune, visited a settler near Monticello in October, 1850, and suggested that the settlers build a schoolhouse and employ him as teacher. The settlers built a log schoolhouse and in March, 1851, the school was started with fifteen pupils. Henry D. Huntington, who had settled there in 1849, suggested that the school and the neighborhood be called Monticello. Nathaniel Stone donated a site for the schoolhouse on his donation land claim. The schoolhouse was 20x24, made of rough-hewn fir trees, with a stick and mud fireplace. The floor was of split logs with the flat side up, the roof of clapboards made of split cedar. They were fastened down by poles which were tied to the logs with willow withes. The desks were made of cedar boards split and planed by hand, and the benches of split logs with four holes in the round side with hazel legs. The monitor passed from bench to bench several times a day with a bucket of water and a gourd for a dipper. The settlers who helped build the schoolhouse were Peter Crawford, H. D. Huntington, Seth Catlin, Jonathan Burbee and Nathaniel and Alexander Stone. Later a new schoolhouse was built about a quarter of a mile north of the log schoolhouse. This was built by Isaac Noyes and Mat and Royal C. Smith. The floor was built on an incline so that the school teacher could have an unobstructed view of those in the rear seats. During the Centennial Year, Charles Forsythe, a carpenter, built another schoolhouse at Freeport, near the present city of Longview, and later served as teacher there. From the primitive log schoolhouse of Monticello to an expense of more than three-quarters of a million, in school buildings is the long stride that has been taken by Longview. The Kessler Boulevard School at Longview represents an outlay of $115,000, St. Helens school, $100,000, the Columbia Valley Gardens school, $40,000, the Eufaula school, $7,000, and the Robert A. Long High school, $650,000.

Longview’s first store was opened on January 1, 1923, in the Community House. Today there are more than one hundred retail stores in Longview. The first well to secure an abundant supply of pure water for Longview was drilled in October, 1922. This well is capable of serving a city of 35,000. Two other wells have been drilled. They have a capacity of 3,000 gallons of water per minute. One of these wells is 235 feet in depth, the other 250 feet. The water from these wells is pumped to a filter plant where the water is chlorinated and run through filters. The two concrete reservoirs each have a capacity of 500,000 gallons. Fifty-four miles of pipe has been laid in the city. The pipe is of cast iron, varying in diameter from 4 to 24 inches, there being an average of five and four-tenths miles of pipe to every thousand persons. At present the company serves 2,400
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consumers. Construction of the electrical system was started in 1923. There are twenty-three miles of ornamental and overhead street lights. The electrical energy is secured from the power plant in the Long Bell mill-site. In 1923 the monthly kilowatt consumption averaged 6,000 a month. Today it is in excess of 700,000 kilowatt hours.

The Longview Chamber of Commerce was organized on July 16, 1923. There were twenty-five members when organized, the officers being Dave H. Boice, president, and Hamilton Higday as manager. G. F. Hafenbrack, the present secretary, has been on the job since October, 1923. Since the organization of the Chamber of Commerce, more than 100 conventions have been entertained in Longview. D. H. Boice, the first president, served two terms and was succeeded by R. E. Williams. C. R. Hammond was third president, H. L. Copeland, fourth, and R. L. Sailors is the present president. The Chamber of Commerce today has 300 members and a yearly budget of $11,500. It is a member of the Lower Columbia Associated Chambers of Commerce, comprising twenty-three communities in the lower Columbia River District.

In 1924 the Long Bell Lumber Company gave to the city of Longview the Y. M. C. A. Building. It faces the beautiful sunken garden and is near Lake Sacajawea. The building is of old English type. The auditorium seats 900. The swimming pool is well patronized. It has boxing and wrestling rooms, a billiard room, a large lobby, a reading room, a massive fireplace and chimney made of field stone, gymnasium, handball courts and classrooms.

Longview is planning to build a highway bridge across the Columbia River between Longview and Rainier. The government has already issued a permit and a bridge site has been located. This bridge will serve as a connecting link between the Pacific Highway and the Columbia River Highway. Longview is the eastern terminus of the Ocean Beach Highway, which follows the north bank of the Columbia River to the sea. The maximum clearance of the bridge will be 195 feet above the river and the clearance between channel piers 1,125 feet. The Longview Bridge when completed, will be the second highest in the United States over a navigable stream and the cost of construction will be over five million dollars.

Trains of the Northern Pacific, Great Northern and Union Pacific are routed through Longview, thus giving Longview splendid passenger and freight transportation service. Longview has terminal rates, so that industries located there are provided with a competitive rate system, allowing them to compete with other cities on a favorable basis. One of the transportation systems that has done much toward the upbuilding of Longview is the Longview, Portland and Northern Railroad. Visitors by rail to Longview, receive a most favorable impression the moment they get off the train—not only from the beauty of the railroad station, but from the beautiful grounds surrounding the station. In keeping with the rest of the city, the grounds are landscaped, the lawns green and well kept and there is an abundance of flowers. The station building itself is of the Georgian style of architecture, faced with brick and trimmed in terracotta. It is at the head of the broad business boulevard which is shaded
COLUMBIA RIVER VALLEY

with trees and has flower-filled esplanades. The tower, which is 86 feet above the sidewalk, has a large four-faced clock, each face eight feet in diameter. It is an electric and automatic power clock. The interior of the depot is more like the lobby of a high-class hotel than the ordinary station, as the furnishings, including the benches in the waiting room, are of mahogany. Ornamental light standards, each unit having a thousand candle-power, illuminate the grounds at night.

The first steam railroad line in what is known as the Puget Sound area, was built by the Northern Pacific Railroad Company from Kalama to Tacoma. The work started in the spring of 1871, and was completed on March 5, 1874. The material for the road was carried from the Atlantic seaboard, around Cape Horn, to Portland.

The first settlers along the Cowlitz traveled almost entirely by canoe. Peter Crawford and a man named Burbee settled in Cowlitz Valley in 1848, H. D. Huntington, R. C. Smith, and several others in 1849, while Wallace, Catlin, McCorkle and others in 1850. The Hudson's Bay Company maintained a post near the mouth of the Cowlitz, at the site of the Monticello settlement. Monticello, however, had become only a memory when R. A. Long decided to build the town of Longview. After the Hudson's Bay Post had been closed, Capt. Olaf Olson started a store at Monticello, employing a crew of Indians to bring freight from the upper Cowlitz to Monticello. In 1854 and '55 the territorial legislature granted a charter to Seth Catlin, John R. Jackson, Fred A. Clarke, Henry Peers and George B. Roberts, to run a steamboat on the Cowlitz River. It was difficult in those days to raise money, so the steamboat failed to materialize. In 1858 and '59 the legislature granted a charter to the Cowlitz River Steam Navigation Company, whose incorporators were Royal C. Smith and Noyes H. Smith. This company also fell by the wayside and in 1862-63 the territorial legislature granted an exclusive right to navigate the Cowlitz River to the Monticello and Cowlitz Landing Steamboat Company, the president of the company being Nathaniel Stone. This company's steamboats never got any further than the blue print drawings and it was not till the fall of 1867 that the first steamer plied on the waters of the Cowlitz River. This steamer connected with the Monticello-Olympia stage. This same fall the Oregon Steam Navigation Company also put a steamer on the Chehalis River. The stage made three trips a week between Monticello and Olympia. The first stage station north of Monticello was at "Bill" Jackson's place near the mouth of Arkansas Creek. The next stage station was at Pumphrey's, at the foot of Pumphrey Mountain. The third stage station was at Drew's, the next at John R. Jackson's place at what is now Chehalis, and the next at Michael Simmons' at Tumwater. In 1852, when Warbass and Townsend had a store at Monticello, the mail boat left Cowlitz Landing every Tuesday morning at 6 o'clock. In lieu of steamers, batteaux were operated on the river, the motive power being eight Indian paddlers. With good luck, the distance between Fox's Landing, now Rainier, and Cowlitz Landing, a distance of thirty-four miles, was negotiated in three days, by batteaux.

Longview today has a railroad of its own. The railroad, which is about
thirty miles long, extends from Longview to Ryderwood, the head of the Long Bell Company's logging operations. The maximum curvature is 6° and the maximum elevation 4%. A large amount of freight is handled on this road. Frequently there are seventy-five cars of logs hauled in a single load. The freight trains are often more than a mile in length, each car having a capacity of 100,000 pounds. The engines used on this road are larger and more powerful than the freight locomotives, used on the transcontinental roads. In addition to the locomotives, the company operates about 400 freight cars and two gasoline powered cars for passenger service, each car having a seating capacity for forty-two people. Ryderwood, thirty miles north of Longview, is in about the center of the Long Bell Lumber Company's logging operations. It has a population of about 2,000 people, most of the men living there being engaged in felling Douglas fir for the Long Bell Lumber Company's mills at Longview. Although a lumber town, it has electric lights, paved sidewalks, graveled streets, a dining room where 400 are served at once. Ryderwood has a community church and there are 302 students attending the grade school and high school there, thirteen teachers and the superintendent being employed.

Probably the largest stand of virgin Douglas fir in the United States is to be found in and about Ryderwood. It lies in three counties of southwestern Washington. The Douglas fir trees range in age from 200 to 300 years and have an average diameter of about 7½ feet and a height of 200 feet. Some of the trees are 300 feet high and are over 12 feet in diameter. There is some red cedar and western hemlock in this body of timber. Logging operations in this tract of timber started in 1924. Today there are ten electrical machines and twelve steam and gasoline units employed there and there are fifty miles of logging railroad radiating from Ryderwood. The 800 men who work in the woods at Ryderwood send approximately a million feet of logs a day to the mills at Longview. The Long Bell Lumber Company uses electricity as its main motive power in logging operations. The high lead system of logging is used, as it is much faster and more economical than the old system of ground logging.

Although Longview celebrated its fifth anniversary on July 13 and 14, 1928, the city was not incorporated till February 14, 1924. The first mayor was A. L. Gibbs; city attorney, J. H. Secrest; city clerk, W. A. Cryderman; city treasurer, Dr. J. F. Barton. The members of the first city council were C. R. Hammond, H. H. Rock, T. H. Davis, D. H. Walsh, J. M. McClelland, A. A. Sisson and W. H. Sharp. The first meeting of the city council was on February 19, 1924. When R. A. Long and his associates purchased their extensive timber holdings in southwestern Washington, they decided to establish their mills on the level lands where the Cowlitz flows into the Columbia. Plans were made for mills which would be the largest in the world, both in size and cut. It was realized that a town would grow up around the mills. It was determined that in place of letting the city, which was bound to be established there, just happen, or grow up haphazardly, that they would found a model, modern American city which should be completely planned in advance of construction. George E. Kessler, J. C. Nichols and S. H. Hare, men who had attained national reputa-
DOCK SCENE, LONGVIEW, WASHINGTON

AERIAL VIEW OF LONG-BELL MILL, LONGVIEW, WASHINGTON
tions in city planning, were employed to draw plans which would provide not only for the immediate present, but for the city to be. The first thing they did was to set aside a civic center, on which only worth-while buildings should front. They divided the city into districts and zones, providing zoning restrictions for the various residential, apartmental, retail, commercial, industrial and suburban sections. In place of having the streets lined with telephone or telegraph poles, the wires were either taken down alleys or put underground. Numerous places were set aside for playgrounds and parks. The first work started on the city was the building of streets. Next came the building of the Hotel Monticello, a six-story, modern hotel. The Columbia River Mercantile Building was next erected and a contract was let for the building of 250 cottages to house the workers. Before the streets or buildings were erected the sewers, water-mains, electric light, telephone and power systems were installed. Within a year the first unit of the Long Bell plants had been completed, the population had grown to over 5,000, the city was incorporated, two banks were opened and on Longview's first birthday, a celebration was held in honor of the beginning of operations of the Long Bell Lumber Company's plants. Just one year from the time when Longview was a cornfield and pasture land, the city had ten miles of concrete paving, seventeen miles of concrete sidewalks, thirty-eight masonry business buildings, 850 homes, three hotels, 932 students in the schools, many miles of ornamental lighting, a railroad of its own, and the construction was under way on numerous industrial plants. Building permits for the second year totaled $2,375,825. Only Seattle, Tacoma and Spokane showed a larger amount of money spent in buildings. During that year the Longview Memorial Hospital, the Public Library, the Passenger Station, the east unit of the Long Bell plants, the second unit of the Kessler Boulevard school were all built. By the end of the second year Longview had sixty-eight miles of concrete sidewalks and twenty-seven miles of paved streets. The Weyerhaeuser Timber Company purchased a 700-acre site on which to erect their mills and started work on the railroad to connect their timber holdings with their Longview plant. Public port facilities were established and construction started on a 965-foot dock and terminal sheds. Passenger service was inaugurated to Ryderwood in April, 1925. This same year 1,551 homes were built, and the census showed the population of Longview to be 10,818. This same year the auto park was opened, a new golf course laid out, Lake Sacajawea beautified and esplanades were made along Broadway. Today Longview has a population in excess of 12,000, it has seven hotels, thirty-one apartment houses, sixty-seven masonry business blocks, thirty-five miles of paved streets, seventy-one miles of concrete sidewalks, two banks with deposits of $1,688,088, and there are thirty industrial firms operating in the city. Among the principal ones are the plants of the Long Bell Lumber Company, the Weyerhaeuser Timber Company, the Longview Fibre Company, the Pacific Straw Paper and Board Company, the Grain Elevator and the Cannery. Last year 464,079 tons of cargo were handled on Longview's docks. There are four church edifices in town, a nine-hole golf course, five tennis courts, a stadium, two theaters, a community Y and numerous parks.
Lake Sacajawea Park is the largest of Longview's parks. It extends from Olympic Way on the north to Oregon Way on the east, a distance of a mile and a half. Jefferson Square Park is the civic center. Fronting this park are the Hotel Monticello and the public library. There is a park in the west side residential district and there are two sunken gardens. Within the city limits there are 160 acres in parks. Probably the most noticeable feature of Longview is its beauty. Its citizens have a high degree of civic pride. Take for example the campus of the new high school. Over 3,500 shrubs have been planted. In addition to the shrubs a large number of trees, including maple, horse chestnut, hawthorne, Russian olives, flowering cherry, linden, mountain ash, Italian cypress, silver red cedar, junipers, pines and firs. In Sacajawea Park, in addition to the trees already on the ground, fifty-eight varieties of other trees have been planted there, and 3,000 shrubs of fifty-six varieties. Flowers and bushes have been planted so that there will be bloom throughout the entire season. Thousands of bulbs and more than two thousand perennials make the park one of rare beauty. R. A. Long paid for the more than 50,000 plantings of shrubs, trees and bulbs in this park. More than ten thousand shade trees have been planted in the parking strips in the residential districts. These trees are elms, oaks, Norway maples, sugar maple, linden, sycamore and mountain ash. Everywhere you will see hedges of roses, beds of tulips, and great masses of sweet peas.

The port district of Longview embraces 830 square miles. It is called the Port of Kelso. On the dock is a warehouse with 15,000 square feet of storage space, the shed for freight for the river steamers has 3,000 square feet of floor space and there are 110,000 square feet of docking space. Over eight million dollars is invested in the various buildings erected in Longview. Sixty-three per cent of the 1928 construction was residential. Among the most expensive buildings in the city are the Monticello Hotel which cost over $500,000, the R. A. Long High school costing $650,000, the Columbia Theater costing $350,000, the Longview-Portland and Northern Railway Station costing $140,000, the public library and the Y. M. C. A. both of which were given to the city by R. A. Long, the Longview Memorial Hospital, the banks and various school buildings and churches.

Longview has 359 business establishments. One of the factors in the growth and prosperity of Longview has been the Longview Daily News. Starting with a circulation of a few hundred, it now has 5,600 subscribers. Five years ago it had a plant comprising a flatbed cylinder press and one linotype machine. Today it has a sixteen-page stereotype press printing 25,000 copies an hour, four linotypes, a Ludlow casting machine, stereotype machinery and other equipment, making it a live and up-to-date newspaper. From a staff of eight, it has grown till it has over fifty employees.

The basic industry of Longview is the lumber industry. The mills of the Long Bell Lumber Company occupy a site of 1,750 acres along the Columbia River. More than seventy-eight acres is under roof. Operating on double shifts, the mills produce 1,800,000 feet of lumber a day. The smokestacks which are 300 feet high are visible for many miles in all directions. The mills employ 2,100 men and with the men employed in the
logging camps, the Long Bell Company has over 4,000 men on its payroll. Each and every day Long Bell Lumber Company’s mills turn out enough lumber to build 360 five-room houses. The first shipment of lumber from the plant at Longview was shipped on August 12, 1924, to China. Since the opening of the mills more than 700 tons of lumber have been loaded on ships for domestic use, or shipped to China, Australia, Japan, the Philippines, South Africa, European ports or other world markets. Some time ago the government ordered timbers for use in the Panama Canal Zone 34x34 inches, 80 feet long. Last year the plant turned out an order to be used in the reconstruction of Old Ironsides. The Longview plants are highly electrified, more than 900 motors are in use, the largest being 450 horsepower. The power is furnished by a 24,000 kilowatt steam plant, the fuel used being mill refuse. In addition to the lumber produced the cedar shingle mill produces cedar squares for export, and also cuts an average of 75,000 shingles a day.

The Longview Fibre Company has built a $3,000,000 Kraft Mill which employs between 300 and 400 men. It is the third largest industry in the city. It converts Douglas Fir waste wood into pulp. It uses all of the Douglas fir waste from the lumber mills, converting it into fibre board and Kraft wrapping paper. The fiber board machine has a capacity of 100 tons daily. The Kraft wrapping paper machine has a capacity of thirty tons a day. The main building of the plant is 1,000 feet long, 90 feet wide and is of reinforced concrete construction besides being largely made of glass.

The recently completed Longview Grain and Elevator Company’s plant at Longview, built at an expense of over $400,000, can handle 375,000 bushels of wheat. The most modern machinery has been installed.

The cannery which was erected by the Port District, affords a market for a large amount of fruit and vegetables from Southwestern Washington.

A statistical survey shows that there are 5,421 employed men in Longview. The total of employed men and women is 6,601. One of the industries that has been helpful to Longview’s growth is the Central Mill Works which manufactures interior finishing materials of wood. Still another is the Longview Paint and Varnish Company. The Longview concrete pipe company employs a large number of men in the manufacture of sewer pipe, culvert and drain pipe. There are four oil companies which have distributing plants in Longview. The Standard Oil Company maintains a bulk marine distributing and receiving plant. The cost of their plant is in excess of $200,000. They have capacity to store over five million gallons of bulk fuel oil. They ship out five tank cars of fuel and refined products daily. The Dahlstrom Lubricating Company also maintains a distributing plant in Longview, as does the Associated Oil Company and the Richfield Oil Company.

The Pacific Straw Paper and Board Company operate a board paper mill with a daily capacity of thirty tons. It was started in April, 1926. It employs fifty-two men on a three-shift basis. It was originally planned to manufacture chip board but it has added a large variety of other products. It has a fifteen acre plant on the Cowlitz waterfront and has an
investment of $400,000. The machinery is electrically driven. It ships its product largely to Honolulu, Australia, China and to Pacific Coast ports.

Oregon and Washington contain over 46,000,000 acres of standing timber. It has been depleted so rapidly that the lumbermen are realizing the necessity of reforestation. The standing timber in the Pacific Northwest would build 48,000,000 houses. It is estimated that without counting the new growth, the present forests in the Pacific Northwest would yield 10,000,000,000 feet each year for a hundred years, the value of the annual cut being $350,000,000. The natural growth amounts to about one-half of the annual cut. The Long Bell Lumber Company has installed not only a most effective fire protection system, but they are carrying out a comprehensive reforestation program.
CHAPTER XXXVII

SOME LIVE COMMUNITIES

WASHOUGAL, WASHINGTON

Washougal is located on the Columbia River about nineteen miles above the mouth of the Willamette. Recently, while at Washougal, I interviewed Dave Wright, one of the pioneer residents of Washougal. In speaking of Washougal's early history, Mr. Wright said: "I started the first livery stable in Washougal. Fritz Brown ran the first hotel here and also had the first saloon. Washougal is built on the claim taken up by Dick Ough in 1849." Right here is a good place to explain how Mr. Ough acquired such a rather unusual name. His name was Howe, and he hailed from England. When he was asked what his name was, he left off the "h" and said "'owe." An early-day clerk who asked Mr. Howe his name, upon hearing Mr. Howe say "'owe" supposed the name was spelled "Ough" and so wrote it on the records. His daughter, whom I interviewed some years ago, told me that it was easier to spell the name "'Ough" than to attempt to change the official records. Continuing his narrative, Mr. Wright said: "My uncle, Joseph E. C. Durgin and Captain Love, a steamboat man of Portland, bought twenty acres of the Dick Ough donation land claim and started the town of Washougal. My uncle, Mr. Durgin, had it mapped and platted in the spring of 1880. He built the first house in Washougal and put up the first store here. H. H. Carpenter had a store at Parker's Landing. He moved to Washougal. David C. Parker was the first settler in the vicinity of Washougal. He took up a claim on the Columbia River just below the present townsite of Washougal in 1845. He built a cabin there and with his wife and four children, began clearing the place. They cleared a quarter of an acre and he planted it with seed potatoes purchased from the Hudson's Bay Company at Vancouver. In 1846 two more settlers came in—Doan and White. On November 17, 1847, Joseph Gibbons took up a claim at the mouth of Gibbon's Creek. He learned that the claim he had taken up was the property of James White, who had taken it up in 1845. He hunted up Mr. White and bought the claim from him. He paid Charlie Carter $15 to build a good log cabin 18x20 feet in size. They moved in the day before Christmas. Richard Ough took up his claim two years later and in 1850 J. Duncan took up a claim near Ough's place. My uncle, J. E. C. Durgin took up his place here in 1854. It was not till 1880 that my uncle built his house and store in Washougal, and the next house was built by A. H. Kersey. Andrew Fletcher and E. A. Bailey were the next men to build homes in Washougal. Presently a blacksmith started in business here—then a man started a saddle and harness shop and later a butcher shop was started. One of the things that helped put Washougal on the map was the building of the wharf here. The Caliope, 382
the *Traveler* and the *Dixie Thompson* all made regular landings here. Before long a warehouse was put up near the wharf. The first church to be built in Washougal was the Congregational Church. For a year or more Rev. George H. Atkinson held services in private homes. He secured $250 from the church erection fund with the understanding that the citizens of Washougal would raise a similar amount. My uncle, Joseph Durgin, D. L. Russell, David Shepard and some others, raised $250, and in November, 1882, a church, 24x30 feet was dedicated. It was called Bethel Congregational Church. The first trustees were B. L. Russell, David Shepard and Joseph Durgin. Occasionally Bishop Blanchette would visit us. My mother died when I was seven years old, so I boarded at the Catholic school. One of my schoolmates was Adolphus Crate, whose father ran the Hudson's Bay mill near us. In 1848 when I was ten years old, Father took me to Portland and placed me in the Portland Academy. I boarded at the home of the principal, Rev. C. S. Kingsley. His wife was one of the teachers. In 1849 I attended school at Fisher's Landing near here. Father had no housekeeper, so I did all the housework and did the cooking over the fireplace. I baked the bread in a Dutch oven and I baked biscuits by means of a reflector. I hung iron kettles on the crane, in which I cooked the vegetables and pot-roasted the meat. I kept house for father till I was sixteen at which time I went to Forest Grove and entered Tualatin Academy. I boarded at the home of Elkanah Walker, who was a missionary to the Indians in the late thirties and was an associate of Dr. Marcus Whitman. His son Sam Walker still lives at Forest Grove. His oldest boy, Cyrus Walker, was the first white boy born in the Oregon Country. I put in four years in the Academy at Forest Grove and two years in the university. Among my teachers were President Marsh, his brother Joseph Marsh, Professor Lyman and Dr. Thomas Condon. Later I was principal of the public school at Vancouver and I also served as county school superintendent and was librarian of the public library at Vancouver for some years."

**CAMAS, WASHINGTON**

The town of Camas was originally known as La Camas. Jacob Hunsaker took up a place here in 1846 and hired David C. Parker and William Ryan to build a sawmill run by water-power. It had an upright saw seven feet long, and the logs were cut on his place. In 1851 another sawmill was built here. In 1852 H. J. G. Maxon built a mill, but like the others, this mill was burned. The town of Camas really dates back to 1883 when the La Camas colony decided to develop the water-power and put up a mill there. The La Camas Company was a Portland organization, H. L. Pittock being president and D. H. Stearns, manager. In the spring of 1883 they purchased 2,600 acres of land so as to control the water of the lakes and La Camas Creek. La Camas Creek has a fall of 175 feet within a distance of one mile from where it empties into the Columbia River. In the summer of 1883 two dams were put in at a cost of $16,000 so as to give a head of water to the mill. The paper mill and the flour mill gave employment to a considerable number of workers and Camas soon became
a prosperous community. A few weeks after the company had purchased their holdings Aeneas MacMaster, who was born at Inverness in the Scottish Highlands and who had learned the trade of carpenter and joiner, decided the new town would be a good trading point, so in the summer of 1883 he put up a store 14x20 feet in size. This was the first store in Camas. In 1885 Mr. MacMaster built a two-story building 26x50 feet in size. He used the lower floor for his store and rented the upper story for a lodge room.

When I visited John Dunn of Camas, he said, "I have lived here or hereabouts for more than fifty years. In the fall of 1877 I came to Parker's Landing. A number of farmers from the Emerald Isle settled there so they called the place Ireland. Ireland is five miles north of Camas. When I settled in Ireland there was no Camas. I bought fourteen acres here and aimed to make my living raising truck, selling milk and farming, but the first thing you know, the town of Camas spread out to my place, so I had to cut my little farm up into town lots. When I came to Portland, something over fifty years ago, I noticed that four out of every five rigs that crossed the river on the Stark Street ferry, were drawn by oxen, the other outfit being drawn by horses or mules. I notice there was a count made recently and that out of more than 28,000 rigs crossing the Morrison Street Bridge, there were no ox teams at all, and only a few horse-drawn rigs. Out of every thousand rigs, 999 are automobiles."

OSTRANDEy, WASHINGTON

Ostrander is a small village five miles north of Longview. It is located on the Pacific Highway. There are about fifty houses in Ostrander, a church, a hotel, a schoolhouse and store buildings. The principal industry of Ostrander is a sawmill owned by the Ostrander Railway & Timber Company. This company operates about thirty miles of railroad in their logging operations, and they are one of the pioneer logging companies in the use of railroads for logging. Last year they logged over 150,000,000 feet of logs. E. S. Collins of Portland is president of the Ostrander Railway & Timber Company. In addition to the sawmill, the company operates a barge yard where six large barges have been built during the past year. The company specializes on the getting out of large timbers. They saw timbers 48x48 inches square. They furnish a large amount of timbers 30x30 inches square, ranging from 60 to 90 feet in length. Recently they furnished a timber 16x24 inches in size and 158 feet long. This was to be used as a ship keel.

SCAPPOOSE, OREGON

Scappoose is located on the Columbia River Highway between Portland and St. Helens. When I interviewed James Douglas McKay, who was born at Scappoose 67 years ago, he said, "My father was born in Scotland in 1821. He started to work for Doctor McLoughlin, chief factor of the Hudson's Bay Company in 1841. In 1843 and '44 he was located at Linnton, buying wheat for the Hudson's Bay Company. Later he was at the Cascades and in 1849 and '50 at Astoria, buying gold dust from the miners
returning from California. In about 1850 father took up a place at Scappoose. My mother's name was Lucinda Lamberson. Timothy Lamberson settled on Scappoose plains in the fall of 1846. In the fall of 1848 he went to the California gold diggings and returned in 1849. He built a sawmill on Scappoose Creek in 1850. The first store at Scappoose was owned by W. W. West. J. G. Watts was the first mayor. Before they started a post office at Scappoose, we got our mail at Gosas Landing on Willamette Slough, three miles from the present town of Scappoose.”

In the fall of 1845 two British army officers traveling as private citizens for “field sports and scientific pursuits” visited the Oregon Country. These two officers, Lieut. Henry Warre and Lieut. M. Vavasour of the British Royal Marines, arrived at Vancouver on October 25, 1845. They reported to their home government the possibilities of the defense of Oregon Territory in the event of war. They also reported that of the 6,000 population of the Willamette Valley, not more than one thousand could be classed as subject to Great Britain. On June 16, 1846, they sent a supplementary report in which they said, among other things, “Since the summer, a village called Portland, has been commenced between the Falls and Linnton, to which an American merchant ship ascended and discharged her cargo in September.” In describing Scappoose, they said, “Scappoose is a small settlement where a half dozen American and Canadian families are located on low ground, between the river and a range of lofty hills, running parallel to the left bank.” They also reported that Portland was a better situation for a city than Linnton, because there was easier access to the back country. When Portland was a village containing a dozen log cabins, Capt. Nathaniel Crosby and Thomas H. Smith founded the town of Milton on Scappoose Bay near St. Helens.
CHAPTER XXXVIII

CLARK COUNTY, WASHINGTON

What is now known as Clark County was originally called the District of Vancouver. It was established by the Oregon Provisional government on June 27, 1844, and included all that part of Oregon lying north of the Columbia River. On December 22, 1845, the provisional legislature changed the title from the District of Vancouver to Vancouver County. On July 16, 1849, the Territorial Legislature changed the name from Vancouver County to Clarke County. In those days Clark County was spelled with a final “e” and was named in honor of Capt. Merriweather Clarke of the Lewis and Clarke Exposition. Gen. Joseph Lane, first governor of Oregon territory, appointed William Ryan sheriff of Clarke County on September 8, 1849. At the same time David Stone was appointed prosecuting attorney for the Third Judicial District, which included Clarke, Clatsop and Lewis counties. The first election for county officers was held on July 1, 1850. Congress had granted to each county in every new state or territory, a quarter section of land for county seat purposes. The newly organized probate court selected a site for the county seat of Clarke County, and authorized R. H. Landsdale to survey the townsite and lay it off into lots, streets, alleys and squares. The old records show that at this time Vancouver was called Columbia City. Amos M. Short, in consideration of the probate court selecting the county seat on his claim, made a quit-claim deed of the east half of his donation land claim, Mr. Short reserving the choice of one block of land. The deed was recorded on July 3, 1850. On December 30, 1850, this deed was cancelled. The first purchaser of a lot was John Kelly. He bought lot No. 5 in block 2 on October 22, 1850, for $1,000. When he bought this lot, he bought a lawsuit for the land was claimed by the Hudson’s Bay Company and also claimed by the War Department, who claimed it was part of the reservation and later it was claimed by the heirs of Amos Short and part of it was claimed by the Catholic Church. On April 19, 1852, the following record was made by the probate court: “Upon application of the commissioners to the factor of the Hudson’s Bay Company, and also to the commanding officer of the government troops stationed at Vancouver, for permission of erection or for obtaining land for the erection of public buildings, the commissioners being refused any right to the county seat, it was ordered by the court to abandon the county seat site now at Columbia City and that the commissioners meet at the house of Luther Cary in said county for an extra session on Monday, April 10, for the purpose of looking out a county seat site.”

The commissioners selected a county seat site at Fisher’s Landing, with the understanding that the voters should indicate if this choice was
satisfactory. No vote, however, was taken. On December 15, 1854, an act was passed which established the county seat within the following boundaries: The northern portion of Mrs. Esther Short’s land claim and the western portion of William Ryan’s land claim in Vancouver, running back one mile from the Columbia River. On January 26, 1855, the name of the county seat was changed from Columbia City to Vancouver. On July 28, 1855 Mrs. Short recorded an addition to the town of Vancouver, consisting of fifty-seven blocks. For a while the probate court was held in the residence of Amos M. Short. Later it was held in a building owned by the Hudson’s Bay Company. On February 18, 1854, the probate court gave a contract to C. C. Stiles to build a courthouse at a cost of $983. The courthouse was turned over to the probate court on October 1, 1855. During the Indian war of 1855-56, it was used as a military barracks for the volunteer forces. In June 1857 the probate court gave a contract to S. D. Maxon to build a jail for $1,155. This jail was used for thirty years and was then sold to the Sisters of Charity of the House of Providence for $1,030. On November 29, 1871, an act to provide for the building of a courthouse and jail in Clark County was approved. The act provided: “that all moneys collected in the county of Clark from the sale of spirituous malt or fermented liquors and wines, shall be set apart for the purpose of building a courthouse and jail in the city of Vancouver.” Nothing was done about this however, and on November 26, 1881, the territorial legislature empowered the county commissioners to borrow $25,000 with interest at 10% to build a courthouse and jail. Authority was given to levy an annual tax to pay interest on the bonds. On June 20, 1882, the bid of J. T. Goss of $29,460 was accepted. The legislature later authorized the county commissioners to borrow $15,000. The courthouse was completed in 1884.

The act establishing Washington Territory was passed on March 2, 1853. Through an inadvertence the South, West and East boundaries of Clark County were defined, but no northern boundary was given. This omission was remedied on January 24, 1854, by an act passed by the territorial legislature. In 1865 part of Skamania County was added to Clark County. In 1871 a part of Clark County was attached to Cowlitz County. On April 7, 1852, the county was divided into four election precincts, as follows: Cowlitz, Lancaster, Michises and Lackamas. On this same date Vancouver precinct was changed to Columbia precinct. On July 6, 1852, the county was divided into seven road districts. At this same session of the county court six school districts were organized. The first grand jury to be officially convened was on September 7, 1852, the following being summoned to serve as jurors: John S. Bozarth, Owen W. Bozarth, William Hendrickson, Leonard Harris, William Green, S. Curtis, Henry Van Allman, James A. Graham, Henry Gullifer, Kinsey Caples, L. H. Bush, I. C. Landers, M. Hamilton, Norman D. Palmer, Samuel La Porte, Joseph Gibbons, Jacob Schroeder, Lewis Leiser, William M. Simmons, S. W. Fisher, Thomas J. Fletcher, William Ryan, A. Lee Lewis. The Petit Jurors were S. Stroag, George Batey, J. C. Allman, I. E. Bell, Joseph Petrain, S. Stevens, Y. Palmer, M. J. Finley, Richard Ough,

Washington Territory was divided into judicial districts in 1854. Clark, Walla Walla, Skamania, Cowlitz, Waukiakum, and Pacific counties comprised the first judicial district. On January 11, 1862, a new division was made whereby Klickitat, Skamania, Clark, Cowlitz, Waukiakum and Pacific counties became the second judicial district. On January 29, 1868, the second district was enlarged to include the following counties: Walla Walla, Yakima, Klickitat, Skamania, Clark, Cowlitz, Pacific, Waukiakum, Lewis, Mason, Thurston and Chehalis. On November 28, 1871, the legislature created a number of sub districts and Vancouver was selected as the place of holding court for the second sub district of the second judicial district. On November 6, 1879, regular terms were established for the holding of district court, and Vancouver was made the place for the holding of court for Clark and Skamania counties. On January 11, 1855, the territorial legislature directed that the penitentiary should be located at the county seat of Clark County. On January 6, 1858 the legislature authorized the building of a penitentiary on ten acres of land on the donation land claim of Mrs. Esther Short. On December 10, 1880, the legislature passed a repealing act, locating the penitentiary at Port Townsend. By an act of the legislature passed on December 11, 1860, Vancouver was chosen as the territorial capital. In spite of this Olympia continued to be regarded as the capital. The territorial library was ordered to be removed to Vancouver. This resulted in prolonged litigation, the subject eventually being brought before the supreme court which decided that the act of December 11, 1860, locating the seat of government at Vancouver was null and void, because it had no enacting clause. In spite of long continued effort, Vancouver lost out and the capital remained at Olympia. Congress passed an act donating public lands to provide colleges for the benefit of agriculture and the mechanic arts so on January 28, 1864, the legislature of Washington territory adopted the same and on January 7, 1865, provided for the establishment of an agricultural college and designated the location of "Washington College" at or near the city of Vancouver. A board of trustees was appointed, consisting of E. S. Fowler, Michael Wintler, Gay Hayden, John Sheets, S. W. Brown and J. H. Timmen and the governor who was, ex officio, a member. On January 14, 1865, the county commissioners of Clark County were empowered to make a special tax levy of two mills on the dollar to be disbursed by the county treasurer for the payment of warrants for the proposed agricultural college. However, Vancouver failed to get the state college, which was located at Pullman.

Recently I visited the home of H. C. Lieser, located on the Columbia River, a few miles east of Vancouver. Mr. Leiser's father ran a store in 1850 at The Dalles. In the fall of 1850 he took up 640 acres of land on the Columbia River a few miles above Vancouver. "I can remember very vividly," said Mr. Leiser, "That when I was a boy we either went to Vancouver by boat or followed the Indian trail which followed the high water
mark on the river bank. It is about 1856 or '57 that the Sisters of Charity established a school for young ladies at Vancouver. They also had a school for smaller children, which was attended by both boys and girls. I was one of the first pupils in this school. One of my teachers was Father J. B. A. Brouillet. I have the most pleasant memories of him—he was kindly and cordial and we children were glad to do whatever he asked us to do.

LA CENTER, WASHINGTON

La Center, Washington is located on the east fork of the Lewis River, a few miles above where it joins the main stream. It is on the main highway between Longview and Vancouver and is about nineteen miles from Vancouver. In 1852 John H. Timmen and Aurelius Wilkens took up claims not far from where La Center was later built. John Pollock and his brother took up their claims on the south side of the Lewis River. John G. Martin settled there in 1853. The first boat to come up the East fork of the Lewis River was the Little Eagle of ten tons burden which had been brought up from San Francisco by Captain William Irving. In telling me of the early history of La Center, Mrs. C. L. Forbes of La Center said, "My father, Captain William Weir, was born in New Jersey in 1833 and was one of fifteen children. Father bought a stern wheeler called the Swallow, in Portland. She was forty-five feet long with eleven foot beam. My father was captain and pilot and my brother Cassius, who was twelve years old, served as engineer. Father traded up and down the Lewis River carrying passengers and freight to and from Vancouver. There was no road between La Center and Vancouver. The Indian trail was impassable in winter, so father got most of the passenger business between La Center and Vancouver. We moved from Portland to where the town of La Center was later built. The townsite was not laid out till December 6, 1875. It was laid out by John H. Timmen. About ten years later an addition to La Center was platted by Mary Brazee Fairhurst, on the claim of her father Andy Brazee. My father, Captain William Wier not only built the first house here, but he also built the first store and was the first postmaster. He built the log store in 1872, and named the place Podunk, but after a few years the name was changed to La Center. Father built here because La Center was the head of navigation on the east fork of the Lewis River. The water was two feet deep up to La Center, but beyond it shoaled rapidly, so he thought this was the logical point for a town. Among the early storekeepers were Mr. Seeley, J. W. Williams, Miller and Gaither, and Frank B. Hobert, who has run his store here for more than forty years. In 1876 Captain Caples and others built the Hydra at St. Helens, for the Lewis River trade. My father was captain. Other captains who served on the Hydra were Capt. Fred Love, Capt. W. J. Steele and Capt. Charles Bureau. Captain Bureau bought the Hydra in 1880. My father, during the eighteen years he spent on the Lewis River, was captain of the Swallow, the Hydra, the Latona and the Lucea Mason. My husband bought a half interest in the Hydra for $1,200. The Latona
COLUMBIA RIVER VALLEY

was built by the Lewis and Lake River Transportation Company in 1878. The stockholders were largely farmers. The *Lucea Mason* was built in 1883 by a stock company called the Farmers' Transportation Company of Pekin, Washington. She was built at St. Helens. She ran on the Lewis River for eight years."

In speaking of the early days of La Center, C. L. Forbes, one of the pioneer residents of the city, said, "In 1875 I was working on John Moore's ranch. He had 30 acres set out to strawberries, raspberries and garden truck on the west slope of Mt. Tabor his place running westward to what is now 42nd Street. In 1875 I went to work on the *Hydra* on Lewis River. The *Hydra* was 60 feet long and drew 18 inches. It ran from Portland, the head of navigation on the Lewis River, to what is now La Center. We bought hay, potatoes, deer, grouse, pheasants and salmon trout for the Portland market. We paid the farmers five dollars and up for a deer, and a dollar and a half a dozen for grouse or pheasants. We paid $1.50 a dozen for large size salmon trout. I ran on the *Hydra* for three years. Captain William Wier started the first store in La Center and the next building was a blacksmith shop run by old man Lyon. When we came here the whole country was alive with deer, grouse and pheasants. The old Indian trail to Vancouver is now a paved highway. Where we used to see one or two neighbors every other week, we now see thousands of people as they pass in their cars or on the auto stages. Henry Hobert came to La Center in 1872. He worked for Miller and Gaither till 1883. Later he was in business for himself."

Frank B. Hobert, who has run a store in La Center for more than forty years, said, "We came to La Center in 1872. We came from Portland to St. Helens by steamer and from St. Helens to La Center by rowboat. My father, Henry Hobert, was a carpenter, farmer, schoolteacher, storekeeper and horse trader. When I first went to work in this store in 1884, La Center was the center of the trading district. Farmers came from Yacolt, Lewisville, Seletchie and Battleground to trade at our store. They hauled their produce here on mud sleds with ox teams. When we first came here, there was no post office. We got our mail at Pekin, three and a half miles from here. John Caples ran a store and post office at Pekin. Since I started in business here, trade has been completely revolutionized. One year in early days I shipped to Portland over 4,000 grouse and pheasants, for which I received an average price of $3 a dozen. I also used to ship lots of deer meat to the Portland market. We haven't had a single boat come up the east fork of the Lewis River for years."
CHAPTER XXXIX

CITY OFFICIALS OF VANCOUVER, WASHINGTON

The early records of communities in the Oregon Country, were not kept with the precision that they are today. Frequently the records of city government consist of a sheaf of time-stained documents in miscellaneous confusion, tied with a strip of calico, and from these documents it is sometimes hard to construct a consecutive narrative of the community's early history. The early records of Vancouver's community life are kept in a series of books known as the Council Journal. To ascertain who the mayor or the members of the city council or other city officials are at any given date, it is necessary to read hundreds of pages of the council proceedings, for in the early days the city officials had the habit of resigning to go to the gold mines in Eastern Oregon or Idaho, and sometimes successors were appointed, while at other times the office remained vacant until the next election. In the following record of the city officials of Vancouver, it will be well to remember that the date given is when the officials were elected. It will be also useful to remember that at each election four new councilmen were elected, three of the former council being holdovers. The city officials of Vancouver from 1858 to date, are as follows:

1858—Mayor, Levi Farnsworth; councilmen, Samuel P. Marsh, president; H. F. Stryker, clerk; Hiram Cochran, city recorder.


COURTHOUSE, VANCOUVER, WASHINGTON

POST OFFICE, VANCOUVER, WASHINGTON
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printer Jan. 7, 1862; Wm. Tripp elected councilman June 7, 1862; N. Hendrickson resigned as councilman March 31, 1862 and J. H. Baker, elected councilman March 31, 1862. A. L. Lawrence resigned as city attorney April 14, 1862; L. T. Bowles resigned May 5, 1862; Joseph M. Fletcher elected councilman June 2, 1862; John Ariel was elected president of council July 7, 1862; H. G. Struve elected city attorney Oct. 20, 1862.


1865—Mayor, A. G. Tripp; councilmen, Mr. S. R. Whipple, John Eddings, B. F. Preston, Wm. Ranch, Joseph M. Fletcher, clerk, G. W. Durgin, president, Mr. Brant. City attorney, J. F. Caples; fire warden, S. R. Whipple; marshal, Wm. Goldbech; recorder, John F. Smith; treasurer, Wm. C. Hazard; assessor, J. E. C. Durgin; collector, Mr. Mowder, elected August, 1866. Wm. Ranch resigned as councilman Oct. 15, 1866; Mr. Patrick O'Keane elected councilman Oct. 15, 1866; Robert Glover elected fire warden Oct. 15, 1866; Wm. Goldbech resigned as marshal Nov. 5, 1866; election of Robert Glover as fire warden declared void Nov. 5, 1866; Charles Lee elected fire warden Nov. 5, 1866; G. Washington Brady elected fire warden Nov. 5, 1866; Charles Lee did not qualify for fire warden and G. Washington Brady elected fire warden Dec. 17, 1866; G. Washington Brady resigned as marshal Sept. 2, 1867; C. F. Short elected marshal, Sept. 22, 1867.

1867—Mayor, A. G. Tripp; recorder, John F. Smith; treasurer, Wm. C. Hazard; assessor, S. R. Whipple; marshal, Paul C. Eubanks; councilmen, J. L. Rankin, Patrick Buckley, B. F. Preston, J. M. Fletcher, clerk; George W. Durgin, president; Michael Wintler, John Eddings; marshal office declared vacant March 21, 1863 and H. H. Lenord elected marshal March 16, 1868; August V. Vohwinkle elected assessor June 1, 1865; no record of S. R. Whipple's resignation; Edward O'Keane elected street commissioner Aug. 3, 1868; Abel G. Tripp, mayor being absent two months, office was declared vacant and William H. Troup was elected mayor Sept. 7, 1868; Patrick Buckley resigned as councilman Jan. 4, 1869; Thomas R. Turnbull elected councilman Jan. 4, 1869; H. W. Woods elected dept. assessor June 22, 1869.

1869—Mayor, Joseph M. Fletcher; recorder, Aleck G. Smith; assessor, I. T. Maulsby; treasurer, Andrew Riggs; marshal, James Hartney; Councilman, C. H. Whitney, clerk; Joseph Petrains, C. R. Stegert, S. R. Whipple, Joseph Brant, Charles Slom, John McMullen; Aleck C. Smith elected clerk April 4, 1870; G. D. Potter elected city attorney, April 4, 1870; Andrew Riggs resigned as treasurer Aug. 1, 1870; Mr. Washburn, elected treasurer Aug. 1, 1870; Edwin O'Keane elected city tax collector; office of mayor declared vacant Dec. 19, 1870; Aleck C. Smith resigned as clerk Jan. 16, 1871; John O'Keane elected clerk Jan. 16, 1871; L. W. Brown resigned as mayor Feb. 7, 1871; John F. Smith elected Recorder Feb. 7, 1871; William Goldbech elected marshal Feb. 7, 1871; Gay Hayden elected mayor Feb. 20, 1871; J. M. Fletcher, elected city attorney Feb. 20, 1871; Joseph Haine elected marshal Sept. 18, 1871.

1873—Mayor, Abel G. Tripp; councilmen, David Wall, Michael Wintler, John Jaggy, Wm. Ranch, H. W. Gridley, John McMullan, Lowell M. Hidden; recorder, S. T. McDonald; treasurer, B. M. Washburn; marshal, Michael Shea; assessor, F. W. Bier; clerk, Aug. A. Schaeben, Dec. 15, 1873; office of marshal declared vacant March 16, 1873 and George W. Brant elected marshal March 16, 1873. Michael Wintler, councilman, resignation accepted Oct. 5, 1874 same being dated June 1, 1874. City Clerk A. A. Schaeben died between Oct. 5, 1874 and Oct. 19, 1874. S. D. Maxon elected councilman to fill vacancy of Michael Wintler, Nov. 2, 1874; Charles Brown elected clerk Nov. 16, 1874 for balance of year 1874; S. P. McDonald was elected clerk Jan. 4, 1875 for year 1875. Geo. E. Steward elected city attorney Jan. 18, 1875; mayor A. G. Tripp's death was announced Sept. 20, 1875.

1875—Mayor, Louis Sohns; recorder Stephen P. McDonald; councilmen Geo. W. Durgin, C. H. Whitney, B. F. Preston, M. Wintler, S. D. Maxon, Wm. Ranch, Jas. Davidson; city treasurer John Jaggy; assessor, Wm. Ginder; marshal, J. M. Crook; S. P. McDonald resigned as clerk Feb. 7, 1876; G. W. Durgin resigned as councilman and S. P. Marsh elected to fill vacancy Feb. 21, 1876; J. M. Crook resigned as city marshal March 6, 1876; G. H. Daniels elected clerk Mar. 16, 1876; J. O. Smith, elected marshal March 6, 1876; Wm. Ginder elected city surveyor March 6, 1876; J. H. Cradlebaugh, elected city recorder Nov. 20, 1876.


1881—Mayor, Dr. Randolph Smith; councilmen, A. S. Nicholson, D. F. Schuelle, David Wall, Matt Brown, Fred W. Bier, S. W. Brown, Wm.
Ranch; recorder, Arthur Hayne; treasurer, Geo. W. Durgin; marshal, E. P. Hamilton; assessor, E. A. Slocum.

1883—Mayor, J. Randolph Smith; treasurer, Geo. P. Sears; councilmen, Matt Brown, A. S. Nicholson, D. F. Schuele, J. D. Geoghegan, John Jaggy, David Wall, G. H. Daniels; city justice, John F. Smith; marshal, M. S. Phillips; clerk, J. J. Beeson; attorney, W. B. Daniels; treasurer, Geo. P. Sears; surveyor, Peter Crawford; street commissioner, L. M. Hidden; assessor, James S. McAllister.

1885—Mayor, J. R. Smith, councilmen, Matt Brown, J. D. Geoghegan, David Wall, J. R. Wintler, Alex J. Cook, J. E. Francis, G. H. Daniels; city justice, John F. Smith; city marshal, J. A. Bone; clerk, J. J. Beeson; attorney, N. H. Bloomfield; treasurer, Geo. P. Sears; health officers, Dr. M. E. Whipple; surveyor and street commissioner, O. Harrison; assessor, Louis Meyer.


1890—Mayor, J. R. Smith; councilmen, L. M. Hidden, C. C. Landor, S. D. Dennis, A. B. Eastham, Jos. A. C. Brant, Michael O'Connell; assessor, W. P. Hiddleson; treasurer, Geo. P. Sears; health officer, Dr. H. A. Wall; marshal, T. O'Neil; attorney, W. B. Daniels; clerk, J. H. Elwell; police judge, E. A. Slocum; surveyor, C. A. Homan.


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1903—Mayor, L. B. Clough; councilmen, Wm. Tenney, A. F. Bodyfelt, Owen Mulligan, C. P. McCarty; attorney, J. P. Stapleton; clerk, J. E. Harris; treasurer, G. W. Daniels; health officer, Dr. J. N. P. Chalmers.


1905—Mayor, E. G. Crawford; councilmen, Wm. Tenney, C. S. Burchfield, Joseph Carter, Charles F. McCarty; attorney, J. P. Stapleton; clerk, J. E. Harris; treasurer, G. W. Daniels; health officer, Dr. P. L. West; marshal, A. Bateman; justice, J. E. Harris; chief fire dept., J. J. Padden.

1906—Mayor, Joseph R. Harvey; councilmen, Milton Evans, T. L. Henrichsen, Wm. Tenney, J. C. Ernst, E. R. Schofield; attorney, M. M. Connor; clerk, J. E. Harris; treasurer, G. W. Daniels; health officer,
COLUMBIA RIVER VALLEY

P. L. West; marshal, A. Bateman; chief fire dept., J. J. Padden; engineer, F. J. Bailey.

1907—Mayor, E. M. Green; councilmen, W. W. Sparks, John P. Kiggins, William P. Green, E. S. Biesecker; treasurer, G. W. Daniels; clerk, J. E. Harris; attorney, R. H. Back; marshal, John F. Secrist; health officer, Dr. R. D. Wiswall; chief of fire dept., J. J. Padden.


1911—Mayor, Dr. C. S. Irwin; councilmen, E. H. Wright, F. R. Whelan, Roy N. Wilkinson, G. B. Stoner, clerk, Chas. A. Hasson; attorney, R. C. Sugg; treasurer, James P. Geoghegan; chief of police, John T. Secrist; street commissioner, Fred Van Atta; police judge, J. W. Shaw; city engineer, F. N. Kettenring.

1912—Mayor, Dr. C. S. Irwin; councilmen, C. Engleman, P. M. Elwell, Geo. F. Schuele, W. L. Moore; city clerk, Chas. A. Hasson; attorney, R. C. Sugg; health officer, Dr. R. G. Black; justice, John W. Shaw; engineer, B. L. Dorman; chief police, John T. Secrist.

1913—Mayor, Henry Crass; councilmen, C. Engleman, H. B. Steel, G. R. Percival, E. H. Mackey; attorney, Geo. B. Simpson; clerk, Chas. A. Hasson; treasurer, O. F. Zumsteg; health officer, Dr. R. S. Thompson; police judge, H. L. Parcel; city engineer, B. L. Dorman; chief of police, L. R. Brotton; chief fire department, C. E. McCall; street commissioner, Fred Van Atta.

1914—Mayor, Milton Evans; councilmen, C. Engleman, J. J. Padden, J. P. Wineberg, Miles R. Smith; attorney, Geo. B. Simpson; clerk, Robert E. Brady; treasurer, O. F. Zumsteg; chief of police, Elmer Barbeau; street commissioner, Fred Van Atta; chief fire department, C. E. McCall; police judge, P. L. Elwell; engineer, Bert Dorman; health officer, R. S. Thompson.

1915—Mayor, Milton Evans; councilmen, Charles W. Davis, C. W. Newcomb, J. B. Atkinson, G. R. Percival, Ed. H. Mackey; attorney, Geo. B. Simpson; clerk, Robert E. Brady; treasurer, Otto F. Zumsteg; chief of police, Elmer Barbeau; street commissioner, Fred Van Atta; engineer, B. L. Dorman; health officer, R. S. Thompson.

1916—Mayor, Milton Evans; councilmen, Charles W. Davis, J. J. Pad-
AERIAL VIEW OF VANCOUVER, WASHINGTON, 1926
den, J. P. Wineberg, E. V. Coates; attorney, Wm. C. Bates; clerk, Robert E. Brady; treasurer, O. F. Zumsteg; police judge, W. S. T. Derr; chief of police, L. E. McCurdy; street commissioner, Fred Van Atta; chief fire department, C. E. McCall.

(Serving now.)

1918—Mayor, G. R. Percival; councilmen, Chas. W. Davis, J. B. Atkinson, D. E. Hardin, W. M. Salisbury; attorney, Wm. C. Bates; treasurer, O. F. Zumsteg; clerk, Robert E. Brady; chief of police, L. E. McCurdy; street commissioner, Fred Van Atta; chief of fire department, O. E. McCall.

1920—Mayor, J. P. Kiggins; councilmen, C. Engleman, George H. Wilder, A. C. Enright, E. V. Coates; attorney, Wm. C. Bates; clerk, Robert E. Brady; treasurer, R. G. Percival; chief of police, Henry Burgy; chief of fire department, C. E. McCall; police judge, Frank E. Vaughn.


CHAPTER XL

EARLY DAYS IN VANCOUVER

The original settler on the site on which Vancouver is now located, was Francis Ermatinger, a long-time employee of the Hudson’s Bay Company and second treasurer of the Oregon provisional government. Francis Ermatinger’s name appears on the list of employees of the Hudson’s Bay Company first in 1821, and he was in their employ for the next forty years. He ran the Hudson’s Bay store at Oregon City in the forties, and at other times was located at Fort Colville, Vancouver and the old Spokane House. He married Catherine Sinclair, a niece of Mrs. Dr. John McLoughlin. Miss Catherine Sinclair attended school at the Red River settlement and was a schoolmate of Ranald MacDonald. The Ermatinger family came from Switzerland to Canada in early days. Frederick W. Ermatinger was an employee of the Northwest Company from 1803 on for some years. His brother, Charles Oakes Ermatinger, also was an employee of the Northwest Company. Lawrence E. Ermatinger was assistant commissary general in the surveyor general’s department. Edward and Francis Ermatinger were grandsons of Lawrence E. Ermatinger. Both Francis and Edward were bound out to the Hudson’s Bay Company on May 13, 1818. Edward worked for the company till 1828, at which time he went into business at St. Thomas, Canada, where he became a merchant, postmaster, banker and member of Parliament. He was also the author of a number of books, of which the best known are the “Hudson’s Bay Territories” and the “Life of Colonel Talbot.”

In 1845 Joe McNamee who built the fourth cabin in Portland, attempted to jump the Ermatinger claim on which to start a saloon. The Hudson’s Bay Company had always been very much opposed to the sale of liquor to Indians so they evicted Mr. McNamee as a trespasser. Later that same year Henry Williamson of Indiana, located the site as his claim, recording it at the land office at Oregon City. He built a cabin on what is now the public levee, near the foot of E Street. He paid a fee of $5 to record his claim and arranged with a man named Alderman to live on the claim while he went back to Indiana to marry the young lady to whom he was engaged. Upon his return to Indiana, he learned that his intended bride had died. He started back for the Oregon Country in the spring of 1847. When Williamson went to his claim, he found that Alderman had left it and that Amos M. Short had jumped the claim. Williamson, having already recorded his claim and it being a matter of public record, refused to relinquish the claim. With William Fellows, he built a log cabin on the river bank at what was later the foot of C Street. He employed P. W. Crawford to survey a townsite. He hired John Allen and James Kent as chainmen and William Fellows acted as axman. The survey was started.
from a Balm of Gilead tree at what is now the foot of Main Street. The blocks were 200 feet square, the lots being 50x100 feet. Five hundred lots were platted. Henry Williamson took the plat to Oregon City and recorded it with Theophilus Magruder, the register of the land office. He named his embryo city Vancouver City. The discovery of gold in California proved too strong a lure for Henry Williamson, so he arranged with his partner, William Fellows to remain on the claim while he went to try his luck in the gold diggings in California. Williamson left for California in the spring of 1849. That fall his partner, William Fellows, hired a man named Kellogg to stay on the claim as Mr. Fellows had decided to go to California to spend the winter in the gold diggings. Kellogg himself decided to go to California so he hired Dr. Gardner to live on the claim, until his own return or the return of Mr. Williamson or Mr. Fellows. Amos M. Short tried to evict Doctor Gardner and in the dispute shot and killed him. Short claimed Gardner threatened him and that he killed him in self-defense. As Gardner was dead, Short’s statement was accepted. Amos Short employed Israel Mitchell to go over the lines that had already been surveyed by P. W. Crawford when Williamson laid out the townsite. The stakes were still standing and the new map was identical with the one made by surveyor Crawford for Henry Williamson. Amos Short changed the name of the city however, to Columbia City. As the donation land law act was passed at about this time, he did not file his map but took up the site as his donation land claim. Just east of Short’s claim was the Hudson’s Bay fort and just outside the stockade was what was known as Kanakatown. Kanakatown was within the military reserve line and lay just east of Bateman Street. Kanakatown consisted of about thirty cabins, which were occupied by Kanakas, French Canadians and half breeds, most of whom were married to Indian women. The male residents of Kanakatown were employees of the Hudson’s Bay Company. Near Kanakatown there was a group of more pretentious houses, in one of which George Aiken the blacksmith lived; in another Norman Martin, the carpenter; in the third George Johnson, the cooper. Others who lived in this group of houses were Malcolm McLeod, assistant carpenter, Mr. McPhail, shepherd for the Hudson’s Bay Company and James Johnston, master of the Prince of Wales, one of the Hudson’s Bay vessels. Not far distant was the warehouse where salmon and other goods were stored, usually called the fish house. About 200 yards from the stockade was the Roman Catholic Church.

The Hudson's Bay fort was oblong in shape, being twice as long as it was broad, the long way running from east to west. There were about two acres within the stockade. The palisade consisted of twelve inch logs set on end in a trench and making a wall about 15 feet high. The largest gateway was on the southern side. Within the stockade, facing the entrance, was the home of James Douglas, who had succeeded Dr. John McLoughlin as factor, and who lived there in 1847. The bakery, in charge of Joseph Petain, was located in the Northeast corner. At the east end of the stockade was a drug store in charge of Dr. Forbes Barclay. In the southwest corner was the blacksmith shop. Just to the left of the two
story log house of James Douglas was a bastion on which were mounted pivot guns. Just east of this bastion was the carpenter shop. South of the bastion was the company store of which James Graham was chief clerk and adjoining the store to the south was the hide house and warehouse, in which beaver pelts and other furs were stored. In the southwest corner was a building in which heavy goods, such as barrels of molasses, were kept. James Scarborough had his house just outside the stockade. Next to his house was the residence of Mr. Buell. His family consisted of a wife and five marriageable daughters.

Recently I visited the office of the county auditor at Vancouver, and read an old fashioned, time-stained blank book in which are recorded the original records of the county commissioners of Clark County. The first entry reads: "Journal of county commissioners, Territory of Oregon, Clark County, Monday, July 1, 1850. Be it remembered that on this first day of July being the first Monday in said month in the year of our Lord 1850, Amos M. Short, John C. Allman, William Goodwin and Richard H. Landsdale met at the house of R. H. Landsdale in said county, situated on the claim of Amos M. Short, one half mile below the place known as Fort Vancouver, in said county, whereupon the said Amos M. Short produced his commission as probate judge in and for said county with his oath of office endorsed thereon as follows: 'United States of American, territory of Oregon: To all to whom these presents come, greeting: Know ye, that Amos M. Short, having been duly elected judge of probate in and for the county of Clarke, in the territory of Oregon, to serve during the term provided by law, I, Joseph Lane, governor of the territory of Oregon, do hereby commission the said Amos M. Short, and fully authorize him to act as such judge of probate in all things according to law. Given under my hand this eleventh day of June, A. D. 1850, Joseph Lane.'

Beneath this there appears the following:

"I, Amos M. Short, do swear that I will support the constitution of the United States and the organic laws of Oregon territory and that I will faithfully demean myself in office as probate judge of Clarke County, Oregon territory. Amos M. Short.

"Subscribed and sworn to before me this 22nd day of June, 1850.

"'WILLIAM M. KING,' "

"'Notary Public.'"

At this same meeting John C. Allman and William Goodwin produced their commissions as probate judges and R. H. Landsdale presented his commission and bond as clerk of probate. Amos M. Short was chosen presiding judge. As the sheriff had failed to qualify, A. G. Bolan was appointed bailiff for the session of court.

The first official act of the county commissioners or probate judges, as they were then called, was to issue a license to Dr. Forbes Barclay to run a ferry across the Columbia. He was granted the exclusive privilege for a mile above and a mile below the site selected for the ferry. The record written in ink that is dim and faded, reads as follows:

"Ferry across the Columbia River—Forbes Barclay, having on yesterday presented to this court his petition for a license to keep a ferry across
the Columbia River at what is called the upper landing at the Indian vil-
lage, the court proceeds to the consideration of such petition and upon
consideration said Forbes Barclay is licensed to keep a ferry as above for
one year from this date and shall pay into the county treasury the sum
of $100, the lowest sum allowed by law, upon which payment being
made the clerk of probate shall issue a license to said Barclay. The rates
for ferriage at said ferry shall be as follows:

“For crossing each person, $1; for crossing, one man and one horse,
$2.50; for crossing, one horse wagon, team and driver, $4; for crossing,
two-horse wagon, team and driver, $5; each head of stock, $1. The hours
of ferrying shall be sunrise to sunset.”

The second official act of the court of probate was the appointment of
John C. Allman, Andrew J. Bolan and David Parker to view, locate and
mark a public road, commencing at or near a point opposite the mouth
of the Willamette on the North Bank of the Columbia River, said road to
run to the house of Joseph Gibbons.

The third official act of this first session of the court of probate was
the selecting of a county seat. The fact that Henry Williamson and Wil-
liam Fellows had laid out the townsite of Vancouver City and recorded
it at the land office at Oregon City, and the fact that Amos M. Short had
jumped the claim, killing the man left to guard it, was tactfully ignored
by Judge Amos M. Short and his colleagues. On Wednesday, July 3, 1850,
the court appointed R. H. Landsdale agent for the county with authority
to have the townsite surveyed and laid off into town lots, streets and alleys.
Before adjourning, they voted themselves $30 each for three days' work
and allowed the same amount to the clerk and the bailiff. They also voted
an additional sum of $6 each to Judge Short, Judge Allman and Clerk
Landsdale for their services in judging the election. They also voted $11
to Judge Short for three small blank books and $16 to Clerk Landsdale
for the blank book in which the minutes of their meeting were kept. They
levied a tax of half a mill for territorial purposes and three and a half
mills for county purposes. It was found that there was taxable property
in Clarke County to the amount of $415,756 most of which property was
owned by the Hudson's Bay Company. R. H. Landsdale reported at the
next meeting of the county court, that there were sixty voters in the
county who should pay a poll tax of $1 each. He also reported that he
had hired George R. Porter to make another survey and a plat of Van-
ouver. The county commissioners ordered that the surveyor be allowed
$20 a day for checking over the former surveys, and they allowed his bill
of $120 for the work. They also voted $50 to R. H. Landsdale for super-
vising the surveyor, who had supervised the former survey, and they also
allowed $20 each to Judge Amos M. Short and Judge John C. Allman for
assisting R. H. Landsdale to supervise the surveyor's supervision of the
former survey. They also allowed Judge Amos M. Short $20 a month as
rental for the use of his house for three days a month while the county
court met. R. H. Landsdale the clerk, was ordered to offer for sale all odd
numbered lots in Columbia City as the county seat was called, the sale
to be held on September 30, 1850. An advertisement was ordered placed
in the *Oregon Spectator* of Oregon City. The county commissioners ordered that Colonel W. W. Chapman of Portland be engaged as legal counsel to represent the probate court and that he was to be paid $100 cash in hand at once, $100 worth of lots and that he would be paid $600 additional if he succeeded in getting the claim from the original owners, Mr. Williamson and Mr. Fellows. Although there was considerable doubt in the minds of the probate judges as to whether they could legally secure the claim, they decided to go ahead and sell the odd numbered lots, so as to secure money to pay their salaries and also pay the expenses of trips on county business to Portland.

On Wednesday, December 4, 1850, in the record of transactions of the county commissioners, appears the following record: “Amos M. Short is authorized to act in procuring to be printed, circulated and forwarded to the proper authorities, petitions for restricting the military reservation in Clarke County to one quarter section. Judge Amos M. Short was allowed $182.50 for his supervision of this work. The military reserve had originally consisted of sixteen square miles, but it had been cut down to ten squares miles and then to four square miles and finally to one square mile, and now Judge Short was endeavoring to have it cut down to a quarter of a square mile.

In the county auditor’s office is a blank book, on the front page of which is written; “This book is the record of land claims in Clarke County, No. 1, Book A, July 1, 1850, Richard H. Landsdale, clerk of probate and office recorder of said county.” On page 1 is recorded Claim 1, which states that on October 10, 1845 Forbes Barclay recorded his claim in Book 1 at Oregon City, said claim adjoining that of James Douglas. The second claim to be recorded reads, “Claim of 160 acres of land for county seat of Clarke County, Oregon Territory.” The next claim to be recorded is that of Amos M. Short. It is doubtful if any claim in the west has been the cause of more litigation than the Amos M. Short claim. There has been long-drawn-out litigation not only as to the legality of the claim, but the validity of a dedication of a public levee and the park, has been the subject of acrimonious law suits with decisions and reversals of decisions and appeals without number. Amos Short had been dead more than twenty years and his widow more than twelve years before a patent to their claim was finally issued and this was the beginning of a renewal of the long-drawn-out and bitterly contested legal fight over the claim. Amos Short’s claim was recorded on July 1, 1850 as follows: “Amos M. Short claims 640 acres of land in Vancouver County, situated as follows: Commencing at a Balm of Gilead tree at the southwest corner of W. M. Card’s claim, thence running north one mile, with his line to his northwest corner, thence west one mile to a marked tree, thence south one mile to the river, to a cottonwood tree marked ‘A. M. S.’ Thence up the bank of the river to the place of beginning, which he intends holding without personal occupancy. Dated August 13, 1846. Attest, Fred Prigg, Recorder.”

On June 10, 1848, a correction of the survey was made by Mr. Short. When it became evident that Vancouver was to be a city, the county commissioners of Clarke County laid claim to a large part of the site of the
city, as the city was originally taken up as a county seat by the county commissioners, and the county commissioners had sold a large number of lots. The Catholic Mission also laid claim to a part of the site, as did Mrs. Amos M. Short and Mrs. Thomas F. Biers. Mrs. Biers and the heirs of her husband based their claim on continued residence on the claim from July 4, 1850, to March 24, 1855. H. C. Morse laid claim to the city owing to the fact that he had jumped the claim on January 18, 1854, sold many lots and disposed of the rest of the tract to Judge George H. Williams, to whom he had given a warranty deed. The Short heirs gave one-half of their claim to a group of attorneys in Portland and Vancouver, in payment for their services in representing them in the matter. Dozens and scores of additional claims and conflicting claims were made by those who had purchased lots from the various alleged owners of the townsite. The case was continuously in the courts till 1877 and the uncertainty of land titles in Vancouver did much toward retarding the growth of Vancouver, which on account of its favorable location could have been the metropolis as readily as Portland. On October 30, 1877 a patent was issued to the heirs of Esther Short. This disposed of all other conflicting interests, but opened the door to renewed litigation among the heirs.

Amos M. Short, whose name was mentioned almost daily in the courts for 25 years, in the litigation over his claim, was born in Tioga County, Pennsylvania in 1810. With his wife, he arrived in Oregon on December 31, 1845, some months after the site of Vancouver had been taken up by Henry Williamson. No monument marks the grave of Amos M. Short for he lies in an unknown and unmarked grave. While returning from San Francisco aboard the bark Vandalia, he and the others aboard were lost while attempting to cross the bar on January 9, 1853. The last vessel to see the Vandalia was the Grecian, which reported seeing her starting in over the bar. Several days later the hull of the Vandalia was found bottom up, on the beach near McKenzie's Head. Only four bodies came ashore—those of Capt. E. N. Beard, her master, a boy fourteen years old and two others. Colonel Steward and Messrs. Holman, Meldrum and Scudder of Pacific City stood by the wreck and prevented the Indians from plundering it. It was supposed that the bark missed stays while beating in, drifted into the breakers, sprang a leak and foundered.

The donation land act was passed by congress on September 27, 1850. It gave 640 acres to a man and his wife. Mrs. Esther Short elected to take the up-river half—the eastern portion of the claim. On her half of the 640 acres, she laid out a townsite on July 28, 1855, upon which the business section of Vancouver is now built. The remaining half was divided by the probate court, among the ten heirs of Amos M. Short. When Mrs. Short died on June 28, 1862, she left her half of the claim to one daughter. This will was contested by the other children. When Mrs. Short had a plat made of the city, she dedicated it to the public, a public square and a public levee, 1,300 feet long by several hundred feet in width. After her mother's death, Hannah E. Short, her youngest daughter, hired a lawyer to recover the park and the public levee, on the grounds that there was a slight irregularity in the dedication to the public. She platted the
public square and also the public levee, dividing them into lots and selling them and giving a bond for a deed. The case was finally carried to the supreme court of Washington territory which held that the evident intention of Mrs. Short to give this property to the public should not be defeated by a technicality, so Hannah Short lost her case.

It was my good fortune in the spring of 1917, to interview Mrs. Samantha Morse, a daughter of Amos M. Short. In answer to my questions, she said: "My father, Amos M. Short, was born on April 13, 1810. Both he and mother were born in Pennsylvania. Mother's maiden name was Esther Clark. She was born the day before Christmas in 1806. They were married November 22, 1829. They had thirteen children—only two of us are now alive. I am past eighty. My youngest sister, Hannah, who was born in Vancouver in 1850, lives at Hood River. She is single yet. If father had lived, we would all have been well to do and I wouldn't have been living in this little one room shanty. Father was drowned coming home from San Francisco, shortly after Hannah's birth. We didn't get to Vancouver till along about Christmas in 1845. We came down the river in boats that the Hudson's Bay Company had sent up so as to help out the emigrants. They also sent supplies to us and made no charge. They gave a pint of flour each day for every member of the family. We put in the winter of 1845-46 at Linnton. Early in the spring of 1846 father leased a place on Tualatin plains and raised a crop of wheat on it. In the fall of 1846 the treaty between the United States and Great Britain was agreed to, which fixed the northern boundary of the United States at the fortieth parallel as people had expected. Father went over to Vancouver and took up a claim. Yes there was some talk of somebody else having taken it up, but they had gone away and left somebody else in charge. Father decided to take it and when he set his mind to doing a thing, he generally did it. He put up a log cabin. The officials of the Hudson's Bay Company told him to get off their land. Every time father put in a field of potatoes, the Hudson's Bay men would harrow the land and put in wheat. They tore down the fences father put up and finally some of the French Canadian employees and some Kanakas came and tore down our house. They put us all in a batteau. There were six men at the oars. Some of them were Frenchmen and some Kanakas. They rowed us to where we had been staying at Linnton, put us ashore and warned us not to come back on the property of the Hudson's Bay Company. I should say I did remember it well, for I was barefooted and bare-legged and it was night time and I was cold. We stayed at Linnton for a while, and while we were there father fixed up the frame work of a shack. He took it in his boat to Vancouver and put it up on the river bank. A man named Shelton moved into it. Afterwards a man named Kellogg moved in and told father he was holding the claim for Henry Williamson, who had taken up the claim originally. Later Doctor Gardner, a minister, moved into it.

"In the spring of 1847 we moved back and father put up another log cabin. He hired some newly arrived emigrants to do some slashing. Among them was A. J. Bolan, who later married my sister Jerusha. Reese Anderson told my father that some men were coming to run him off his claim.
UNITED STATES NATIONAL BANK, VANCOUVER, WASHINGTON

HIGH SCHOOL, VANCOUVER, WASHINGTON
Father got his gun and when the men started toward the cabin, father said, 'If you come a step nearer, I'll shoot.' Doctor Gardner and a Kanaka kept walking right toward father's cabin, so father shot the Kanaka, killing him instantly, and then shot Doctor Gardner through the body. They carried Doctor Gardner to the cabin on the river bank where he had been living. He lived for several hours. As soon as Doctor Gardner died, the Hudson's Bay officials arrested father and put him in jail. Mother went to Major Hathaway who had come with some soldiers to Vancouver and told him that the Hudson's Bay officials had arrested an American citizen. Major Hathaway made them let father out of jail. Father was afraid if he was tried at Vancouver he would be convicted of murder, so he decided to be tried at Hillsboro. He took some of the men who had been working for him as witnesses and the jury cleared him. My brother Curtis was the oldest child in the family. He was born on October 17, 1830. Jerusha was born on August 7, 1832. She married A. J. Bolan. He was appointed Indian agent and was killed by the Indians. An Indian shot him, then cut his throat and burned him and his horse. General Wright hanged this Indian and some others. Drusilla, the next child, was born January 15, 1834. She married Henry Burlingame. My brother Amos Clark Short, was born April 4, 1835. I was the next child and was born January 25, 1837. Maxie was born October 1, 1838, Ira on May 5, 1840, Alfred D., March 4, 1842, Elizabeth, October 17, 1843, Grant Hall Short, on September 1, 1845, at Fort Hall, as my folks were crossing the plains. Esther Mathilda was born at Linnton, August 30, 1847. She married Judge A. J. Lawrence. I'll tell you more about that scoundrel later. Hannah Emmaline was born at Vancouver, September 5, 1850. My brother Amos went down to the California mines in 1849. He was only fourteen years old. A man took him in as his partner and they struck a rich claim, so Amos came back with over $9,000 in gold dust. He was upwards of seventeen when he married Ann Smith. I was a little over sixteen when I was married. I was married in Portland by justice of the peace Davis on March 25, 1853, to Henry C. Morse, a drummer boy in Major Hathaway's company of artillery. My husband was upwards of eighteen when we were married. My husband found there was a long triangle of land between my father's claim and the military reserve, so he and my brother-in-law, A. J. Bolan started to build a log cabin on it to hold it. The Catholics claimed it, so during the night Father Brouillet put up a shack on it to hold it. My husband and my brother-in-law tore down Father Brouillet's shack and threw it in the road for they didn't want anybody else laying claim to it. My husband went to see George H. Williams, who was later mayor of Portland and he said he would fix the matter up, but he never did and the Catholics got it. The man that did most of all to get our property away from us, was my brother-in-law, Judge A. J. Lawrence. It wouldn't do me any good to tell you what I think of him, for they wouldn't let you put what I say in the paper. I want you to put in your article that my father was a very religious man. He read a chapter in the bible every morning and every night and when you write
about him killing people, don't say he murdered them—just say he killed them, for there is a big difference in murdering people and killing them."

The transactions of the county commissioners and the various county officials were much more informal in the early days than today. In the records in the auditor's office is a book in which are recorded marriage licenses, estray notices, cattle brands, mechanics' liens, bills of sale, mortgages, and which is, in fact, a regular history of the transactions of our forefathers. On the first page is written, "This book is the first book in which are recorded deeds, mortgages, conveyances, town plats, and various other instruments of writing. It is Book A of the records of Clarke County, Oregon Territory, July 1, 1850. Richard H. Landsdale, clerk of probate and recorder of said county. J. D. Biles, clerk of the board of county commissioners and auditor of said county and by law, the law recorder."

Opening the book at random, I came across a record of the transfer of a light four horse wagon for seven thousand straight grain cedar shingles. Turning a few more pages I ran across this document which gives so vivid a light on pioneer conditions at Vancouver and in Clark County, that I am going to give it in full. I cannot reproduce the elaborate flourishes of the old time Spencerian writing, but I will give the document, just as it was spelled and capitalized. It is the will of Squire Bozarth and Milly H. Bozarth, his wife. The document reads as follows:

"In the Name of god Amen, we Squire Bozarth and Milly Bozarth, wife of the Said Squire being of Sound mind and feeling the informitys incident to this wonted life and well Knowing the Certainty of death mak and publish this as our last will and testament Item—we give and bequeath to our son Christopher C. Bozarth one third part of our land claim upon which we now reside to be taken off the sought side of Said Claim and also one third part of the hogs one cow called rsd Asbel one black hefer called hart and one other heifer called Deaner one Steer called old buck and one Brindle Bull Called tom one cupboard and one bedstead and one bed and bedding and also one fourth part to the interest in and to eight lots sold as county lots at Vancouver. Item—we give and bequeath unto our sons owen W. Bozarth and Squire J. Bozarth to hold in common the entire Ballance of our claims saving and Excepting there from forty acres off from the north east corner of our land off to the north east corner of our Said land and to the Said Squire J in his own right one third of all the hogs one black Steer called negro one called little buck one cow called Star one cow called Polly and blu calf called frolick one bed and bedding and also one fourth of the entirist in and to the said eight lots sold as county lots at Vancouver. Item—we give and bequeath unto our son John S. Bozarth forty acres off and from the north east corner of our Said land, eight lots sold as county lots at Vancouver. Item—we given and bequeath unto our daughter Julia Ann Bozarth the bed and bedding which she now claims being one feather bed one straw bed and the necessary bed Clothes and one cow called Bloss and one other cow called plum and one Sow and piggs to be Delivered when she Maris—Item—we given and bequeath unto our daughter Milly W. Bozarth three hundred Dollars in money and one Sow and Piggs and the interest
upon Sixe hundred Dollars heare after to be mentioned when She shall Marry or become of age and also one quilt which she now claims being pink and white Colors and Compass work. Item—we give and bequeath unto our daughter Emma Caroline Bozarth three hundred Dollars in Money and also one quilt which she now claims Called Double Star of pink blue and white also one Sow and pigs and the interest on Sixe hundred dollars here after to bee mentioned and to be paid and delivered when she shall be come of age or marry. Item—we given and bequeathed unto our Daughters Elizabeth A. Miller, Mary Ann Strong, Sarah Ann Walker and Leviney Ellen Wills fifty dollars each or one Cow each to be paid or Delivered at this place we give and bequeathed unto our Said Son owen W. Bozarth in addition to Said Land heretofore Settled, the whole entire estate both real and personal as well as what lies in Oregon as elsewere that he shall collect the claim of eight hundred dollars upon Lonsdale of Portland and place sixe hundred dollars at interest at ten per cent and payd Said interest out to the said Milly W. and Emma Caroline upon their Comming of age or marrying he shall also pay all the debts which may stand legally against the said estate and lastly we hereby Constitute and Appoint our Son owen W. Bozarth our Sole Executor to Cary out our intentions and wishes here- tofore set forth Done by us at our home on the second day of March in the year one thousand eight hundred and fifty three in presense of us.

“Columbia Lancaster, Joseph M. Alander, Jacob John.

“Signed, Squire Bozarth,

“Milly H. Bozarth.”

The first white child of American parents born in Clarke County, was Christopher Columbus Simmons, who was born at what is now Washougal, in 1845. He was the son of Colonel and Mrs. M. T. Simmons. The first white child of American parents born within the city limits of Vancouver, was Hannah Emmaline Short, who was born on September 5, 1850. Prior to 1850 there were few actual settlers in Clark County. At that time that part of Oregon lying north of the Columbia River was usually referred to as Northern Oregon.

David C. Parker and Dr. Forbes Barclay filed on claims in Clark County in 1845, as did also Henry Williamson. John Calder and Amos M. Short took up claims in 1846. In 1847 there was but one claim filed on in Clark County—that of Joseph Gibbons. In 1848 Richard Covington took up a claim on what is known as Fourth Plain, a few miles east of Vancouver. Those who settled in Clark County in 1849 were, Columbia Lancaster, H. J. G. Maxon, Richard Ough, Joseph Petrain, Ruben Riggs, Charles Proulx, Abraham Robie and Henry Van Allman. Among those who took up claims in 1850 were Squire Bozarth, Kenzie Caples, William H. Dillon, John H. Durgin, William Goodwin, Silas D. Maxon, George Malick, Alex Pambrun, William H. Tappan and David Sturgis. Those who took up claims in 1851 were John Bird, George Beatty, Joseph Brant, James Carty, William F. Crate, Silas Curtis, Pat Donegan, William Dolan, William Gee, Hans C. Kraft, William Green, Lewis Leiser, Henry Schuh, and W. M. Simmons. In the Great Migration of 1852, Clarke
County received many new settlers. In 1853 seventy-one families took claims in Clark County.

In 1850 H. J. G. Maxon was elected representative to the legislature, he having received twenty-one votes, which was a majority of those cast. Amos M. Short received twenty-three votes for probate judge and William G. Goodwin and John C. Allman each received twenty-two votes for probate judge. As Amos Short had received one more vote than either of the other judges, he has made presiding judge. R. H. Landsdale received twenty-five votes and was elected county clerk. A. J. Bolan's twenty-two votes made him Clark county's first sheriff. Silas D. Maxon with the same vote, became county treasurer and A. R. Williams receiving twenty-three votes, became assessor.

The first building to be put up on Main Street was a saloon which was opened by Pete Ferguson. It was opened with a big celebration on July 4, 1854. The second house to be erected on Main Street was called the Pacific House and was owned by Mrs. Esther Short. This was opened with a big ball on the night of July 4, though the hotel was not yet completed. The next two stores to go up on Main Street, were a store erected by Mr. Hexter and a saloon by Sam Marsh. The first two post offices to be established north of the Columbia River were located at Vancouver in Vancouver County as Clark County was then called, and at Nisqually in Lewis County. Vancouver County soon became Clarke County and Nisqually became Olympia and was made the capital of the state. These two post offices were established on January 8, 1850. Moses H. Kellogg was appointed postmaster at Vancouver and Michael T. Simmons postmaster at Nisqually. The postal department at Washington changed the name of Vancouver to Columbia City and not long thereafter changed it back to Vancouver. On December 12, 1850, R. H. Landsdale succeeded Moses H. Kellogg as postmaster. He was succeeded on June 16, 1854 by Henry C. Morse, who had come as a drummer boy with Major Hathaway's troops.

A post office had been established at Salt Lake City in 1849. In 1850 a contract was let to carry the mail once a month from Independence, Missouri to Salt Lake City in Deseret Territory, via Fort Kearney, Fort Laramie, Fort Bridger and Fort Smith, the compensation being $19,500 a year. In 1851 the route was extended to The Dalles. From The Dalles the mail came down to Columbia City, as Vancouver was then called, at irregular intervals. In January 1852 congress authorized a mail route between The Dalles and the Cascades and also one from the Cascades to Columbia City. The letter rate at that time was six cents from San Francisco to Vancouver or Portland and ten cents from Portland or Vancouver to the eastern states. In the winter of 1852 Captain Hoyt, master of the Multnomah, made two stops a week at Vancouver, while enroute from Portland to Astoria. The Fashion and the Belle, plying between Portland and the Cascades, stopped to pick up or deliver passengers or freight. In 1854 Vancouver became the terminus of a regular steamboat line. The Eagle, or the Little Eagle, as she was usually called, an iron propeller steamer of ten tons burden, which was brought up from San Francisco
by Capt. William Irving, was put on the run between Portland and Vancouver. In 1855 a wharf boat was moored at the foot of Main Street, so that the steamers would not have to moor by the bank and run out a gang-plank to the shore. Later in the year a flatboat was anchored there, to act as wharf. In 1856 a regular wharf was constructed.

The Oregon Steam Navigation Company endeavored to secure a site on the water-front at Vancouver, upon which to build its wharves and docks. The company planned to make Vancouver its headquarters but the price asked for the water-front land was so high that the company made Portland its headquarters, in place of Vancouver. The fare today from Portland to Vancouver is seventeen cents, but when the Eagle went on the run, the fare was $5. Richard Covington, a scholarly Englishman, was the first teacher at Vancouver. The first American school was taught by Mrs. Clark Short in the winter of 1852 and '53. In the winter of 1855-56 a regular schoolhouse was built, the teacher being M. R. Hathaway. Providence school under the auspices of the sisters of Charity, was established in 1856. The building known as the House of Providence was built in the spring of 1867. Holy Angels College was opened in 1863, Father Mans being in charge. Vancouver Seminary was organized in 1867, W. D. Nichols being its first principal. The first church to be built within the limits of the City of Vancouver was the Methodist Church, which was built in 1856. The second church was the Episcopal church, which was built in 1858. The first religious services held at Fort Vancouver were of the Episcopal church. The first services held by the Catholics was in 1838. The Presbyterian church was organized at Vancouver February 18, 1882 and their building dedicated in July, 1885.

On June 30, 1860, the Vancouver Chronicle was started by L. E. D. Coon. On May 6, 1861, a permanent organization was effected by the volunteer fire department of Vancouver. This original fire company was disbanded during the Civil war and revived on August 27, 1866. On April 5, 1867, the city ordinance created a new fire department, W. H. Troup being elected chief engineer and E. H. Freeman, assistant. Shortly prior to the reorganization of the fire department, a destructive fire occurred in Vancouver on August 23, 1866. Ten or twelve wooden business houses were consumed. The fire was put out by the soldiers stationed at Vancouver Barracks. St. Joseph's Hospital, which was erected in 1855, was burned on September 1, 1878. This hospital was originally used as an orphan and lunatic asylum. For many years the hospital at Vancouver was the only one in Washington territory. East Vancouver was surveyed in 1850 and was resurveyed by Levi Farnsworth in May 1858, the plat being recorded on June 10, 1859. West Vancouver was laid out and recorded by Mrs. Esther Short on July 28, 1855. Hayden's Addition was recorded on November 6, 1882. Slocum's Addition on November 1, 1882, Brown's Addition on November 22, 1882, and North Vancouver on March 31, 1883. The city of Vancouver was incorporated on January 23, 1857. A new charter was secured on January 29, 1868, which charter was renewed on October 27, 1881. The first company to bring water into Vancouver, began operations in 1868, the incorporators being Louis Mayer,
Louis Sohns, C. A. Freeman, Anton Young, S. W. Brown, R. Steggert and H. G. Struve. On August 28, 1882, another company, called the Crystal Water Company, was incorporated. Vancouver secured its first bank, The First National Bank of Vancouver, on August 15, 1883. The members of the first board of directors were Louis Sohns, S. P. Jocelyn, David Wall, C. H. Whitney and John Moore, Louis Sohns being president.

HISTORIC COVINGTON HOME ERECTED NEAR VANCOUVER, WASHINGTON, IN 1851
CHAPTER XLI

DR. JOHN McLOUGHLIN

A century ago, Dr. John McLoughlin, chief factor of the Hudson's Bay Company at Vancouver, was the virtual ruler of the Oregon Country. He is often spoken of as the first governor of the Oregon Country. He was born October 19, 1784, in Parish La Riviere du Loup, in Canada, on the south side of the St. Lawrence River. He was baptized on November 3, 1784, at the Parish of Kamouraska. Both his father and mother were Roman Catholics, his father, John McLoughlin, having been born in Ireland. His mother's maiden name was Angelique Fraser. She was born in the Parish of Beaumont, Canada. Her father, Malcolm Fraser, was born in Scotland. He was a lieutenant in the Fraser Highlanders, and when he retired, in 1763, was a captain in the Eighty-fourth Regiment of the British regular army. Doctor McLoughlin's mother was related to General Fraser, who was killed at the battle of Saratoga on October 7, 1777. Doctor McLoughlin and his brother David were brought up in the home of his grandfather and grandmother, Mr. and Mrs. Malcolm Fraser. His mother's brother, Dr. Samuel Fraser, was a lieutenant in the Black Watch Regiment and served in the Napoleonic wars from 1795 to 1803. John McLoughlin, as well as his brother David, both studied medicine, and David served in the British army and was in the battle of Waterloo. Later he practiced his profession at Paris. Dr. John McLoughlin joined the Northwest Company and in 1821 was placed in charge of Fort William. Here he met Mrs. McKay, the widow of Alexander McKay, and married her. Doctor McLoughlin and his wife had four children, Eliza, John, Eloisa, and David. Eliza married Captain Epps, an officer in the British army. John was murdered at Fort Stikeen in the spring of 1842. Eloisa married William Glenn Ray, of Fort Vancouver, in 1838, and went with him in 1841 to take charge of the Hudson's Bay Company store at what was then called Yerba Buena, but is now known as San Francisco. He died there in 1844. Two of their children, Mrs. Theodore Wygant and Mrs. Josia Myrick, are, and have been for many years past, residents of Portland. Doctor McLoughlin was six feet four inches tall. From 1824 to 1846, when Doctor McLoughlin was in charge of the Hudson's Bay Company's interests in Oregon, there was not a single Indian war. The Indians called him the White-headed Eagle, for his hair had turned white before he was forty years old and it hung to his shoulders. Because of the limitations of space, it is not possible to give as long a story as I would like about Doctor McLoughlin. So, in lieu of giving his history, I am going to give some revealing sidelights by reproducing a letter which Doctor McLoughlin wrote to the editor of the Statesman at Salem, Ore., in 1852. Doctor McLoughlin's letter reads as follows:

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DR. JOHN McLOUGHLIN
Father of Oregon. Came to Oregon Country in 1824.
"Mr. Editor: Being frequently asked in the present excited state of the Territory (1852) my views and intended action at the polls as between the Whig and Democratic parties just now organizing, I beg to make a public reply. I do this to the end that no public act of mine touching the interests of the country may be made under cover, for I scorn deceit or duplicity in affairs concerning the welfare of others; and, I cannot, at this late day, depart from a rule alike dictated to my reason in early life, and which more than fifty years of experience has been commended to my riper judgment.

"I was born in Canada and reared to manhood in the immediate vicinity of the United States, and from my earliest recollection I have found happy employment for many a leisure hour in studying the character of its people and the working of its institutions. Nor have I been indifferent to the two adverse systems of political thought and action dividing its inhabitants from the earliest formation of the government. The sympathies of my heart and the dictates of my understanding, more than thirty years ago, led me to look forward to a day when both my relations to others and the circumstances surrounding me would permit me to live under and enjoy the political blessings of a flag which, wherever it floats, whether over the land or the sea, is honored for the principles of justice lying at the foundation of the government it represents, and which shields from injury and dishonor all who claim its protection.

"As is well known, my lot was cast, a long time ago, in the service of the Hudson's Bay Company. Twenty-eight years since, I found myself on the soil of Oregon, in a responsible capacity, under that company, and called upon, from my peculiar relations to them and my sympathies with the American government, to discharge many delicate duties. As a subject of Great Britain, up to 30th of May, A. D. 1849, the date of declaring my intention to become a citizen of the United States, I claim to have discharged all just obligations to the government of my birth; and, as an officer of the H. B. Co., up to the year 1846, the period of my disconnection with it, I know that I was faithful to its interests as far as I could be without compromising my sense of justice to others or turning a deaf ear to the calls of humanity.

"I early foresaw that the march of civilization and progress of populating the American Territories was westward and onward, and that but a few years would pass away before the whole valuable country between the Rocky Mountains and the Pacific, then used only as hunting and trapping grounds and as the resting place of native tribes, must become the abode of another race—American. This could neither be successfully resisted nor did I deem it politic or desirable to attempt it. In this spirit I prepared myself to encourage, hasten and further what I thought would be not only attended with good, but inevitable. The absence of a cold and chilling policy calculated to check and embarrass immigration to Oregon has subjected me in Europe to strictures as untrue as they have been unjust, but this I cannot wonder at or complain of, for it is the province of selfishness and conservatism to frown upon and discourage all liberal ideas and efforts from whatsoever source they may proceed. Such things
do not, therefore, annoy me, and, if I can truly feel that in my day and
generation I have done something, however slight, to advance the cause
of civilization, freedom and true progress, I am abundantly repaid all the
injury which the illiberal and unjust, in other lands, may have heretofore
cast upon me, or may hereafter find it in their hearts with which to
blacken my name and character.

"From 1824 to the present hour, I have spared neither time nor means,
but liberally used both, to facilitate the settling of Oregon by whites; and,
that it has been my good fortune to do much in years gone by to relieve
distress and promote the comfort and happiness of immigrants, I may
fearlessly assert, and for proof need only to refer to the candid and just
Americans who first came to the country. And I may add with equal con-
fidence, that by the policy pursued by me and the earliest cultivators of
the soil in Oregon, mostly foreigners, this country was more easily re-
claimed from the Indians and settled by whites, and with less loss of life,
than any new territory of the United States. In this manner nearly a
quarter of a century passed away. Congress at length sent us an organic
law, and in its sense of justice permitted those foreigners then within its
limits to have a voice or vote in the conduct of public affairs on declaring
their intentions to become citizens. At the earliest moment possible after
the United States laws were extended over us, I availed myself, in good
faith, of this opportunity; but mark the sequel! The first Legislative
Assembly, the very men we aided to elect, passed an act seeking to dis-
franchise those of us whose accident it was to have been born on foreign
soil, although our manhood and strength had been spent and wasted dur-
ing almost a whole generation in preparing Oregon as a home for civilized
man. And while it is true that, from another and juster source, this
injury has been since partially repaired, it still marks the temper with
which our early devotion to the country and its pioneer settlers has been
treated. Not content with this, Congress was unnaturally induced,
through false representations coming from men high in authority, to
insert a clause in the land bill which deprives the children of such as
happen to be born on foreign soil of all rights to their land claims, while
the half-breed offspring of native Americans get title to theirs, and in
addition, my own claim and home, and the only one I have on earth, was
reserved; and, as if to propitiate the intended outrage upon me indi-
vidually, and to approve the good and the just, an appeal was made to
their sense of the value of education by donating this home of mine, and
last resting place, to the endowment and uses of a university! Need I
refer to the foul means used to attain this end from the American Con-
gress? One example only is sufficient to show the turpitude of the rest;
it was unblushingly stated that I continued to be a British subject and
refused to take steps to become naturalized, when it was notorious
throughout the entire Territory that I had publicly declared and filed my
intention to become a citizen of the United States in the court of Clack-
amas County on the 30th day of May, 1849, a year and a half before the
passage of the land law! This is painful, and I cannot dwell upon it if
I would. I turn to legislative acts more pleasing; and, with deference to
the opinions of many others, to what I submit is generally conceded to
have been more honorable and just. In the estimation of the Legislative Assembly of 1850-51, no purpose, however garnished with a praiseworthy profession, could justify wrong; and, in this tone of political morality, refused to accept of the donation, and sought to confirm, by the passage of an act, to the purchasers what had been bought of me in good faith, although in conflict with the rigorous law of 27th September, 1850, which, by its terms, would persecute and take from me, without consent, in my declining years, my home and private property for the ostensible public use of educating the rising generation. As far as that body went in doing what was right, I feel deeply gratified, but with due respect, I would suggest that more than that was demanded at their hands. As the grand inquest for the Territory, and speaking for its people, did not the voice of public justice on behalf of the injured, demand that they should call the attention of Congress to the unequal operation of the donation law in its discrimination against the children of men who would, if they could, have been born under the American flag, but were prevented by an inexorable destiny? And ought they not to have called the attention of Congress to the facts of my situation and thus have sought to relieve me from a misfortune which I did not dream was pending over my head until when, unseen and unheard, thousands of miles away from Washington, it was precipitated upon me and mine just as I was stepping into the grave and least prepared to meet and avert the consequences of such a stunning calamity? But I did not complain, and was thankful even for the little that the people of Oregon were willing to do for me through their chosen representatives. After this, and while my heart was full of gratitude for the past, the Legislative Assembly of 1851-52, in session at Salem, came, and that body, to my disappointment and mortification, passed an act accepting of the congressional donation of my claim and took steps towards driving me from its possession!

"Was this deserved and did I merit it? And over and above all, was this called for by the honest, just and candid public opinion of Oregon's inhabitants? These are the questions I ask of the people; and as I do so, I commune with my own heart, and review my past career and history in the Territory, until getting no other satisfactory answer than from my sense of rectitude, I find myself fast passing away to a seat of final judgment which can never fail to punish iniquity and reward well-doing. But I do not, nor will I despair. God is just; and I have ever cherished from my youth up, undoubted and undoubting confidence in the sober reflections and ultimate sense of justice of all His creatures. I trust to yet live and see in my case, as often during my day in that of others, ample justice achieved, and that cheers and consoles me in the midst of present affliction.

"At one time, bowed down with care, I had almost come to the conclusion to take no further interest in the public affairs of the Territory, but, as in every act of my life, the best interest of the country, founded on justice, has been the rule of my conduct, I feel, on further thought, to recall that determination. The Territory is deeply agitated with questions involving important governmental principles. The Democratic party is seeking—through the zeal and activity of its most prominent members—
to attain an organization so as to act efficiently hereafter in the Territory in the maintenance and support of its principles. In such a struggle I cannot be an idle spectator. My sentiments, in politics, are, and have been for many years, democratic; and I heartily approve of an organization of the party, and shall cordially support, with my vote, the Democratic ticket for Clackamas County. I shall do this for the double reason of duty to a party whose principles I cherish, and in the firm belief that the judges of the courts have rightfully nothing to do with the law locating the seat of government, and that the ballot box will be the earliest and safest umpire to dispose of that vexed question. In voting for the ticket of the Democratic county convention of Clackamas, I do not do so in all cases from a choice of the persons on it, but because it is a safe and salutary usage of that party to support the regularly appointed nominees.

"In conclusion, I will say that the acts of individuals, nominally Democratic, in the attempt to prostrate my character and take away the accumulations of my long life of industry, I in no way hold the Democratic party responsible for, inasmuch as that party has heretofore never been organized in the Territory, and I am not mistaken in the fact that its noble and elevated doctrines lead to no such practices, but, on the contrary, tend to the promotion of equal and exact justice to all.

"Yours very truly,

"John McLoughlin."

Doctor McLoughlin's own letters reveal, in a striking way, his integrity of character. He was not only respected and esteemed, but was loved by those with whom he came in contact. He was just, fearless, and charitable. The letter which follows, which was written by Doctor McLoughlin to Sir George Simpson, governor in chief of the Hudson’s Bay Company, on March 20, 1844, gives one a good picture of conditions in the Oregon Country at that time:

"Vancouver, 20th March, 1844.

"To Sir George Simpson, Gov. in Chief,

"Rupert's Land.

"Sir:

"I have the honor to acknowledge the receipt of yours 21st June, 1843, with the accompanying documents, as p. packet list.

"2. I am surprised to learn from you that the men who have left the Department complain of ill usage, as I am certain none have cause, but the case or cases ought to be stated, the individuals complaining and the person against whom they complain named, as the charge is made in such general terms it is impossible to rebut it except in the case of Heroux, which is stated by Chief Factor Keith, in explanation of which I have to observe that Heroux was employed in hauling logs to the sawmill. Crate, who was in charge of the mill, gave Heroux some orders which he refused to obey, and a quarrel arose. I do not know who struck first, but Mr. Forrest happened to come at the time, found Crate on the ground and Heroux beating away on him most brutally, and some of the men standing around looking on. Mr. Forrest pulled Heroux off Crate and, indignant at seeing a stout man like Heroux beating away as he was on a small man like Crate, told Heroux to stand up, as he had to do with
him, but Heroux, seeing he had his match, would not answer the call, and Mr. Forrest gave him two or three cuffs, when Heroux took to his heels and came and complained to me and told me so pitiful a story that he affected my feelings, and supposing he had been ill used, I wrote to Mr. Forrest for an explanation, when Mr. Forrest came down with Crate, who gave a true version of the affair. Heroux had not mentioned to me that he had disobeyed Crate's orders, and in such a case, allowing that Crate had struck him, he was perfectly justified by the circumstances, and it would be no excuse for a stout man like Heroux to be beating away on a little man as Crate, though it is not surprising that a man capable of acting as he did should misrepresent the affair. But how am I to account for people well acquainted with the character of these men and who know that their statements in such cases can never be depended on, bringing forward such charges in general terms. If Mr. Keith wanted to bring forward this charge, why did he not enquire into the cause of Heroux's complaining and against whom it was made, but the best evidence that there was no just cause of complaint is that the recruits you sent us this year are some of our old hands who have returned to this Department in preference to any other. However, you may depend that as heretofore our best endeavor will be exerted to make the men as comfortable as the nature of the business will admit, and I am really astonished that you should have considered it necessary to write me on that point, as you have been several times here, since I am in charge of the Department and no man ever complained to you of ill usage. I beg leave to return my thanks through you to Mr. Keith for bringing Heroux's case forward, as it has afforded me an opportunity of proving its falsity; at the same time, let us learn from this case to be cautious before we give credit to what these men say and recollect that the old proverb, there are two sides to a story, is true.

"3. As you say, the Boutes must be trained in the country, but the truth is the men are so miserably small and weak for years past we cannot find men of sufficient physical strength among the recruits to make efficient Boutes to replace our old hands. At present we have some Boutes who ten years ago were considered old, and so little attention is paid to the selection of the men that in 1839 a man was sent here from Montréal who had only one finger and a thumb remaining on his hand; in 1840 we received another who had one of his arms withered, and an impotent arm, and among the recruits who have come here from 1839 to 1843, both inclusive, there is only one man who can serve for a Boute. The men are so weak that the least fatigue lays them up in hospital and the able men have to do their duty.

"4. In your fourth paragraph you write there could have been no impropriety in your forwarding the statements referred to in your third paragraph to the president and council for their information, and they did perfectly right in giving their opinion and making such observations as they considered proper. Every person interested in the business has an undoubted right to express an opinion, be that opinion right or wrong, and no person has a right to find fault with a person for his opinion, but no action of mine can justify any one imputing to me the unfairness of
withholding information on business from my colleagues to entrap them into any measure, as if I had known you had written them on the subject, I would not have troubled them about it, but my letter speaks for itself.

"5. In regard to the remarks in your fifth paragraph relating to the murder of my son, in which you write, 'I trust I may not be called upon to revert to this to both of us most painful subject,' permit me to say that I am astonished how you could think that such a remark would prevent parent demanding of you information as to the measure you took when you delivered the murderer of his son to the Russians, if that man is to be prosecuted, and you may depend every endeavour of mine will be exerted to have that affair thoroughly examined, and which I would have attempted to have done before this, but that I considered it the duty of the Company to examine this affair, the murder of one of their officers by their servants under his command in one of their establishments, but since it has not been done, I forward with this a copy of all the depositions to my agent to be by him placed before council, and to follow such measures as my means may justify, as I have fully explained in my despatch No. 1, and will observe, as I informed you in paragraph of mine of March, 1843, C. F. Douglas proceeded to the coast and examined the men who were at Stikine when my son was murdered, and I send you a copy of the depositions he took and an extract of the letter he wrote the Governor and Committee, by which you see Heroux and P. Kanaguassie, ten months before the murder, were known to have been concerting measures to murder my deceased son and Mr. R. Finlayson, and in the night of the murder Francois Pressie proposed also to murder my late son, and Mr. Douglas according to my orders delivered P. Kanaguassie and Pressie to the Russian authorities, and if this affair is not thoroughly examined, so that justice be done and the men see that they cannot murder their officers with impunity, it requires no gift of prophecy to foretell that this murder will be followed by others unless the officers allow the men to do as they please, as on the men's own showing, it was murder on their part, and if he was drunk, as they say, their crime was only the greater. As to my late son being a drunkard, as these men represent, the vigilant watch they admit he kept and the state of his accounts disprove this, and the cause of their hostility to him was that he kept them to their duty and would not allow them to do as they pleased. If the character of an officer is to be taken from what such men as were at Stikine will say, let me in truth add, though it pains me to say so, will swear to—without examining into what they say, the situation of the officers is extremely deplorable.

"6. I do not know, nor can I imagine, whence you derived the information that our rivals in trade have been so successful that they will repeat their visit. It is true Capt. Chapman caught six hundred barrels salmon, but after he did, it was so bad he could not sell it and has given up the business. Captain Couch's owner, Mr. Cushing of Salem, Massachusetts, sent a small vessel last summer and another is expected this season, but he is carrying on a losing business. He is, as they say, a
wealthy man and perhaps keeps on in expectation of our being obliged to withdraw, and that the business will fall to him. Another American, Mr. Pettygrove, equipt by the house of Benson and Co., New York, was to send here a vessel last fall with an assorted cargo, but she did not come.

"7. When you speak of the abundant resources at our disposal, if you mean goods, you are correct; but if you mean men and officers, we are too few of the latter, and as to our men, I have already stated their capacity.

"8. In your 9th para. you write, 'I am sorry to observe the Southern or Bonaventura party, have made very poor hunts, arising as much from the impoverished state of country as from their late arrival at their hunting grounds, which by good management might have been avoided.' As to your writing, the expedition ought to have been despatched sufficiently early to benefit by the whole hunting season, I am surprised to see that you write so, as the appointment of an officer to head the party was made by council and consequently the expedition had to wait until Mr. Ermatinger had closed the business of the Snake Country and arrived here, and in fact we had no other officer to place at its head and the Snake Country remained without any manager till Mr. Grant came from York, and you will perhaps recollect that Mr. Ermatinger objected to proceed in charge of the expedition and that you spoke to him about it; but to revert to the party, it was equipped in the autumn of 1842 and placed under the command of Mr. Laframboise and cleared £477, but the conduct of the men was so bad that under no consideration would Mr. Laframboise return. He had only promised to go for a trip. 'I am,' said Mr. Laframboise, 'through the mercy of God come back safe because I gave way to my men; if I had assumed the tone of a master, I would have been murdered by them. I will not venture again.'

"9. As to Mr. Grant's good returns, they amounted to £3,916.18.6 for outfit 1842, and the gain to £2,405.12.8; and for 1841 the returns amounted to £3,706.6.3, the profit to only £1,389.17.1, in consequence of the heavy expense of the opposition. (American Rivalry.)

"10. In your fifteenth para. you write in your letter to the Governor and Committee that by opening a store at St. Francisco, having a vessel of 150 tons on the coast, selling at first to retail dealers only and being contented with small profits a good business might be done, on this subject I shall only repeat my conviction that the sooner the unfortunate business which was badly planned, prematurely and irregularly prosecuted, be wound up, the better for the interests of the Honourable Company. I am certain people reading this would suppose that I am the originator of this business. I beg distinctly to state that when it was first suggested to me in 1835 till you proposed it to me in London in 1839, though I always had a good opinion of the business, I opposed it merely because I felt we would not be allowed the necessary latitude to carry on the business in the manner it ought to be conducted, but in 1839 when you mentioned to me that we ought to enter that business, I agreed and made out a requisition by your direction, and in compliance with my instructions sent the outfit in charge of Mr. Rae, whom you appointed to it in 1841. It is true I ordered a house to be purchased at St. Fran-
cisco, because we could not get one to rent, and it would have cost much more to build a house than what we paid for the one we bought, and you will see by the accounts current of the outfit, it has cleared £1,848.5.7 after paying for the house and the duties on the inventory for both which it takes no credit, and deducting 40 per cent from the outstanding debts, which is much better than I expected, considering the situation Mr. Rae was placed in, and proves that the business is much better than you supposed.

"11. By your 17 Paragraph you say you forward ten men as recruits for the Department, and in your 18th para. you write, 'We are of opinion that there are as many in the Department as you can employ,' to which I will revert bye and bye; and that you 'see by the books that no fewer than ten officers and 149 men were stationed last winter at Vancouver.' True, as you state, there were ten officers and 149 men on the books winter 1842-43, and our winter establishment always will appear large from this circumstance: that in the winter we have all the recruits from the other side and every year you will find in the books men who have left for Oahoo and other places, and when the busy time comes we seldom have two-thirds and sometimes not one-half of the men who appear in the winter in our books, and this at the sickly season when sometimes half of the people are laid up in the hospital by the fever, so that it is only with the utmost difficulty we get through our work. Last summer, our first week in harvest we had one hundred and seven men, of these seven men were in hospital; and the last week we had forty-seven in hospital, and last year was the healthiest summer we have had since 1829. I have known sixty-two men at one time off work from fever, principally in the harvest. At present we have 149 men, the same as last year. The wages of the officers and men at Fort Vancouver attached to the depot and general charges amount to £3,500.0.0

Our farm yields

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,800 bushels of wheat</td>
<td></td>
<td>855.00</td>
</tr>
<tr>
<td>100 tierces pork</td>
<td></td>
<td>450.00</td>
</tr>
<tr>
<td>100 hides</td>
<td></td>
<td>40.00</td>
</tr>
<tr>
<td>30 cwt. butter</td>
<td></td>
<td>54.00</td>
</tr>
<tr>
<td>180 cwt. pease</td>
<td></td>
<td>117.00</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>£1,916.0.0</td>
</tr>
</tbody>
</table>

which is transferred to the depot, and we have still in the farm store

1,000 bushels pease
1,200 bushels barley
2,000 bushels oats

We sent to Woahoo

A. 60 masts, valued here $30.00 apiece              450.00
B. 260 M. lumber, which at 75 shillings per M.          975.0.

£3,341.0.0 £3,500.0.0

A. These spars will sell at Woahoo from £25 to £50 each, and some £75.
B. Our lumber, which we only value in invoice 75 shillings per thousand feet, we never sell for less than 200 shillings per M. From this you see that these 107 men have done work at this place which at the low invoice valuation has almost paid the wages of all of our present establishment, and we have on hand 1,000 bushels peas, 1,200 bushels barley, 2,000 bushels oats.

Besides unloading two vessels from London,
loading 2 for Sitka
unloading 1 from California
loading 1 for London
Do. 2 for Waahoo

Do the Cadboro and assisting to take the outfits to the interior, to the Snake Country, and bringing down the returns and in fact, if the season had not been healthier than usual, we would not have got through with our work.


"When you wrote this paragraph, you must have overlooked the passage in my letter which states that C. F. Douglas would be employed for the summer in removing the people from Fort McLoughlin and Tacko (Taku) and in erecting the establishment on the south end of Vancouver's Island; Mr. Roberts had left fall 1842; Mr. Dodd had been sent here by Mr. Manson without any instruction from me and I sent him back by first opportunity to Stikine; I had to send Mr. Tod to the interior on account of his health, and Mr. O'Brien at the time you wrote was with you, so that we remained during the busy season, J. McLoughlin, D. McTavish, store and office; D. McLoughlin, shop; A. L. Lewis, farm and men; D. Harvey, saw and grist mill, from March till June, when Mr. Douglas returned and brought Mr. Low(e) from the coast, and it is certain we are too few officers for the business, and that if we had had one more officer the vessel for London would have been despatched one month earlier, and ten good men would have enabled us to place at least five hundred pounds more to the credit of the District, and if the season had not been fine we would not have been able to get through our work.

"14. We would require here in the summer, to carry on the business on a proper scale, 120 men at the lowest calculation; in the sickly season we would require more.

"15. We require 2 bookkeepers, one to go out annually with the accounts, 1 clerk for the store, 1 do. retail shop, 1 do. farm and men, 1 do. grist and sawmill, 2 do. to write in the office, 1 do. casualties.

"16. According to your instructions we will supply the Russians with only 30 cwt. butter.

"17. I have not been able to begin to build the lighter (for the steamer Beaver) and I am happy to see that I am directed not to build it, as you say the coal room of the steamer might be used as a store room if required, and the cabin also by erecting a poop cabin on deck, and on emergency the Cadboro might serve as a lighter; indeed she is doing so
now; as I was afraid to send her on the open coast in the winter, I sent her with a cargo of Russian goods to be towed by the inner channel by the steamer.

“18. The mill from Abernethy, together with the wages of the mill-wright, are transferred to the Hudson's Bay Company.

“19. In 28 para. you wrote, 'I have made a few alterations in the indent sent us, striking out the felted cloth which has been universally condemned and thermometers that appear to me quite unnecessary, requesting that plug be substituted for carrot tobacco, as according to some recent alterations in the revenue laws, the latter cannot be shipped unless to great disadvantage, and reducing the quantity of strichynine from 6 oz. valued £27.12.0 to one oz., as you say the former strichynine was perfectly useless. If the article be useless as represented, much better expose the concern to the loss of one ounce than six until it be ascertained whether the drug be effectual or not.' As to the felting cloth, on receiving the account of its bad qualities we had countermanded it before the receipt of your despatch. The thermometers were to enable us to keep the registers we had been directed to keep; the 6 oz. strichnine were for sale except about ¼ oz. for ourselves. The remarks on the inferior quality were that a superior article to the last might be sent. The large quantity of medicines is for sale, and I can only state that our requisition is made out with the utmost care and attention. As to changing the carrot for plug, I can only say the quality of the last we got from London is so inferior that no person will buy it when they can purchase any from the Americans.

“20. I send with this the tariff of our Indian trade at this place, which is the same at Nisqually, Fort George and Fort Langley, but it is impossible to keep to a regular standard at this place or Fort George with all these Americans around.

“21. In the 73d resolve of Council, I am instructed not to give passages in any of our vessels, whether inland or maritime, to any persons that are not connected with our business, and I beg most strongly to offer the supplementary suggestions that our posts also may receive such persons only for temporary purposes of casual hospitality, and in yours of 29th June you write, 'I have recently heard from private sources that the Rev. Mr. Blanchette had received two priests from Canada by the way of Cape Horn, that the Rev. Mr. Demers had been conveyed into New Caledonia, and these aided by our people in erecting of their chapels, and that the Rev. Mr. Balduc had obtained a passage in our steamboat.' These circumstances, arising probably from pressure of business, have been omitted in your despatches, and I mention them merely with the view of saying you cannot be too minute in recording and communicating every passing event of importance. The case however of Mr. Balduc and Mr. Demers, I beg however to refer you to the 73 Resolution of council and to my letters of 21st Inst., which obviously prohibit any further indulgence of the kind without the express sanction of the Governor and Committee, or the Governor and Council.

“If it was intended that we should not be at liberty to grant passages to persons applying and paying for them, there was no use in fixing the
rate of passage money, as no person going from this to Waohoo or coming from Waohoo to this place can wait till he gets leave from London to be allowed to embark on board of the Company's vessel, and our being obliged to refuse when people are ready and able to pay for their passage will only serve to excite ill feelings towards us, which is contrary to every rule of business, and as it is beyond doubt our duty to conciliate, especially when we can do so to our own advantage. As to the Rev. Mr. Demers going to New Caledonia, and the short trip Mr. Balduc took with Mr. Douglas from Nisqually to Fort Victoria, and the arrival of the two Roman Catholic priests, I deemed them to be so very unimportant that I did not consider them worth mentioning, though I must observe I did not think the Company had any objection to the Rev. Mr. Demers going to New Caledonia, but he did not apply to return, but if he does, your instructions will be observed. At the same time I must state it will only excite ill-will towards us, as he can any day he pleases go there perfectly independent of us. As to the Rev. Mr. Balduc, when I heard he had embarked with Mr. Douglas, I was happy of it, as I expected he would have proceeded to the Coast with Mr. Douglas and afforded religious instructions to many of the Company's people who have been for a long time deprived of it, and which for my part I consider it a duty to afford them if possible, and it is certainly to the interests of the Company to do so, as it tends to render the servants more honest and faithful. As to the Rev. Mr. Desmet, of the order of Jesuits, he has been treated precisely as the other missionaries from the United States. He has had supplies from us on paying for them in the same way as the Methodist Mission in our vicinity and the Presbyterians at Walla Walla and Colville. The Jesuits are at the Flathead and Coeur d'Alene Lake.

"23. I informed you in mine of 20th March, 1843, that part of the immigrants who came from the States with Mr. Hastings were preparing to leave this for California. About forty of them left this in May, but meeting with Mr. Lease with a party of their countrymen and hearing that they could get no lands in California, some returned to this place, but the main body proceeded to Saint Francisco, where I understand they have got lands along side of Captain Sutter.

"24. This fall a large emigration came from the States, some say a thousand persons, but I believe they are not so many. Eight or ten Jesuit priests and lay brothers came up with them from St. Louis, Missouri, and proceeded to join their brothers in the Flat Head country, but some are coming down here this spring, perhaps to settle in this vicinity. I am informed that Father Desmet is gone to Europe to endeavour to make an arrangement with the Hudson's Bay Company to get his supplies for his mission.

"25. As I already stated, Chief Factor Douglas proceeded to the coast, took the people and property from Fort Durham and Ft. McLoughlin, which according to your directions are abandoned, and began an establishment at the place he selected on the south end of Vancouver Island, which according to your instructions has been named Fort Victoria, and placed it under the charge of Chief Trader Ross. It has a fine
harbour, quite accessible, and by last accounts everything was going on well at this place. The fort is 300 by 350 feet, to consist of eight buildings of 60 feet, two behind and three each side, and Mr. Ross is going on with the buildings and this year will plant a large quantity of potatoes so that by having flour, pease, and a few barrels beef and pork, he will be able to afford refreshments next winter to any vessel that may call there.

"26. The Vancouver arrived from St. Francisco this third May and as you see by the account current the outfit to California for 1842 paid the heavy California duties and got only the usual advance $33\frac{1}{2}$ and cleared as already mentioned, as per accompanying account.

"27. On the same day with the Vancouver, the Columbia, Capt. Humphreys, entered the River, but, as you are aware, the bulk of her cargo was for the Russians and, as the whole cargo was mixed up, we had to unload her entirely, and to save time we took the Russian goods out of the Columbia, we put them immediately on board the Vancouver, Capt. Duncan, and sent her with their goods and supplies for the Coast of Sitka and Fort Simpson, from whence after delivering her cargo in good condition and received the furs of Fort Simpson and Stikine, she returned on the 22nd August under the command of Capt. Brotchie, who, as it was his turn to go home, I had instructed to exchange with Capt. Duncan, the latter taking the command of the steamer, and Capt. Brotchie of the Vancouver.

"28. The Columbia left this the 6th July with a cargo of wheat for Sitka and returned here. I find by Governor Eoline that the wheat arrived late; the fact is that I supposed they were more in want of goods than grain and therefore sent the goods first, and though every exertion was made, it was impossible to send these vessels off sooner, as from the 23rd May to the 6th July we had to unload and load two vessels, besides receiving and expediting the brigade for the interior.

"29. The brigade arrived from the interior the sixth June and left 24th of the same, but unfortunately in going up one of the boats was upset and one of the men drowned, and another in poling fell out of the boat and was also drowned.

"30. On the 6th July, the Diamond, Captain Fowler, arrived from London and delivered her cargo in excellent condition, and as there was no prospect of our sending a cargo of lumber in time to Woahoo by our own vessels, I chartered the Diamond for four hundred and twenty-five pounds to take a cargo to Woahoo.

"31. The Columbia left this the first of December for Woahoo, but could not get over the bar till the 3rd February.

"32. In consequence of your only sending ten men, I had to send to Woahoo for fifty Kanakas, part of which is to replace the Kanakas gone in the Columbia, and three going in next ship, and the Kanakas I sent will not replace all the blanks in our list.

"33. On the return of the Columbia, she will proceed to Sitka with the grain, and when she comes from there she will, according to the intelligence we may receive and the date of her return and either proceed to California or London with the returns.
"34. A few days after the departure of the express last March a momentary excitement broke out among the Nez Perces and Cayuse tribe who inhabit the country about Walla Walla, caused by reports spread among them that Dr. White, who, as I informed you, gave himself out as an Indian agent for the United States, had said he would take their lands from them, which it is certain he never said, and also from another report which came to the Willamette that the Cayuse and Nez Perces had said they intended to attack the settlers, but which was unfounded.

"35. Dr. White stopped here as he was passing and on his way to visit the Cayuse and Nez Perces tribe according to appointment and as he might take a fancy, though he had publicly said he had nothing to do with us, to address these Indians in our establishment, and in case Mr. A. McKindly might not know how to act and this might bring us into trouble with Indians, to avoid this and all misunderstanding hereafter on the subject. I addressed Mr. McKindly the following letter and handed it for perusal to Dr. White, after which I sealed and delivered it to Dr. White, with the request he would give it to Mr. McKindly, which the Doctor did.

"36. Mr. A. McKindlay.

'Dear Sir: Dr. White is, I understand, on his way to Walla Walla. You will observe that until our Government has given up its claim to the country and recognized the rights of the U. States and we are officially informed of it, we cannot recognize Dr. White as an Indian agent and he can only be known to us as a private individual and as such to be treated with all the courtesy his conduct deserves, but you cannot permit his holding council with Indians in the Fort, and you will remember that the goods sent to you are to be employed in trade with Indians, but you may of course sell him any, or give him on credit, such articles as are usually supplied gentlemen on the voyage.

'I am,

'Yours truly,

'John McLoughlin.

'N. B. To avoid misapprehension, you will attend no Indian Council with Dr. White.'

"37. Dr. White went to visit the Indians and saw the Cayuse and Nez Perces tribe together about twenty-five miles from Walla Walla, at which it is said he principally spoke to them of religion and advised them to become farmers. At the first meeting the two tribes, in consequence of natural jealousies, were on the point of coming to blows, but the assembly broke up quietly.

"38. The American settlers on the Wallamette had a public meeting last May and wanted the Canadians to unite with them in organizing themselves into a Government, but the Canadians would take no part in their plans of organization and government. The American, with a few English who came by the way of the States, and some foreigners, formed themselves into a body, elected three men as an executive board, three others as magistrates, a sheriff, and three constables, and I am happy to say all the people have been quiet and in general very industrious.
“39. In May, a party of Americans who came fall 1842 from the States left under the command of a Mr. Hastings, an American lawyer, to proceed to California, and if they did not find that country to suit them they are to go from there to the States. I learned that they safely arrived that Mr. Hastings is highly pleased with the country and has a grant from the California Government of ten leagues of land.

“40. In company with the immigrants there came a Lieut. Fremont of the Topographical Corps of Engineers, U. S. Service. He got some supplies from us and left this on the 13th Nov. He expected to be at Washington in March and to return here this season to finish his survey and it is said a large immigration will accompany him to this country.

“41. As to the immigrants come this year (1843), they have placed themselves all on the South Side of the Columbia River, in the Wallamette, Falaty Plains, about Fort George and Clatsop, and give out that they believe the Columbia River will be the boundary and they think it is settled by this time. I know that several of them come strongly prejudiced against us in consequence of false reports raised as you will see, more particularly noticed in my letter, to the Governor and Committee, arising from a letter published in the papers by Captain Spalding, who was here in 1840 with a large reinforcement for the Methodist Mission, and whom you may remember we saw at Woahoo. However, I believe their sentiments are changed and they are convinced that they were grossly misinformed. A large party of them are to proceed this spring to California, where a large party of their countrymen who came with them separated from them in the Snake Country to go thither.

“42. The Lama, Captain Nye, came in May with a few supplies for the Methodist Mission, but left as soon as she had discharged her freight.

“43. The Pallas, Captain Sylvester, consigned to Mr. A. E. Wilson, who keeps a store at the Falls for Mr. Cushing of Salem, as I already mentioned, arrived here in September. She is of about one hundred tons, and it is said is intended to run between this and Woahoo.

“44. On the first July the steamer Beaver left Fort Victoria on Vancouver Island and proceeds to Fort Simpson on her tour to the north as far as Cape Spencer. At Fort Simpson the steamer met the barque Vancouver, according to instructions I had given Captain Duncan.

“45. By the Vancouver I received Governor Etoline's letter of the 14th July, in which he complains strongly of the state the Valleyfield's cargo was in, and of which I am not surprised, by the fact that a good deal of our property was injured, and when she was laid on shore at Nisqually for survey a seam seven feet in length was found which had not been caulked. At the same time Governor Etoline writes that Uralin Heroux, the murderer of my son, attempted to murder his gaoler merely because he prevented his escape.

“46. Governor Etoline complains of the late arrival of the wheat and says it ought by agreement to be at Sitka about the first June; the agreement provides that the furs shall be there about that date, but the date in which the wheat is to be there is not mentioned. However, I shall, as hereofore, do my best to send them their grain about the first June. As to the delay this year, the two vessels the Vancouver and Columbia arrived
here together in May, and as I conceived they were more in want of goods than provisions, I sent the cargo of the Valleyfield, which had been here ten months, and as the Diamond arrived when the Columbia was ready for sea, I nevertheless detained the latter to send by her as much of the Diamond's cargo consigned to the Russians as we could by the Columbia, and Governor Etoline, not knowing my reasons for the delay, of course complains, and which I merely mention to account for the reason of the delay, and which you see could not be prevented on our part, and the detention of the grain merely arose from a desire to serve them, and you may depend as hitherto that we will do everything we can to satisfy them and fulfill our contract, and I have great pleasure in stating that we have found them accommodating and desirous to meet our views.

"47. Governor Etoline would not undertake to build us a lighter, but proposed to sell us the hull of a schooner for £300, and if we did not wish to purchase it, he very obligingly offered to send it to us till our own lighter was built, but as we did not require it, I declined with thanks, accepting Governor Etoline's very kind offer.

"48. The plan of operation for our shipping this summer is to keep the steamer on the coast till October, when she will return here.

"49. The Cadboro, on her return from Sitka, is to proceed to Langley for a cargo of salmon and come here. She will then, according to circumstances, be sent to Langley with the outfit, or to St. Francisco.

"50. As to the Columbia and Cowlitz, it is impossible to say how they will be employed until I receive instructions, but it is evident they will both have to proceed to the N. W. Coast with the grain for the Russians and the supply for our trade. It is probable the Columbia will proceed to London with the returns.

"51. On the 4th inst. a meeting of the settlers was called to the Wallamette to petition the U. States Congress to extend their jurisdiction over this country. The Canadians were invited to attend and did so, and being the majority, as a great part of the Americans are hostile to Dr. White, who summoned the meeting, would not attend, voted down every measure proposed, saying they were British subjects and could have nothing to do with a petition to the Congress of the U. States to extend her jurisdiction over this country, and when the boundary was run they would obey the laws of the country they happened to be placed under.

"52. On the fourth in the evening the Americans killed an Indian at the Falls of the Wallamette. At the same time the Indian shot an American, who died five days after of the wound. It seems the Indians told the Americans this Indian was a bad man, that he had threatened to murder some of the Americans and had murdered an Indian, his two wives and children, it is said. Dr. White offered a reward of one hundred dollars for this Indian dead or alive. It seems this Indian heard of this, when, conscious as he was of being innocent, as is well known, of the charge of murder brought against him, he went to the Falls, but armed himself with two pistols, and was fired at twice before he fired. Some of the Indian's followers wounded two of the Americans with arrows. One of them is since dead. As this has occurred from false report the Indians themselves spread against this Indian, his relations so far have
been quiet, but when they collect at the salmon season there may be some
stir about it; but every exertion of ours will be made to keep peace in the
country, which at present seems to me a difficult task, but we will do our
best, as if such a misfortune occurs it would hardly be possible for us
to avoid being drawn into it either by one party or the other, but I trust
that by the mercy of God we will be able to keep clear.

"53. The following is a comparative statement of the accounts for
Outfit 1842 and 1843 for the Districts along the sea:

"54.

<table>
<thead>
<tr>
<th></th>
<th>Outfit 1842</th>
<th>Outfit 1843</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gain</td>
<td>Loss</td>
</tr>
<tr>
<td>Vancouver depot</td>
<td>£ 3,147.13.11</td>
<td>£ 991.18.11</td>
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<tr>
<td>Vancouver sale shop</td>
<td>£ 2,733.14.6</td>
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<td>£ 1,892.10.4</td>
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<tr>
<td>Langley Fort</td>
<td>£ 302.19.8</td>
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<td>Nisqually Fort</td>
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<tr>
<td>Stikine Fort</td>
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<tr>
<td>Country Snake</td>
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<td>£ 31.18.0</td>
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<tr>
<td>Russian transaction</td>
<td>£ 1,430.5.0</td>
<td>£ 1,460.17.9</td>
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<td>Columbia barque</td>
<td>£ 97.16.4</td>
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<tr>
<td>Cadboro schooner</td>
<td>£ 92.2.10</td>
<td>£ 478.0.0</td>
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<td>California establishment</td>
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<td>£ 2,813.8.11</td>
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<tr>
<td>Steamer Beaver</td>
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<td>£ 448.1.1</td>
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<tr>
<td>Vancouver barque</td>
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<tr>
<td>Cowlitz barque</td>
<td>£ 409.9.4</td>
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<td>£ 17,481.5</td>
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<tr>
<td></td>
<td>£ 3,774.19</td>
<td>£ 6,516.11.2</td>
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</table>

"55. There is Louttet, a blacksmith, going out, and he is an excellent
man and he wishes to be allowed to come back to the Department. Per-
haps he wants to propose to be allowed to go free at the expiration of his
engagement. I wish to see him back in preference to a stranger, still I
wish the rules of the Service to be kept up, and he to come back on the
usual terms, and if at the end of his time he has conducted himself well,
has the means to establish himself, and we can dispense with his services,
we will allow him to go free, but he nor any other man ought to be
allowed to go free on any other conditions.

"56. As to the number of men that you ought to send, it depends on
the boundary question. If we are to continue our business in the present
scale, we will require forty whites to replace these retiring and deaths and
to enable us to allow some of our Sandwich Islanders retire, as it does not
do to have too many of them.

"I am,
"Your obedient humble servant,
"John McLoughlin."
CHAPTER XLII

JOHN MINTO’S EXPERIENCE WITH DR. JOHN McLoughlin

When I was a boy I frequently visited John Minto at his home in South Salem. I have always regretted that I did not take with me a notebook and a pencil and jot down many of the interesting things he told me about his experiences in crossing the plains and also what he told me about Dr. John McLoughlin, of whom he was a great admirer. In a letter to the trustees of the McLoughlin School at Oregon City, Mr. Minto gives some interesting facts about his early experiences in Oregon and his relations with Doctor McLoughlin. “The writer crossed the plains from Missouri to Oregon in 1844,” says Mr. Minto. “I was under a verbal engagement to assist Mr. Morrison with his family and effects, to Oregon. As we neared Fort Hall on Snake River, I realized that my labor could not expedite the movement of the wagon train and that the food I would consume might be seriously needed by the women and children before reaching Western Oregon, as in fact, it was. I obtained my employer’s consent to join two other young men who were leaving their families for a similar reason, to push on ahead. With fifteen pounds of pemmican, a sadie horse and a rifle each, we left the wagon train at Fort Hall, an estimated 800 miles from Oregon City. In a few hours we were joined by three other young men, who were leaving Colonel Nathaniel Ford’s train for the same reason that we were leaving Colonel Cornelius Gilliam’s train. These three young men were without provisions and one of them was on foot. This made six consumers of the small amount of provisions we had. Before night we killed three young sage hens, the only ones we saw on the trip. On the third day when we were out of provisions, we met a Hudson’s Bay messenger, serving as guide to a Catholic priest, who was on his way to join another priest whom I had seen at Fort Hall. This guide was a man in style and build closely resembling Kit Carson, whom I saw at Fort Bridger. He was a man easy to tell your wants to. At all events, we quickly let this cheerful French Canadian know our condition. He said, ‘We have only a few salmon skins left but we will divide with you, as I think we can make Fort Hall in two days.’ As he talked, he was opening the pack and counting. He remarked ‘Here is a dozen, we can do with six. I will give you six and that will stead you to Salmon Falls, where fish are abundant and cheap now.’ Seeing our hesitancy about accepting provisions without compensation, he added, ‘Say no more gentlemen—I have been in your case many times and we must travel.’ This I was to learn, was a reflection of the spirit of Doctor McLoughlin’s treatment of the emigrants to Oregon during 1843-44, the
reproof for which caused him to resign a position of princely power and surrender a salary of $12,000 a year.

"The writer was to advance 300 miles further into the Oregon Country, before hearing the name of Doctor McLoughlin, and to wait sixty-five years to learn that the quiet priest he met at Goose Creek on the Oregon Trail in care of Doctor McLoughlin's guide was Father DeSmett, the first and so far as he knows, the only member of the Society of Jesus he has ever seen. Father DeSmett had just returned from Belgium, where he had gone under the urgent advice and assistance of Doctor McLoughlin to secure help for the Oregon missions. After parting with this illustration of the far-reaching wave of Doctor McLoughlin's influence, we soon came within sound of the cry 'Swap salmon six' meaning 'Trade for salmon friend.' A large fresh fish held up before us taught us the meaning of the words. I had bought a gross of fishhooks in St. Louis, of little use till now, when we found them easy barter for fish from the natives till we got to Grand Ronde. At Fort Boise we mustered between us, enough silver money to buy twenty pounds of Oregon flour, but a duck at Willow Springs, a prairie chicken while descending the hill into the Grande Ronde valley, a ruffled grouse at the foot of it, a cottontail rabbit on Burnt River and a few pounds of buffalo pemmican was all the meat we tasted between the 17th of September and the 11th of October, when we met Gen. M. M. McCarver on the Umatilla River, about a day's ride from where Pendleton now is. We camped about half way across the Blue Mountains where the Grand Ronde forms a narrow but beautiful valley. There we found members of our wagon train who had left us at the Missouri River and an Indian named Sticeas with his family. Sticeas was a friend of Dr. Marcus Whitman and had piloted the wagon train the preceding year. As the noises of evening ceased, the hymn with which they closed the day seemed to me, the sweetest music I had ever heard. Next morning Chief Sticeas led the way. We on horseback passed him and found no difficulty in following the wagon marks of 1843 to the west edge of the timber of the Blue Mountains, where we gazed apparently across the grand valley of the river of the West to Mount Hood and Mount Baker, a most glorious sight. I felt as I looked across the upper valley of the Columbia, that I was at last in Oregon. I passed my twenty-second birthday as a member of a party of six without a particle of food among us and our means of barter very low. We passed the trail to Whitman's thereby missing seeing Doctor Whitman and his noble wife, the first homebuilders in Oregon. We met Gen. M. M. McCarver near the mouth of the Umatilla. He had come that far east with a liberal supply of provisions for his family whom he expected to meet. Daniel Holman was with him and an old Indian from The Dalles, the owner of the six horses the party had with them. This Indian was evidently distrustful of the local Indians in regard to horses, and he had need to be, for the fishing villages were the gathering points for the hunting mountain tribes, so that the wail for the dead and the sound of the tom-tom of the gambler were common and monotonous sounds. When he learned that our provisions were low, General McCarver said he had left his grain in the shop for lack of storage.
COLUMBIA RIVER VALLEY

room, and that if on our arrival we would assist him in putting up a building, we were welcome to the supplies he had brought.

"General McCarver was at this time speaker of the house of the American Provisional Government in the Oregon Country and few men could tell us more about public affairs, especially in regard to the assistance Doctor McLoughlin freely gave to the American emigrants. Three of us, S. B. Crockett, Daniel Clark and myself, determined to return to The Dalles to assist our friends to Western Oregon. Finding the general so warm in his praise of Doctor McLoughlin’s course, in lending boats to help the emigrants down the Great River, we asked him if he could and would aid us in getting the use of a boat. He said he would gladly write to the doctor, which he did. McCarver and Peter H. Burnett had laid off lots for sale on the west bank of the Willamette, calling the town Linn-ton and had led the way in cutting a wagon road to the northern point of Tualatin Plains. This road was already being used by the Red River settlers, who had been induced by Sir George Simpson, governor of the Hudson’s Bay Company to leave the Selkirk settlement in 1841, and who, finding the open land about Nisqually sterile and gravelly, had opened farms and were harvesting crops on Tualatin Plains near Fort Vancouver. Doctor McLoughlin was so much in sympathy with these people that he exchanged some of his lots in Oregon City for lots in Lînnton.

“Crossing the Cascade range was a different matter in 1844 from what it was after the Barlow road was finished in 1846. We just avoided trouble in crossing the Des Chutes; Clark, Crockett and myself were in advance of the main party, and were taking the dangerous ford one at a time, which separated us by the distance of a long rifle shot, when we saw Indians on the west side; the third man narrowly escaped losing his gun, horse and clothing; but a quick movement which placed the muzzle of his rifle against the breast of an Indian who was trying to wrest it from him, caused it to be dropped as if it were hot, while a glance over his shoulder showed him a brown hand about to close on the horse’s rope. The spring of horse and man to get away caused the Indians, seventeen in number, to scatter like a band of wolves defeated of their prey.

“We reached the Dalles in safety, on the Sunday preceding October 20th, and guided by the Indians, stripped our horses close against a log building used for a chapel, not thinking of Sunday or preaching, and not understanding why we were passed and repassed without notice. I told Mr. Bancroft this many years ago, still stinging with the mortification I felt for the indecent intrusion we had so unintentionally committed. We ate a hasty meal outside this rule Mission church, and my comrades went to find out where the main portion of the party were. They found them near the camp of the man from whom they had hired the horses and where they had left the canoe in which they had come from Lînnton and Fort Vancouver. It was quickly arranged that Clark, Murray and Ramsey should go down the river in the canoe, while Crockett, Ferguson and myself should cross the Cascades via the north base of Mount Hood, to the McCarver farm on Tualatin Plains.

“We started early, and traveled fast and the first half of the day to
the north arm of Hood River, crossing that into the grandest timber growth any of us had ever seen. We slept two nights in these groves of the Cascade forests, well described by the poet as God's first temples. I recognized the feeling of awe that used to impress me when as a child I attended churches designed, both in building and situation, to produce that effect. Our sleep was sweet and sound, and the waking, in the earliest morning, to gaze up at the still brilliant stars, after a night's lodging on the bare ground during all that half-famished thirty days' trip from Fort Hall, gave me a feeling of exultation in life, which I have not command of language to describe.

"On the 18th of October we reached Oregon City with the first fall rains. At that time the only wagon road out of Oregon City was to Tualatin Plains, where there was already some surplus grain raised, which was hauled to Oregon City for grinding. Mr. Walter Pomeroy was the largest wheat grower, and also built the first hotel at Oregon City. The Willamette River, however, was as yet the main channel of commerce through its valley.

"We reached the McCarver farm on the 19th of October through a steady warm rain; and in pairing off for sleeping I joined my friend Daniel Clark again, and gave him an account of our crossing the Cascade mountains. Clark in return for my description of our trip across the mountains and our kind treatment at Oregon City, told of their trip down by canoe, and of his taking the canoe over the rapids constituting the 'long portage' by himself, and related an adventure he had had on a newly arrived ship at Vancouver, the first he remembered having seen, having been brought from Ireland to Canada in his infancy. He asked if he might look over the ship, and obtaining permission, lost no time in going on deck. He looked at the braces and rigging, scaled the ratlines as far as he felt safe, and finally found himself face to face with the captain in his cabin, busy with his manifest of cargo. The latter looked up from his work and beholding a homespun-clad youth looking at him said: 'Young man, where did you come from and what do you want here?' 'I did not mean to intrude, sir,' answered Clark; 'I never saw a ship before since I can remember—We've come from Missouri, across the Rocky Mountains; we've come to make our homes in Oregon and rule this country.' The captain looked a while at his visitor before he replied: 'Well, young man, I've sailed into every quarter of this globe and seen 'most all the kinds of people on it, but a more uncouth or bolder people than you who are descending this river I never saw anywhere.' My comrade dropped off to sleep, and I lay by his side, quivering with the thought of our great journey completed; we had come an estimated two thousand miles across wild country, 'through roving tribes of savages, to plant our nation's banner on the far off lands of Oregon.' Clark seemed not to have noticed he had condensed all the fireside and campfire talks he had heard into thirty words; I could not but reflect also how concisely his reply to the captain agreed with the camp-fire talks of the older men. Clark was two years my junior, read little, wrote a neat hand, and went to Vancouver as assessor under the Provisional Government of Oregon, in June 1845.
"On October twenty-first, the six of us who owed General McCarver for the provisions furnished us on the Umatilla in Eastern Oregon went into the woods to get out material with which to build a shelter for his crop of wheat, already soaked with the first rainfall of Autumn. I was set to work to saw a large tree into four-foot lengths for roofing; the first step was to take the bark off with an ax, and I had the ax, eager to begin. The first stroke glanced back and went to the bone of my left leg, midway between the knee and the foot; as I looked at my hurt my companion in front of me fainted, but we got some rags and bound it up in the blood as woodsmen commonly do, and was helped to the house and installed as cook with little loss of time or working force. There was an ample supply of flour, bacon, smoked salmon and vegetables, and I learned something of the quantity of food six men at hard labor would consume in a week after being six weeks on half rations, however, the week put General McCarver's crop in a reasonably safe shelter, and while three of our companions continued with him, Crockett, Clark and myself went to work with a contractor in log cabin building—a man so small in stature that he was known as 'Little' Osbourn. In a week we had built five cabins of legal size—sixteen feet square with eaves six feet above the ground, with doorway cut out and roof of four feet clapboards. This job finished, Clark took a rail-making contract and I went with Mr. Osbourn to seek a contract with P. H. Burnett, who led the emigrants from Missouri to Oregon in 1843-4. Within two minutes after our introduction Mr. B. was trying to learn from me how near Western Oregon resembled England in its natural growth of timber, brush and weeds. He wanted 1,500 cedar rails made about two miles away, for which he would pay one dollar per hundred and furnish food for the maker while on the job. I took the contract, and my comrade, Crockett, joining me, we went at it without loss of time on a Monday morning, split out a few rail cuts into 'puncheons' two inches thick and the width of the cut, rested one end of them on a large log, covering the spaces between, and with a dozen of these pieces had a roof to cook and sleep under. It began to rain and continued at short intervals during the week, but we did not lose much time. As we still had our emigrant appetites I went to his home on Friday for an additional supply of provisions and as I had to wait a few hours for Mr. Burnett, his wife put on the rude reading table some new books which Doctor McLoughlin had sent over from Fort Vancouver with about half a bushel of ripe apples, five of which Mrs. Burnett presented to me, with the advice to save the seeds and plant them when I had selected a home for myself. While I enjoyed the apples the lady talked of her reasons for being glad of having come to Oregon, chief of which was the wonderful recreative effect it had had on herself; she had been sick for about two years before starting, unable to help herself for the most of that time, but by the time they had been on the road a month she was able to cook for her own family of eight and two hired men; and continued to do so until they reached Fort Vancouver where she and her children with the exception of the eldest son had remained for a time as guests of Doctor McLoughlin and where she had not been permitted to do anything. Referring again to the kindness of
the Doctor and his officers to herself and husband, she invited me to amuse
myself with the new books, which were evidence of that kindness, until
her husband's return. One of the books was Pope's poetical works with
Doctor Johnson's estimate of Pope as a poet, and the other a plea for
the Roman Catholic Church as the only true Christian Church—so pro-
found that I was unable to follow its author for the little time I bestowed
on it, but I have never had any doubt that Dr. McLoughlin was the chief
agency in making Mr. Burnett and his noble wife devout members of the
Roman Catholic Church. I never saw the gentle lady but that once, but,
I have never seen the day since that I would not have staked all I have on
the honor of P. H. Burnett and his wife in choosing the Catholic church
and being remarried under its ritual in 1845 or 1846. At this time
the M. E. Church was apparently and prospectively the ruling religious
power in Oregon, and Peter Henderson Burnett nearly if not quite the
head of its jurisprudence, while as an individual he was away in advance
of any member of the M. E. Church then in Oregon, unless we except
George Abernethy, the least demonstrative of his sect in Oregon.

A few words of personal history may be written at this point. On
the day before election in 1845, Judge Burnett, a young man named
Mason, who told me he was reading law, and myself were on the hotel
porch at Oregon City. Mason, as new to the voting privilege as myself,
said: "Judge, whom do you consider the best man to vote for, for
Governor?" Mr. B. with short hesitation answered: "I consider George
Abernethy the best read man in Oregon." I did not see young Mason
again until December, 1847, but I cast the first vote of my life for George
Abernethy—one of nature's noblemen, I think, as was Mr. Burnett; a life
long friend of Doctor McLoughlin after they met in Oregon. They were
the two most conspicuous men to join the Catholic Church in Oregon
during the formative period unless we include Gen. Joseph Lane.

"To resume my narrative; we finished our job for Mr. Burnett on Satur-
day evening, and he paid me with a $15 note for legal services rendered
to a young settler of good repute, which I later gave for a suit of cotton
clothing to an emigrant of our train, which, we learned on Sunday by a
letter from Doctor McLoughlin to General McCarver, had reached The
Dalles. The letter also stated that General Gilliam's family had been
furnished with a boat and had come down without delay, and that the
young men who had applied for the use of a boat, would find one tied
up at Linnton for their use. Accordingly, we three, Clarke, Crockett
and myself, met at the residence of Mr. Henry Buxton, an English farmer
from Rupert's land with whom General McCarver boarded, and started
on foot over the newly cut road to Linnton. There we found Jacob Hoover
and his family, who had recently landed from the boat we had come to
use. We were invited to partake of a swan dinner, which we could not
well refuse, and then started on our twelve-mile row to Fort Vancouver—
three of us in a seven man boat. We arrived at the fort gates between
8 and 9 P. M., and had trouble to gain admittance and then more trouble
to get speech with Mr. Douglas, Doctor McLoughlin being absent at
Oregon City. We were finally sent outside the gates to pass the night in
a cabin occupied by two men; one, a Lowland Scotch blacksmith, a maker
of the cheap axes, hatches and knives used in the trade; the other, an honest, faithful herdsman from the Orkney Islands, whose three years' contract at seventeen English pounds a year was nearly up, when he expected to return home and marry the lassie whose present of a pocket testament he carried near his heart. He could see no opportunity in a square mile of good land in Oregon. We learned this while sharing the contract breakfast of salt salmon and potatoes—cheap and wholesome food.

"We were still eating when at the toll of the bell the gates opened. The grand figure of Doctor McLoughlin appeared on the stoop of his residence as we entered the gates. He beckoned us to him and advanced to meet us in the oblong square, upon the southeast corner of which a new bastion seemed to be just completed. As we met him he said: 'Are you the young men who applied for a boat to aid your friend from The Dalles?' 'Yes, sir.' 'Well, young men, I advise—I advise you to take the boat above the Cascade Falls if you can get help to do so, and bring down to that point not your own friends only, but all who desire to come, and I'll see—I'll see that they are brought away from the Cascades.' We promised to do as he suggested, and his hand was lifted to his hat, when our spokesman, Clark, said: 'We need to do a little business before we start,' and held out to him a bunch of small orders, the only American money then in Oregon. He took them in his hand and giving them a slight examination said: 'Young men we are not doing business for a few days; a ship-load of goods is in from London, and we are taking stock of what we have on hand, as our custom is. But I think you are going on an errand of mercy and you must have what you need.' He turned and beckoned to a servant and said to him: 'Guide these men to the shop and tell Mr. Graham to meet their wants if he can.' He was again turning away had taken a few steps when he faced around toward us and said: 'Young men, perhaps you would like to communicate with your friends in the East. If so, you have an opportunity; a messenger will leave the fort today at two o'clock. It's an opportunity you will not have again in six months or a year, perhaps.' We thanked him and said we were not prepared to take advantage of his kindness, as we had neither pencils nor paper. The Doctor wheeled about toward his office and another servant came running, to whom he said: 'Go to Mr. Graham and ask him to send pens, ink and paper to the strangers' room.' Then the good man turned to us again and pointing to the open door of the strangers' room said: 'Young men, go in there and write your letters, and I would advise you to do so before noon; you can get your goods afterward. But be sure to be in that room when the bell rings.' This we understood to be an invitation to a good English dinner, which was the common usage to all business visitors. The Doctor, raising his hat, went to his office leaving the writer feeling that he had seen the best sample of the many North British noblemen he had read about in boyhood. He was a very impressive personality.

"The writer laboriously covered half a sheet of foolscap to his father at Pittsburgh, Penn. This was on Dec. 5th, 1844; he received his father's answer via St. Louis, Mo., and across the plains to Astoria on the 15th
of July, 1847. I later learned that the package containing my letter from my father also contained a letter from the Postmaster General, creating my general on the journey to Oregon, Cornelius Gilliam, U. S. Postal Agent for Oregon. This first mail matter sent across the plains to Oregon was carried by J. M. Shively, part owner of the site of the city of Astoria—at that time known as Fort George, a Hudson Bay Co.'s trading post with James Birnie in charge.

"I saw Doctor McLoughlin again in March, 1854, in his own hospital by the bed of the guide who with Father DeSmet had divided the food supply with us at Goose Creek on Sept. 26, 1844.

"There were but two cots occupied in the Vancouver Hospital when I saw McLoughlin there. In addition to the guide mentioned, whose eyes were glittering with the encouragement his doctor-chief was giving as to his condition, was another, an American, dying silently, without hope. He had taken as his claim the tract which is now East Portland and erected an uncommonly good log cabin. He left a young native woman as his widow.

"The next intimate notice I had of Doctor McLoughlin was after he had moved his family to Oregon City and seemed happily busy in finishing his mills there for business. A logging crew under Judge J. N. Nesmith had thrown in a lot of logs for the doctor at the pinery opposite what is now New Era. They had been floated down without rafting, and many of them had been rolled by the current across the shelving rocks of Abernethy Island, west of the Abernethy mills—some of them very near the brink of the falls. Mr. James Welch, later of Astoria, had taken a contract to roll these logs over the falls so that they could be boomed below the sawmill. I learned that Mr. Welch wanted help and applied. Without mentioning terms he thrust a pikepole into my hands and said: 'Go onto the boom below there and boom the logs we roll over; you will get your meals at my house and perhaps a bed.' So I put up the first day catching Doctor McLoughlin's logs and booming them below his sawmill. After supper I decided to ask Mr. Welch about my wages as my work had been light and his own, with but one man to assist him, was both disagreeable and dangerous; the one man starting the log being often breast-deep in the water and requiring all his strength to stem the inflow after the log was started. Mr. Welch replied that he had offered $1.25 for help in booming; I told him that I had understood that he had offered $2.00 for help. 'Yes,' he said, 'I would be glad to pay that for help above the falls.' 'Then count me with you,' said I, 'I am here to earn some clothing and I understand that your contract is with Doctor McLoughlin.' He replied that it was; that he was glad to have my help, and that I might bed with Nate Buzard at his (Welch’s) house, as the river was falling and time was precious. While we three men were thus engaged in rolling logs over the brink of the falls, the Doctor was generally to be seen moving about from point to point of the race, or talking to Mr. Hedges, who seemed to have the supervision of widening and deepening the raceway over rocks and earth, while Judge Nesmith with his assistants was constructing the flumes to the respective mills. We had thrown some light
logs toward the race and they had jammed in the frame of a gateway to the yet unfinished flume. One noon the Doctor and his grandson by marriage, William C. McKay, tackled this jam in the gateway with levers. They both worked with a will, each at intervals suggesting where a lever would be effective. The last suggestion was ‘Billy’s,’ as we called him; with their utmost efforts the frame was relieved and the grand old man dropped his pole and clasping the boy in his arms kissed him on the cheek.

“When we had finished our job above the falls Mr. Welch paid me with a check on Doctor McLoughlin, which I presented, of course, to Billy McKay, as clerk of the store, telling him the kind of clothing I needed. ‘John,’ he said, ‘I believe Mr. Welch has fully drawn his account, but grandfather and all of us have seen how you have done your work; we have not the kind of goods you want, but if Mr. Pettygrove can furnish you I am sure grandfather will honor the order.’ I got the goods as far as my check would reach, but I got more, which I now feel constrained to relate.

“The reader will easily understand that men working in the river all day as I have described would be too wet at bedtime to sleep comfortably; so at Mr. Welch’s suggestion I went to the cooper shop of Uncle Jimmie Stephens, who liked company and conversation and had shavings to burn; on one of my drying nights Uncle Jimmie told me that William Overton, who rove staves and shingles on the future site of Portland and sold them at Oregon City, had offered him (Stephens) his claim for 300 new salmon barrels and would give him two years’ time to make them in. ‘But,’ Mr. Stephens remarked, ‘Lovejoy and Pettygrove are talking of buying Overton out and starting a town on the land. Now I have no means to start a town with, but a man named Carter, who recently died in the hospital at Vancouver, had a claim on the east bank of the river opposite Overton’s, which is to be sold by Nesmith as Probate Judge. I believe I can buy that for $300; I know I can if Judge Nesmith doesn’t want to bid on it. Do you think I had better bid on that claim, John?’ This was the first time any one had asked my opinion on a business venture. ‘What do you want with the land, Mr. Stephens,’ I asked, ‘You have the best trade in Oregon now.’ ‘Yes,’ he replied, ‘But from my boyhood I have wanted to own an orchard.’ ‘Well,’ I said, ‘You get your staves from Overton and some one else brings your hoop material of oak and hazel from the east bank; your market for barrels is mainly down the Columbia—why not buy the Carter claim if you can?’ I do not remember on which of four nights I had this conversation with Mr. Stephens about the land which became East Portland.

“When I went to Pettygrove’s store as ‘Billy’ McKay had suggested, I found there Gen. A. L. Lovejoy, Capt. John H. Couch and James Birnie who was even then contemplating taking the claim on the north bank of the Columbia, which he named Cathlamet. These men were so intently considering the question of the best point on the lower Willamette for shipping to lie, that I did not intrude into their talk. Captain Couch had the most to say. He said the best water for shipping on the lower Willamette was opposite the Overton claim. Thus it was John H. Couch who located west Portland, I believe, and the cooper, James Stephens, suc-
ceeded in his bid for the Carter claim which enriched him—with his ferry and orchard.

"So far my rude narrative has touched the names of the first town builders only, and quite naturally, town, city, state and National builders as they are. Of these, Dr. John McLoughlin planted the first on the waters of the 'River of the West'—the old Oregon. Much had been said, as to the nobility of McLoughlin's actions as chief factor or trader in the district of the Columbia for over twenty years of time, when Oregon was debatable land on both sides between Great Britain and the United States: held by joint treaty, free to occupancy by the subjects of the one and the citizens of the other. There was this difference between the joint occupants: the jealousy of the British Parliament as to land tenure, inhibited Canada from meddling with land titles in adjoining territory, and the original charter of the 'Gentlemen Adventurers doing business into Hudson Bay' gave them no license to cultivate the soil. When McLoughlin started his farm near his trading post and called it Fort Vancouver, it did not prove his contention that his license as fur trader implied a right to occupy all the land he wanted for live stock. The Williamson incident showed that the Hudson's Bay people were very helpless among free Americans on questions of law and called for much wise forbearance on both sides. There were few Americans in the settlement at the time of the incident; the worst had already shown his character; the other had betrayed himself by making threats, to Doctor McLoughlin's disgust, and to Doctor White's also. But whether strictly legal or not, the first few hundred thousand bushels of wheat produced from the soil of Oregon were produced under McLoughlin's generous plan.

"It is a wild guess to say that the H. B. Co.'s trade in wheat and wheat flour from Vancouver aggregated 44,000 bushels for export during the last ten years of his rule at Vancouver, and there was no change in its business under Mr. Douglas except in the matter of extending credit to American immigrants as they passed Fort Vancouver; which they largely ceased doing; but even before this, wheat and flour could be obtained at farms created under McLoughlin's advice, at the Gervais mill in the French settlement, and on Tualatin Plains."

"The first two years of Doctor McLoughlin's life at Oregon City were very nearly a full realization of his reasonable hopes. I say this, notwithstanding his uniform reticence as to what precisely was his hope. From all I ever heard of his opinion of what was to be the government of Oregon we have reason to believe that he thought that Oregon would ultimately be left to govern herself independently of either the United States or England; being, he always said, too far from either government to be successfully governed by either. This was also the view of President Jefferson. The writer had more than ordinary opportunities to learn Doctor McLoughlin's views on the subject of the future of Oregon's government between 1840 and 1845, although he never had personal conversation with him, and all the evidence was as above stated. The posthumous letters left by him shows him to have been a prudent man up to the time that he resigned his position as Chief Factor rather than use
that position in any other way than as a Christian gentleman. He was
doubtless aware that he was to be made the scapegoat of prominent mem-
ers of the British Navy who had left the Great River of the West without
the protection of a warship, for which he had appealed, until there were
enough American rifles near the mouth of the Willamette to render the
deck of the ship safer than the shore, should possession of said shore be
disputed.

"The difference between Sir George Simpson, as Governor of the H. B.
Co. and Doctor McLoughlin, as Chief Factor of the same company over
the valley of the Columbia, was one of Trade Interests vs. Humanity.
There were four distinct interests in the fur trade west of the Rocky
Mountains on the Pacific Slope; the 'Gentlemen Adventurers of England
Doing Business into Hudson Bay,' a capitalistic company directed from
London; the 'Northwest Company,' with headquarters at Montreal,
Canada, a combined capitalistic and cooperative company; the 'Russian
Fur Co. of Alaska,' never plainly defined outside of Russia; and the
American Fur Traders, often a voluntary association, but sometimes
individuals with capital; in other cases poor men, from association with
others. This latter class, down to 1844, were called free trappers, in
American parlance, or free men by the Hudson's Bay Company's servants.
There grew so much rivalry for territory between the servants of the
English Company—the Hudson Bay—and the British-Americans of the
Montreal company that the British Government compelled them to unite
for humane reasons. To the terms of the union, Doctor McLoughlin, a
partner in the Northwest Company, refused his signature, deeming the
conditions unjust to workers in the field.

"As to the Doctor's intent in locating his claim at the falls of the
Willamette and naming his townsite Oregon City, his actions and his
long-suffering against the feeling of his pro-English officers like John
Dunn, and Americans who would have liked to share the ownership of
the water-power with him, all lead me to the conviction that he chose it
as the home of his old age. I think myself safe in saying that here the
Doctor saw the happiest days of his wonderful, useful and in every way
noble life in Oregon. The eagerness and interest with which he went from
point to point of the works he had under construction were evidences of
this. There was no word of difference of shoreage right between him
and the milling company in 1845. While on this subject let me say that
the ownership of a copy of Blackstone's 'Commentary on English Law'
by J. W. Nesmith, at this time chief workman on the flumes and king of
Canemah's bachelor hall, satisfies me that McLoughlin's mind was at rest
in regard to his riparian rights. I regret that I failed to make the personal
acquaintance of Judge Nesmith at this time. He loaned the copy of
Blackstone to J. S. Smith and I had perhaps a half-hour's lesson in it of
great value to me subsequently.

"The Americans then in Oregon were generally generous as well as just
to McLoughlin. The missionaries were mostly wild about land matters,
expecting townships to be given to the respective sects, where a rational
view could see no service done. The writer succeeded the M. E. Mission
as owner of the original chosen site, and on Sundays often spent the hour
of the sermon leaning against the fence inclosing the fifteen or twenty 
graves within pistol shot of the original building. The lettering cut over 
Anna Pittman Lee and her babe was always sermon enough for me, 
an unregenerate:—"Behold, we have left all and followed thee. What 
shall we have therefore?" I never could and cannot yet condone the 
action of Mr. Lee in being away from his home when his wife and babe 
died.

"From the summer of 1828 to that of 1845 we have the record that with 
Donald Manson, his construction officer, who built Fort Vancouver, Doctor 
McLoughlin made examination of the Willamette Valley as a possible wheat 
field; they had three crops on the Vancouver farm as a guide to their con-
clusions, which were favorable. At this same time he began giving small 
parcels of seed wheat to retiring engagees of the Company, and advising 
those in whom he had confidence who had married wives native to Oregon, 
to make homes on the land of Oregon instead of taking them back to the 
colder winter climate of Canada, where they would be socially aliens. To 
such of these men as were thrifty and orderly, he furnished seed grain 
and loaned two cows for milk and two steers for work. The cattle and the 
increase remained the property of the Company, and the care they received 
in return for the milk and butter was to some extent a protection against 
the wolves and panthers, for though the cows fought to defend their 
calves many were killed.

"Some Americans complained because the Doctor would not sell the 
Company's cattle, but he denied himself and his officers, and even refused 
to supply the British exploring fleet and was complained of in its report 
for so doing. It is highly probable that the Doctor's loan of cattle to his 
former engagees turned farmers by his advice, while refusing to sell 
beef to the British Navy, was an under-lying cause of the dilatory action 
of Admiral Seymour, who delayed sending the warships Modeste and 
Fisguard to the Columbia River and Puget Sound until it was too late 
and both McLoughlin and James Douglas had deemed it wise to join the 
American Provisional Government for safety of the Company's property. 
We know now, though we did not then, that Captain Parks and Colonel 
Vavasour located four proposed fortifications in Oregon in 1845, and 
that one, at Cape Horn, was to block the Pass of the Columbia. That the 
latter favored the slaughter of all Americans he openly stated, but he was 
not alone to count contingencies of a fight for Oregon; the American 
settlers at Oregon City were not ignorant of what might be done to Fort 
Vancouver with a brush and pile and a brisk wind on a dark night, and 
now we know that Father DeSmet dropped a wise word of caution to 
the Captain of H. B. M. sloop of war Modeste, which lay off Vancouver.

"Doctor McLoughlin, as time ripens the history of his life and labors 
in Oregon, appears in the highest sense the pioneer of its highest form of 
civilization. For reasons of morality he refrained from using intoxicants 
in trade. As manager of the trade of the Hudson's Bay Company he was 
compelled to wield the trade in his control so as to hold the field against 
rivals. But amongst them and amongst the missionaries, including all 
the various sects, he stands among men in the days without law in Oregon
so much above the general level that the Doctor was like the Bald Eagle. This is what the Indians called him. Among wild fowl the physical image is apt; but an intimate study of his life as a man, his morals and business relations reveals him as rarely if ever descending to a lower plane. As a man I am glad to claim him as the first home builder in Oregon. With as much right to locate his home on the banks of the Willamette where and when he did and call it a city, as I had to choose mine on the to me always beautiful hills five miles south of Salem; where I believed, when I located, there would be a village some day. His personal right to home in Oregon up to June 15, 1846, was equal to mine or any American’s and he resigned his place in the H. B. Co. and moved his family to Oregon City before the treaty to joint occupancy was abrogated. The writer has been called four times to a seat in the Oregon Legislature and the vote cast most grateful to his feeling restored the McLoughlin estate."
CHAPTER XLIII

VANCOUVER BARRACKS

Vancouver Barracks was established by W. L. Macy, secretary of war, through an order issued on January 29, 1848. It originally consisted of a military reserve of ten square miles. This was later reduced to four square miles and still later to one square mile. Constant agitation by other communities to have the post moved from Vancouver led to the appointment of a board of officers to investigate the subject and settle it once and for all. This board of officers was appointed on November 11, 1901 and made its report on February 4, 1902. It reported that Vancouver Barracks should be made a permanent post for headquarters and that twelve companies of infantry and two batteries of artillery should be permanently located here. It recommended the erection of additional barracks and other improvements of a permanent nature. It based its report on the fact that Vancouver occupied a strategic position at the junction of the Columbia and Willamette Valleys with rail and water transportation to and from the Inland Empire, with tidewater to the Pacific and rail communication to Puget Sound, the Willamette Valley and California, and also its location in a rich and productive region with a fertile and extensive tributary territory. An army officer, after making an exhaustive study of the question, recently said, "Vancouver Barracks, from the standpoint of the use of mobile troops, is the key to the Columbia River Basin, inasmuch as more than fifty per cent of our transcontinental rail lines converge on this basin to find an outlet to the Coast. The Columbia River, of which Vancouver is the keystone for field forces, is the only river that breaks the barriers of the mountain ranges, and is the second greatest natural inland artery of the United States. It offers, through its valleys, the only natural ingress and egress to and from the interior for large bodies of marching troops of all branches of the service."

The English Parliament had granted a license for the Hudson's Bay Company that ran for twenty-one years from the twenty-first of December, 1821. On May 30, 1838 Parliament granted an extension of this license, to run for an additional term of years, which gave the company authority to operate in the Oregon Country till May 30, 1859. In 1845 Dr. John McLoughlin resigned as chief factor of the Hudson's Bay Company and moved to his claim at Willamette Falls, later known as Oregon City. On August 5, 1846, the long discussed boundary question was finally settled. The treaty as signed gave the Hudson's Bay Company one year to leave American territory. This same year, 1846, the United States War Department issued General Orders No. 49, establishing the 10th Military District which was, "To consist of Oregon and so much of the Mexican Provinces of the two Californias as has been or may be subject to the arms
or the authority of the United States Military Headquarters in the field." Thus, for the first time, Oregon was officially recognized by the military authorities of the United States.

It was not till January 29, 1848 however, that the war department issued an order signed by Secretary of War W. L. Macy authorizing the establishment of a military post in Oregon. This order was issued in response to the appeal of the Oregon settlers, for help in suppressing the Indians who were on the warpath. Dr. Marcus Whitman, Mrs. Whitman and twelve others had been killed on November 29, 1847, at their mission station near the present city of Walla Walla, and the settlers who had volunteered to apprehend the murderers and suppress the Indian uprising, appealed to the government for assistance. Responding to this appeal on January 29, 1848, an order was issued by W. L. Macy, reading as follows: "The commanding officers of the military stations established on the route to Oregon, will make a reserve of ten square miles around the same and cause it to be surveyed and divided off into portions of which the boundaries will be clearly marked by natural or other objects and indicated by numbers on the map, to be prepared for future reference. With a view of diminishing, as far as possible, the expense of maintaining mounted troops at these stations, the commanding officer will arrange to allow citizens of the United States to settle on said military reserves for the purpose of cultivating and raising crops, granting to each the lease of a lot or lots, for a term of years not exceeding five, and taking care to admit no settler of disorderly habits. These reserves are to be considered under the restrictions of military law and leases are to be given under such restrictions and reservations as will insure the United States the objects contemplated in granting the same." Under this order a reserve ten miles square, was set aside at Fort Vancouver. Major J. S. Hathaway, in command of Companies L and M, First Artillery, was ordered to proceed to the Oregon Country. They left their eastern station, boarded the United States propeller Massachusetts, and made the long trip around the Horn, arriving at Astoria in May, 1849. Company M was stationed at Astoria while Company L went up the Columbia to Fort Vancouver, where they arrived on May 13, 1849. Camp was pitched on the flat just outside the Hudson's Bay quarters and the men were at once set to work building log cabins for quarters. By direction of the chief quartermaster of the Pacific Division, Captain Rufus Ingalls was directed to proceed to Oregon to establish military posts there. He arrived at Astoria aboard the Anita in May, 1849. Two years' supplies for the troops were sent aboard the Walpole. At Astoria the Walpole found a throng of gold seekers willing to pay almost any price to be taken to the San Francisco gold diggings, so the Walpole in place of proceeding to Vancouver with the stores, landed them at Astoria and took aboard a full passenger list of argonauts for San Francisco. These stores had to be brought up from Astoria to Vancouver in small boats, entailing much additional expense.

Before the discovery of gold carpenters were paid $1 a day in Oregon, but now they wanted $1 an hour, for almost every man not bed-ridden had gone to the gold diggings. Major Hathaway tried in vain to secure
FORT VANCOUVER, 1845

UNITED STATES FORT VANCOUVER, 1853
carpenters and finally paid his artillerymen $1 a day in addition to their regular army pay, to serve as carpenters. Some of these artillerymen were employed to cut and haul logs from the nearby woods, while others were employed in rafting lumber down the Columbia from the Hudson's Bay sawmill, six miles above, to Vancouver Barracks.

In September 1849 Gen. Persifer F. Smith, in command of the Pacific Division, accompanied by H. D. Vinton, chief quartermaster, arrived at Portland to look over Oregon Territory and select sites for additional military posts. They had orders to establish a military reserve somewhere in southern Oregon. After investigating the situation, General Smith decided that it would be impossible to do so because of its proximity to California and because he could not put on a strong enough guard to keep the men from deserting to go to the California goldfields where they could make more in a day at common labor than they were paid in a month for their service in the army.

Colonel Loring had been ordered to proceed from Fort Leavenworth to Oregon with a regiment of mounted riflemen. On his way across the Great American desert he established posts at Fort Laramie and Fort Hall, at each of which points he left two companies of mounted riflemen. Upon arriving at Oregon City, the remaining companies were billeted in rented quarters. General Smith being unwilling to pay the prices asked for rented quarters in Oregon City, directed Major Hataway to leave the quarters he had just built at Fort Vancouver and to go with Company L to rejoin M Company of the First Artillery at Astoria. He also directed Col. William W. Loring to take his regiment of mounted riflemen to Fort Vancouver, dividing his command so that some would remain at Fort Vancouver, while the others were sent to The Dalles to get out timbers and build a fort there. The regiment of mounted riflemen was 600 strong when it left Fort Leavenworth. A number of the men had died while marching across the plains, others had deserted, two companies had been left at Fort Laramie and two at Fort Hall, so that there were not over 300 enlisted men when they arrived at Oregon City. When the members of the mounted regiment heard they were to be sent to The Dalles, to serve as lumberjacks and carpenters and to build a fort there, 120 of the 300 men deserted and started for California. The deserters held a meeting and from their own number selected officers and maintained stricter discipline than was maintained in the regular service. So strict, in fact, was their discipline, that the settlers had no suspicion they were deserters. While on their way through the Willamette, Umpqua and Rogue River Valleys, they secured supplies from settlers and storekeepers, in each case telling the persons furnishing the supplies to make out their bill and send it to the war department and it would be paid.

Gen. Joseph Lane, fresh from service in the Mexican war, had but recently arrived to serve as Oregon's first territorial governor. He acted with promptness and decision. He employed what civilians he could secure as packers and with Col. W. W. Loring and a body of soldiers, started in pursuit of the deserters. They overtook and arrested seventy of them in the Umpqua Valley. Some years ago I interviewed Lieut.
Cyrenius Mulkey one of the soldiers sent to arrest the deserters. He told me that about fifty of the deserters had separated from the main body and pressed on more rapidly than the seventy who were captured. General Lane with part of the military escort, took the seventy captured deserters back to Oregon City while Colonel Loring, with a few soldiers, hurried on in pursuit of the others. He followed them to the summit of the Siskiyous, where he found the snow so deep and a raging snowstorm so severe, that he abandoned the pursuit after capturing seven of the missing fifty. Many of the soldiers had abandoned the trail and fled into the mountains, their bodies being found the next spring when the snow went off. Some of them succeeded in making their way to California. Upon Colonel Loring's return, he took his mounted riflemen to Vancouver and put them to work constructing additional log barracks.

In May, 1850, Maj. S. S. Tucker was ordered to The Dalles and was directed to establish a supply depot there and to survey a site for a military reserve of ten miles square. Major Tucker began the erection of a building about a mile back from the river. Colonel W. W. Loring was directed by the war department to reserve a site near Milwaukie for an arsenal. The government had already reserved ten square miles at The Dalles, ten square miles at Vancouver and ten square miles at Astoria. When Colonel Loring began surveying the site at Milwaukie to establish a reserve of ten square miles there, the settlers became indignant as part of the land in the proposed reserve was owned by Meek and Luelling, Oregon's pioneer nurserymen. On this land they had raised the first apples to be shipped to California, from nursery stock brought across the plains in prairie schooners. The settlers held an indignation meeting and sent word to Congress that they had fought their own battles in the past without the help of the soldiers and they were able to do the same in the future. They asked Congress to withdraw all troops from Oregon. They stated that they preferred the Indians to the troops, for if the Indians displeased them, the settlers could kill them, for it was always open season for Indians, but there was no open season on Federal troops. On account of the feeling of hostility of the settlers, against the troops, Col. W. W. Loring and his regiment of mounted riflemen were ordered to New Orleans. The plans to take land near Milwaukie for an arsenal were abandoned and the size of the military reservations were reduced, that at Fort Vancouver being reduced to one square mile. Colonel Loring's troops were succeeded by the First Dragoons, under command of Major Kearney.

Fort Vancouver is the oldest military post in the Pacific Northwest, for it was here that the first United States troops were stationed under Maj. J. S. Hathaway. The first military organization in Oregon was the Oregon Rangers. This organization held its first drill on March 11, 1844 at the Oregon Institute, now known as Willamette University. T. D. Keiser was captain, J. L. Morrison, first lieutenant and F. C. Carson, ensign.

On October 31, 1850 Col. William Wing Loring defined the limits of the Vancouver Military Reservation to include sixteen square miles, sub-
ject to any and all valid claims of the Hudson's Bay Company. On October 29, 1853 the military reservation at Vancouver was reduced to an area of one square mile, boundaries being defined in General Orders issued on December 18, 1853. Prior to the reduction in area of the military reservation, settlers had moved upon the military reserve, with the consent of the commanding officer, but when told to move off, they had refused, claiming the land as their donation land claims. In the fall of 1853 there was only a handful of troops at Fort Vancouver and the commanding officer became so annoyed at the encroachments of the settlers that he issued the following orders, dated November 3, 1853: "Notice is hereby given to all concerned, that the military reservation made around this post on the 31st day of October, 1850, under the orders of the War Department for and in behalf of the United States Government by Col. W. W. Loring, is still in force and effect. The War Department has not reduced the limits nor have they indicated what portion they will retain, should they determine hereafter to make it less than its present boundaries. All persons are therefore forbidden to trespass upon it."

On December 8, 1853 order number seventy-seven was issued reducing the military reserve to one mile and establishing its boundaries. This order was issued by Lieutenant Colonel Bonneville through B. D. Forsythe, first lieutenant of the 4th Infantry, who was at that time the Adjutant. It was not till January 15, 1878 that the War Department finally approved the reserve.

When the Post was established, its first commandant, Maj. J. S. Hathaway, officially named it Camp Vancouver, on May 15, 1849. Shortly thereafter, to prevent confusion, as the Hudson's Bay Post was named Fort Vancouver, it was renamed Camp Columbia. On August 12, 1850 it was officially designated Columbia Barracks. General Order No. 20 issued in 1853, once more changed its name to Fort Vancouver. On April 5, 1879 the War Department changed the name from Fort Vancouver to Vancouver Barracks. The tenth military department was created in 1846. In 1848 this district was divided into two districts, the tenth embracing California, while the eleventh included Oregon except Southern Oregon. The two districts were designated as the Pacific Division. In 1853, the Pacific Division was discontinued and the Department of the Pacific was formed. This embraced all the country west of the Rocky Mountains except Utah and New Mexico. In 1858 the Department of California was established and the title Department of the Pacific was assigned to Oregon and Washington. Headquarters were established at Fort Vancouver with Gen. W. S. Harney in command. On June 17, 1865, the Department of the Pacific became the Department of the Columbia with headquarters at Vancouver. On August 6, 1866 the headquarters of the department were removed to Portland. Ten years later or to be exact, on August 26, 1876, the headquarters were moved back to Vancouver.

Some years ago I interviewed Judge William H. Packwood who was a member of the regiment of mounted riflemen commanded by Col. W. W. Loring. Judge Packwood was a member of the State Constitutional Convention which met in Salem in 1857 and was one of Oregon's best known
and most respected citizens. He was a member of Company B under command of Capt. Noah Newton. He marched with his company from Jefferson Barracks, Missouri in February, 1849, to Fort Leavenworth. The regiment was established at Camp Sumner on Salt Creek, five miles from Fort Leavenworth. They started on their long overland journey on May 10, 1849. There were thirty-one commissioned officers, 600 enlisted men, 106 wagons and over 2,000 animals consisting of the mounts for the men, the mules and horses for the wagon train and the horses for the guides and civilian employees. Capt. Robert M. Morris with twenty-five enlisted men, was detailed as a military escort for General Wilson, who had just been appointed commissioner of Indian Affairs for the Pacific Coast. General Wilson with Milton S. Latham, later United States Senator from California, and their escort, left Fort Leavenworth on June 5, 1849. They started with 200 head of stock. When they reached the summit of the Sierras all but nineteen head of the 200 had died from exhaustion, thirst or hunger. One of the civilian employees accompanying this party was a young redheaded blacksmith, M. P. Deady, who later became a distinguished Federal judge in Oregon.

The regiment under Colonel Loring, left two companies at Fort Laramie under command of Capt. Thomas G. Rhett. They also left two companies at Fort Hall. Desertions and cholera thinned the ranks of the men and between Fort Laramie and The Dalles, forty-five of the 106 wagons and one ambulance were abandoned. Seventy men had died or deserted and over 300 horses and mules had died. When the troops reached The Dalles, their uniforms were in rags and their shoes were tied to their feet with leather thongs or strips of cloth. From The Dalles they came down the Columbia on rafts. One of these rafts was wrecked at the Cascade Rapids, six of the crew and eight soldiers being drowned. Some of the soldiers were detailed to drive the stock over the mountains near the base of Mount Hood, but they lost two thirds of their horses and mules before reaching the Willamette Valley. The members of this regiment built the log barracks at Fort Vancouver.

Scores of officers whose names have been written large in history's pages, served at Fort Vancouver. Among them were Grant, Sheridan, Dent, McClellan, Pickett, Casey, Hardee, Ord, Harney, Miles, Howard, and scores of others equally well known. The following list gives the organizations that have served at Vancouver Barracks, from 1849 to date:

First Artillery, Company L, May 13, 1850.
Regiment mounted riflemen, spring of 1850 to May 4, 1851.
Fourth Infantry, September 20, 1852 to 1860.
Third Artillery, June 1, 1854 to August 31, 1854.
First Dragoons, December 1, 1855 to January 25, 1856.
Ninth Infantry, January 22, 1856 to September 29, 1856.
First Dragoons, October 8, 1857 to April 8, 1858.
Third Artillery, October 18, 1858 to May 7, 1859.
Engineers, Company A, November 11, 1858 to December 13, 1858.
Third Artillery, September 2, 1859 to November 12, 1861.
First Dragoons, October 10, 1859, to May 12, 1860.
Ninth Infantry, June 10, 1861 to October 1, 1865.
Second California Infantry Volunteers, October 21, 1861 to May 4, 1862.
Fourth Infantry, November 1, 1861 to March 10, 1862.
First Washington Territorial Infantry, May 4, 1862 to June 1, 1863.
First Oregon Cavalry, June 10, 1862 to July 3, 1862.
First Oregon Cavalry, August 10, 1863 to May 1, 1865.
First Washington Territorial Infantry, April 22, 1864 to December 11, 1865.
First Oregon Infantry, December 19, 1864 to November 22, 1865.
Eleventh Infantry, September 25, 1865 to December 1, 1866.
Eighth California Infantry Volunteers, September 28, 1865 to October 1, 1865.
First Cavalry, April 15, 1866 to May 11, 1866.
Second Artillery, August 20, 1866 to June 1, 1868.
Eighth Cavalry, November 7, 1866 to August 1, 1867.
Twenty-third Infantry, March 22, 1867 to February 3, 1872.
Twenty-first Infantry, January 30, 1872 to June 25, 1884 (12 years).
First Artillery (E light battery), September 20, 1882 to November 25, 1889.
Fourteenth Infantry, July 6, 1884 to May 21, 1898 (14 years).
Second Artillery, Company F, April 19, 1889 to October 17, 1889.
Fourth Cavalry, Company E, June 14, 1890 to June 4, 1898.
First Washington Volunteers, May 25, 1898 to July 23, 1898.
Oregon Volunteers, Company A light battery, July 9, 1898 to October 15, 1898.
Eighth California Infantry, September 16, 1898 to January 31, 1899.
Twenty-fourth Infantry, April 3, 1899 to May 16, 1910.
Thirty-fifth Infantry, July 15, 1899 to Oct. 3, 1899.
Thirty-ninth Infantry, Sept. 10, 1899 to Nov. 2, 1899.
Forty-fifth Infantry, Sept. 16, 1899 to Nov. 2, 1899.
Seventh Infantry, May 17, 1900 to May 6, 1902.
Twenty-eighth Infantry, March 18, 1901 to Nov. 12, 1901.
Convalescent Company C, March 23, 1901 to October 1, 1901.
Eighth Battalion, field artillery, August 4, 1901 to Jan. 6, 1905.
Twenty-sixth Battalion, field artillery, Sept. 3, 1901 to Dec. 24, 1904.
Seventeenth Infantry, April 7, 1902 to June 24, 1903.
Nineteenth Infantry, July 15, 1903 to April 1, 1905.
Seventeenth Battalion, field artillery, March 20, 1905 to Oct. 1, 1906.
Eighteenth Battalion, field artillery, March 20, 1905 to Oct. 1, 1906.
Fourteenth Infantry, April 24, 1905 to Jan. 1, 1908.
Twenty-seventh Battalion, field artillery, April 12, 1907 to May 2, 1907.
Twenty-eighth Battalion, field artillery, April 10, 1907 to May 1, 1907.
Fourth Field Artillery, A and B, June 15, 1907 to Dec. 10, 1908.
Engineers, B, May 20, 1908 to May 1, 1912.
First Infantry, June 19, 1908 to May, 1912.
Second Field Artillery, A and B, Dec. 9, 1909 to March 2, 1911.
Second Field Artillery, D, August 14, 1910 to Nov. 6, 1914.
Twenty-first Infantry, Jan. 1, 1912.
Third Company, coast artillery corps, May 11, 1916, to date.
Fourteenth Infantry, May 26, 1917 to November 7, 1917.
Third Spruce Production Division, November, 1917 to March 30, 1919.
Second Engineers Training Regiment, January 18, 1918 to April 8, 1918.
Fourth Engineers, Dec. 17, 1917 to May 19, 1918.
Four Hundred and Third Engineers, Dec. 17, 1917 to August 3, 1918.
Three Hundred and Eighteenth Engineers, Jan. 2, 1918 to Oct. 19, 1918.
Six Hundred and Fourth Engineers, April 26, 1918 to May 28, 1918.
Detachment Forty-fourth Infantry (Demobilization Center), Dec. 1918 to August 3, 1920.
Second Battalion, Twenty-first Infantry, April 14, 1919 to Sept. 13, 1919.
First Infantry, August 3, 1920 to Oct. 6, 1920.
First and Third Battalions, Thirty-second Infantry, Oct. 6, 1920 to Sept. 13, 1921.
Fifty-ninth Infantry, Sept. 13, 1921 to Sept. 28, 1922.
Eighth Infantry Brigade, Sept. 13, 1921 to Sept. 28, 1922.
Seventh Infantry, Sept. 28, 1922 to date.
Fifth Infantry Brigade, Sept. 28, 1922 to date.
CHAPTER XLIV

PORTLAND AND ITS EARLY-DAY RIVALS

One hundred years ago it was thought that the falls of the Willamette would be the site of the metropolis of Oregon. Dr. John McLoughlin had been located at Vancouver only a few years before he selected Willamette Falls as the logical site for a city. In 1829 he sent some employes of the Hudson's Bay Company to the site of what is now Oregon City, to make a clearing on the east bank of the river, near the falls. Each year Doctor McLoughlin did some work on the site to hold the place. In going from Vaucouer to Willamette Falls, travelers usually stopped for their midday meal at what was called The Clearing, now Portland. This clearing extended from the foot of what is now Washington Street to the foot of Jefferson Street. A few maple and oak trees furnished shade in the Clearing, while a few rods back from the river was a heavy forest of fir timber. Undoubtedly Doctor McLoughlin had stopped many a time at the Clearing, but he did not believe that there would be room for another city between Vaucouer and Willamette Falls. In 1832 a number of the Hudson's Bay employes, under his direction, blasted out a mill race from above the falls to a point some distance below the falls. Here Doctor McLoughlin planned to build a mill to grind wheat into flour for the use of the employes of the Hudson's Bay Company at Vancouver and also for shipment to the Russians at Sitka and Fort Wrangell and for export to the Sandwich Islands. In 1838 Doctor McLoughlin sent his workmen there, who felled trees and cut and squared timbers for his proposed mill and for a house. Doctor McLoughlin had a mile square of land surveyed, and platted the town of Oregon City. When the Methodist missionaries came Doctor McLoughlin gave them lots on which to erect a church and also allowed them to use the timbers he had squared, for their buildings. Even before Doctor McLoughlin platted his town at Willamette Falls, Nathaniel J. Wyeth of Massachusetts and a relative of James Russell Lowell, had started a city on Sauvie's Island, which, in 1835, was known as Wappatoo Island. Nathaniel Jarvis Wyeth became interested in the Oregon Country through the description of Oregon written by Hall J. Kelley. Captain Wyeth called his proposed settlement Fort William. In a letter written from Cambridge, Massachusetts, on December 13, 1847, Captain Wyeth wrote to J. G. Palfrey, a member of Congress, a letter in which he told of his settlement on the Columbia River. The letter is rather long, so I will quote only his statement of facts, in which he says: "On the 10th day of March, 1832, I left Boston in a vessel with 20 men, for Baltimore,
where I was joined by four more and on the 27th left by railroad for Frederick, Maryland. From thence we marched on foot to Brownsville and took passage from that place to Liberty, Missouri, on various steamboats, which place we left for the prairies, on the 12th of May with 21 men, three having deserted. On the 27th of May three more deserted. On the 8th of July we reached Pierre’s Hole at the head of Lewis River, where was then a rendezvous for trappers and Indians. We remained at this place until the 17th, at which time my party had been reduced by desertion and dismissal to 11 men. We then started for the Columbia, arriving at Cape Disappointment on the 8th of November, 1832, one man having died on the route. There I learned that a vessel on which I relied for supplies had been wrecked at the Society Islands. This intelligence discouraged the party so much that all but two requested their discharge. Of the eight who left me, five returned to the United States by sea, one died near the mouth of the Columbia in 1834 and two remained as settlers. In the spring of 1833, I commenced my return to the States with the two remaining men.

“When I reached the mouth of the Yellowstone one left me, to remain with some trappers until I should return. With the other I reached the States and soon after fitted out a vessel for the Columbia and on the 7th of February, 1834, left Boston for St. Louis, where I organized a party of 70 men for the overland trip, arriving at the headwaters of the Snake or Lewis River in July, 1834, and on the 15th of that month commenced to build Fort Hall, and after placing it in a defensive condition, left it on the 7th of August following, for the mouth of the Columbia. On the 15th of September I reached Oak Point, 75 miles from its mouth, where I met my vessel, just arrived, after a voyage of eight and a half months, it having been struck by lightning at sea, and so injured as to be obliged to go into Valparaiso to repair. This vessel was fitted for the salmon fishing of that season. Her late arrival caused me to detain her until the following year. During the winter of 1835 this vessel went to the Sandwich Islands with timber and returned in the spring with cattle, sheep, goats and hogs, which were placed on Wappatoo Island where I had built an establishment called Fort William, on the southwesterly side of the island about eight miles from the Hudson's Bay Company post at Vancouver. Here we grazed all the animals that came from the islands, from California and from the Indians.

“We planted wheat, corn, potatoes, peas, beans, turnips and grafted and planted apples and other fruit, built a dwelling house and shops for working iron and wood and, in fact, made a permanent location which has never been abandoned. I made this my personal residence during the winter and summer of 1835. In the autumn of that year I proceeded to Fort Hall with supplies, having sent some previous to that time. During the winter of 1836 I resided at my post at Fort Hall and in the spring of that year returned to Fort William on Wappatoo Island whence I carried more supplies to Fort Hall, arriving there the 18th of June. On the 25th I left for the U. S. by way of Taos and the Arkansas River and arrived home early in the autumn of 1836. The commercial distress of that
time precluded the further prosecution of our enterprise that so far had yielded little but misfortunes. It remained only to close the active business which was done by paying every debt and returning every man who desired to the place where he was taken and disposing of the property to the best advantage. All the property in the interior, including Fort Hall, was sold, it being necessary in order to retain that post, to keep up a garrison for its defense against the Indians, and to forward annual supplies to it, an operation at that time beyond our means. Fort William at Wappatoo Island required nothing of that kind and was retained and the gentleman then in charge, Mr. C. M. Walker, was directed to lease it to some trusty person for 15 years unless sooner reclaimed.

"Nothing having been heard from Mr. Walker for a long time, I sent a request to John McLoughlin, Esq., for the same purpose and also to have the island entered in my name at the land office established by the provisional government. That the original enterprise contemplated a permanent occupation is clearly shown by the instructions to the master of the brig Captain Lambert. When I arrived on the lower Columbia in the autumn of 1832 there were no Americans there nor anyone having an American feeling. So far as I know, there had not been since Mr. Astor retired from the Post. Of the 11 men which I had then with me, three remained until I again arrived in the autumn of 1834 and 19 of those who then accompanied me, including the missionaries, remained permanently in the country.

NATHANIEL J. WYETH."

It was a Boston schoolteacher, Hall J. Kelley, who interested Wyeth in attempting to make a settlement in the Oregon Country. Professor Kelley started his agitation to colonize the Oregon Country in 1815. From 1824 to 1828 he devoted a great deal of attention to writing and lecturing on the Oregon Country. In 1828 he helped form an emigration society which was incorporated in 1831. The members of this society planned to go to Oregon overland in the spring of 1832. Hall J. Kelley's plan was to start a colony near the mouth of the Columbia and organize a state there, just as the Puritans had organized the colony on Massachusetts Bay. Wyeth was to go with Kelley's company. But when they failed to materialize, Wyeth organized his own company. Wyeth's plan was not only to organize a salmon industry in the Oregon Country, but he planned to bring settlers and colonize the country. He was also inspired by patriotic motives, for he wanted to see the Oregon Country governed by Americans rather than by British. In 1839 he addressed Congress on the subject, saying: "In conclusion I will observe that the measures of the Hudson's Bay Company have been conceived with wisdom, steadily pursued and have been well seconded by their government, and the success has been complete. Without being able to charge on them any gross violations of the existing treaties, a few years will make the country west of the mountains as English as they can desire. Already the Americans are unknown as a nation and as individuals their power is despised by the natives of the land. A population is growing out of the occupancy of the country, whose prejudices are not with us, and, before many years, they will decide to whom the country shall belong—
unless, in the meantime the American government make their power felt and seen to a greater degree than has yet been the case."

Wyeth made his settlement just above where the Government later located their lighthouse on the lower end of Sauvie's Island. Wyeth's settlement on Sauvie's Island was not to be a mere trading post, for he laid out streets, erected cabins, put up a cooper shop and his coopers made barrels in which salmon was shipped to Boston. Many years later the Hudson's Bay Company established a dairy on Wappato Island which was in charge of Jean Baptiste Sauvie, and in time his name was given to the island.

Robert Moore, the first printer of the provisional government, started a city on the west bank of the Willamette at Willamette Falls, naming it Linn City. This was in 1843. Mr. Moore believed that if a city grew up around the falls, it would be on the west bank of the river, as the farmers would be able to bring their wheat from Tualatin Plains and do their trading there, without having to pay the cost of ferrying across the Willamette to Oregon City.

Hugh Burns laid off Multnomah City, a short distance below Linn City.

In 1844, near the head of Sauvie's Island, Gen. M. M. McCarver and Peter H. Burnett laid out the town of Linnston, now a part of Portland. Capt. Nathaniel Crosby started the town of Milton in 1846, near the mouth of Willamette Slough.

In 1845-46, Captain Knighton and associates started the town of St. Helens, just opposite the lower end of Sauvie's Island, where the lower mouth of the Willamette flows into the Columbia.

In 1847 Lot Whitcomb, Seth Luelling and Joseph Kellogg started the town of Milwaukie, about midway between Oregon City and Portland. James John started a town now known as St. Johns and now a part of Portland.

The first mention we have of the site of Portland occurs in the narrative of Lewis and Clark. In this record, mention is made of camping at the bend in the Willamette about twelve miles above its mouth, where they met and were entertained by the chief of the Calapooiah tribe, who was camped in the clearing. The first actual settlement in what is now Portland was made in 1829 by Etienne Lucier, a former employee of the Hudson's Bay Company, who had come to this country with Hunt in 1811. He built a cabin at about the corner of Grand Avenue and Morrison Street. He cut a trail down to the river, but being lonesome, he moved the following year to French Prairie in Marion County. The first person who took up a claim on the present site of Portland was William Overton of Tennessee. It is thought that he was a member of the Overton family of Memphis. How he came to Oregon—whether he crossed the plains, came up from California, or whether he came on some one of the sailing vessels that came to Oregon in the early '40s is not known. Mrs. Lovejoy says that her husband, Amos L. Lovejoy, in November, 1844, went from his home in Oregon City to Vancouver, where he met William Overton. Overton accompanied Lovejoy back in his boat as
far as the clearing, at which point he informed Mr. Lovejoy that he had taken up a claim a few weeks before. They stopped at the clearing and Mr. Lovejoy noticed that the water was deep off shore and that ships had stopped there. Overton told Mr. Lovejoy that he wanted to file on the place but lacked the necessary money to pay the filing fees and he offered Lovejoy a half interest in the claim if he would pay the few dollars necessary to file the claim. Mr. Lovejoy accepted his proposition. Overton cut down a few trees to make a clearing for his cabin. His partner, Mr. Lovejoy, told him that some day they would have a city there, but when Overton looked around at the dense and almost impenetrable growth of trees and realized that both at Oregon City and Vancouver the land was cleared, he doubted the probability of a city being founded there, so, meeting F. W. Pettygrove, he traded his half interest in the claim for $50 in trade goods. Overton went to Texas, but not liking it there, went to the Sandwich Islands, from which place he returned to Portland in 1846. He was a bird of passage and he soon took wing and of his subsequent experiences nothing seems to be known. Lovejoy and Pettygrove hired a surveyor to establish the boundary of their claim. They hired a man to get out logs to build a cabin near what is now the foot of Jefferson Street. After the logs were felled they changed their plans and decided to build their cabin in the center of their claim, so they put up a log cabin near the river bank at what is now the foot of Washington Street. In the summer of 1845 they employed Thomas A. Brown to make a more accurate survey of their claim, and to plat a townsite. He made a plat in which there were sixteen blocks and laid out four streets. The streets were sixty feet wide and the lots were 50 by 100 feet, eight to a block. The reason for making the streets so narrow was that it would require less expense in clearing the heavy timber from the streets. Not long after Mr. Pettygrove bought a half interest in the townsite, he and his wife and another guest, Mr. Wilson, were eating dinner at the home of Mr. and Mrs. Lovejoy. Mr. Wilson asked what they were going to call the settlement at the Clearing. Mr. Lovejoy said, “We are going to call it Boston.” Mr. Pettygrove, who hailed from Maine, said, “We are going to call it Portland.” It was agreed to toss a penny to decide what name they should give it—Boston or Portland. Mr. Pettygrove took from his pocket a large copper cent dated 1835, flipped it in the air and chose heads. Mr. Lovejoy said, “Let’s make it two out of three,” so the coin was once more flipped, making the score one each for Portland and Boston. The third flip Mr. Pettygrove once more won, so the little settlement, consisting of a few log cabins in the clearing, became Portland.

Some of the emigrants who crossed the plains that year, among them James Terwilliger and James Fields, stopped at Portland. In the late fall of 1845, Captain Crosby, master of the Toulon, arrived, and James Terwilliger hired some members of the crew to help him build his cabin. Terwilliger put up a blacksmith shop. Mr. Pettygrove built a store. John Waymire, another settler, started freighting with his ox team from Portland. D. H. Lownsdale took up a claim west of Pettygrove’s and started
PORTLAND'S FIRST FRAME HOUSE, BUILT IN 1847 ON FOURTH STREET
NEAR YAMHILL BY NAT CROSBY
COLUMBIA RIVER VALLEY

a tannery. William Johnson, an old time British man-of-warsman, had a cabin in what is now Carruthers' Addition. A sailor from the Che-namus, named Daniel Lunt, took up a claim just south of Johnson's. Job McNamee built the fourth house in Portland. In 1846 Capt. John H. Couch took up a claim in what is now Portland. His first experience in trading on the Columbia River was in 1839. He was sent out by John and Caleb Cushing of Newburyport, Mass., as commander of the brig Maryland, to take trading goods to the Columbia River and to secure a return cargo of barrels of salted salmon. He was to dispose of the salmon in the Sandwich Islands in exchange for whale oil. Captain Couch came in over the Columbia River bar, without a pilot or chart, in the summer of 1840, came up the Columbia and the Willamette to Oregon City. He was unable to meet the competition of the Hudson's Bay Company store at Oregon City and he found that they also had a monopoly of the salmon industry. He went to the Sandwich Islands, sold the Maryland and went back to Newburyport in a whaler. John and Caleb Cushing believed that they could recover the loss made on the first voyage if they sent out a cargo of goods and established a store at Oregon City, so they commissioned Captain Couch to oversee the building of a bark which he named the Che-namus after one of the Chinook chiefs at the mouth of the Columbia River. He made the second trip, established a store at Oregon City, and sold his goods at a profit. Because he had to take his goods over the Clackamas rapids in bateaux, he decided to find a place where ships could land. He found that there were shoals in the Willamette on the Ross Island bar above Portland, so he took up a claim just north of that of Lovejoy and Pettygrove.

James Terwilliger's claim was on the west bank of the Willamette opposite Ross Island. Just north of his claim was that of Elizabeth Car-ruthers. Then came the claims of Finice Carruthers, Stephen Coffin, W. W. Chapman, D. H. Lownsdale, Ben Stark, John H. Couch, William Blackstone and Peter Guild. To the westward of the claims mentioned were the claims of John Donner, Thomas Carter and Amos N. King. On the east side of the river, opposite the northern end of Ross Island, was the claim of Gideon Tibbetts. Just north of his claim was that of James B. Stephens and next to that of Stephens was Jacob Wheeler, and north of the Wheeler claim was William Irving's. For the first few years of its existence, Portland had hard sledding through the opposition of its rival communities, all of whom aspired to be the leading city in the Oregon Country. It was realized that somewhere along the Columbia or the Willamette a city would be developed which would become the metropolis of the country.

The proprietors of Milwaukie claimed that Oregon City could not be the head of navigation because of the shoal water caused in the Wil-lamette by the sand and gravel deposited in the Willamette where the Clackamas entered it. The proprietors of Linn City and Multnomah City on the west bank of the Willamette, near Oregon City, claimed that theirs was the logical site for a city as it was nearer the Tualatin country, the great farming district, and also that eventually a canal and locks would
be built on their side of the river. Doctor McLoughlin believed that Oregon City would be the great city of the Willamette, on account of the water power at the falls, which he believed would make the city. Those who lived in St. Johns and Linnton said that Portland could not become a large city as the shoals in the river at Swan Island would prevent ships coming up the Willamette to Portland. The proprietors of St. Helens felt every assurance that their community would be the leading city in the Oregon Country, as they had made arrangements with the steamers to ignore Portland and make St. Helens their headquarters. It was claimed that Milton, which had started out with such high hopes, could not become a town because it was too close to St. Helens, and the same argument was used by the proponents of Oregon City, who claimed that Portland was too close to Oregon City to become more than a village.

In those days, when ocean and river commerce made cities, or the lack of it unmade them, every effort was made by the townsite proprietors to have ocean steamers come to their communities. For a while it seemed as if Portland was not to be in the running, when the proprietors of the Pacific Mail Steamship Company bought a large tract of land at St. Helens and built there a fine dock and a warehouse and made that the terminus for Oregon, of their steamship line. Lot Whitcomb, townsite proprietor of Milwaukie, built a steamboat, the Lot Whitcomb, and Milwaukie began forging ahead of Portland. This resulted in the townsite proprietors of Portland, Stephen Coffin, W. W. Chapman and Daniel H. Lownsdale, purchasing an ocean steamship, Goldhunter, to ply between San Francisco and Portland. The putting on of the Goldhunter cut into the business of the Pacific Mail Steamship Company, so they decided to run their ships up to Portland to get the wheat and other freight originating in the Willamette Valley. The making of Portland the terminus of the Pacific Mail Steamship Company gave Portland a decided advantage over its rivals. Portland had the shortest wagon road to the Tualatin Plains and that meant the wheat grown in the valley would be hauled to Portland. Portland became the meeting place, not of ship and rail, but of ship and wagon. The land between Front Street and the river was left open, so that farmers or freighters coming to Portland could camp there, convenient to the town.

John Waymire, who had crossed the plains in 1845, settled at Portland in 1846 and transported goods by boat from Portland to Oregon City. Later he started a drayage and express company, using the oxen with which he had crossed the plains. He also ran a hotel. Later he operated a sawmill on Front Street, or to be more accurate, a saw pit, for one man stood in the pit and another on the log and the sawing was done by hand. William H. Bennett and Richard E. Wiley made and sold shingles from the cedar trees cut down on the site of Portland.

Dr. Ralph Wilcox, who came to Oregon in 1845, was Portland's first school teacher. He taught school in a cabin put up by Job McNamee on Front and Taylor streets. He also practiced medicine when his services were required. J. L. Morrison was another early settler. He, with Jehu Scrudder, sold lumber and flour in a building at the foot of what is now
Morrison Street. Humphrey and Hugh O'Bryant were also early set-
tlers, Hugh O'Bryant being Portland's first mayor. G. W. Bell opened
the first bakery in Portland. Among others who settled in Portland in
'47 or '48 were Messrs. Enyard, Ross, Cooper, Whittaker, Tallantyre, and
Fields. L. B. Hastings settled in Portland in 1847. Mr. Pettygrove left
Portland in 1851 to found Port Townsend, Washington. Capt. Nathaniel
Crosby, another early settled, hailed from Cape Cod, Mass. When he
came to Portland he was the master and owner of a ship. Later he
owned and operated a mill at Tumwater, Washington Territory. Ben-
jamin Stark, for whom Stark Street is named, hailed from New Orleans
He came to Oregon in 1845 as supercargo on the bark Toulon. He studied
law and was admitted to the bar in 1850. He was appointed United
States senator in 1861 to fill out the unexpired term of Col. E. D. Baker.
Col. William King was another man active in promoting Portland's in-
terests in the early days.

A small wharf was built on the river bank opposite Portland and at
the foot of Saimon Street was a fish shed. Mr. Pettygrove built a store
at the foot of Front Street, the building being made of logs and covered
with shakes or shingles—it was known as the shingle store. The best
house in town was that of Capt. Nathaniel Crosby. His house had been
shipped in the knock-down from Maine and was a story and a half high.
Here is a description of how Portland looked in 1847, written by James
Fields. He says: "Approaching town from the lower river near the
foot of B Street on the shore is a log hut used by Captain Couch as a
place for the storage of goods. Coming farther up on the northwest
corner of Front and Washington streets, is Pettygrove's store and house.
Near it is Whittaker's one-story frame building. On Alder and Front
is Job McNamee's two-story residence and on the same block a house
occupied by Thomas Tallantyre, who had on the river bank an estab-
lishment for cutting lumber with a whipsaw. On the corner of Taylor
and Front streets is the double log cabin of John Waymire. Next south,
in the middle of the block, is the house of Dr. Ralph Wilcox. On the
north side of Taylor, between Front and First, is a cabin 7 by 9 feet in
size. On Main Street between First and Second is the blacksmith shop
of James Terwilliger and near it is his house. Neamiah Doane's house is
on the south side of Taylor Street. There are two or three small cabins
under the big trees on Third Street. The trees are cut down where the
streets have been surveyed, but the stumps are left."

Among the early mariners who came to Portland was Captain Couch,
who came with the brig Chenamus in 1844. In 1845 Capt. Nathaniel
Crosby came with the bark Toulon, unloading his cargo at Portland in a
small building he put up as a warehouse. In 1847 the Toulon, the Whit-
ton and the brig Henry anchored at Portland. The bark Whitton was
commanded by Capt. Roland Ghelston. After unloading his cargo, he
took on a cargo of cheese, butter, wheat and other products. The brig
Henry was commanded by Captain Kilbourne of Massachusetts. In 1847
the bark Parsons and the brig Eveline came to Portland. The brig Eveline
was commanded by Captain Goodwin of Newburyport, Mass.
Captain Goodwin's wife was with him.
In 1849 Portland was almost depopulated, there being but three men left—D. H. Lownsdale, Colonel King and Mr. Warren. During the summer of 1849 business was at a standstill, but that fall many of the Portlanders came back from the gold diggings in California, bringing good-sized pokes of dust and nuggets, so that business became brisk.

A ferry was started between Portland and the east bank of the Willamette in 1845. At first the ferry consisted of merely a canoe. The first blacksmith shop opened in Portland was located at the corner of First and Morrison streets and was opened in 1845 by Mr. Terwilliger. The first church in Portland was the Methodist Church organized by Rev. J. H. Wilbur in 1848. In 1849 Col. William King built a sawmill run by water power, but it burned down before much lumber was manufactured. In 1850 W. P. Abrams and Cyrus A. Reed built a steam sawmill at the foot of Jefferson Street, the building being 40 by 80 feet. This sawmill was made of huge 16 by 16 inch logs squared from the fir trees growing nearby. There were not enough men in Portland to raise these timbers so General Coffin went to Oregon City and secured a number of men there and the timbers were pulled into place with a block and tackle. The second store in Portland was opened by Hiram and Isaac Smith. They shipped their merchandise around Cape Horn. Hiram Smith, who had manufactured fanning mills in Ohio, started the same business here and also ran a pack train. Thomas Carter, with his wife, came from Georgia and took up a claim just south of Amos King’s claim. Within a year or two the village of Portland had attracted a group of men destined to make history not only in Portland but in Oregon—a group whose influence was felt all over the West. Among these were William S. Ladd, Capt. J. C. Ainsworth, Jacob Kamm, Henry W. Corbett, Capt. John H. Couch, Capt. George H. Flanders, Simeon G. Reed, R. R. Thompson, C. H. Lewis, J. A. Strowbridge, George W. Snell, E. J. Northrup, and George L. Story.
EU BUILDERS OF PORTLAND

That Portland won out over its rivals and became the metropolis of Oregon, was due to the courage, the initiative and the energy of a small group of men who came here when Portland was a village. First in this group of men was Gen. A. L. Lovejoy, the original townsite promoter. He was born at Groton, Massachusetts, graduated at Amherst college, was admitted to the bar and moved to Missouri where he hung out his shingle and began the practise of his profession. Here he met Dr. Elijah White who had gone to Oregon as a member of the Methodist Mission party, returned to the east and been appointed a sub Indian agent for Oregon. This was in the spring of 1842 and Doctor White was taking with him the first considerable emigration to cross the plains. He had advertised in the papers of the middle west and on the frontier, urging people to go to Oregon. He had also made a number of talks at various churches, telling of the advantages and opportunities of the Oregon Country. In Jackson and Platte Counties, Missouri, he secured a number of emigrants and on May 14 a party of 112 people assembled at Elm Grove, twenty miles from Independence. Of this party fifty-two were men capable of bearing arms. Among the members of his party were Hugh Burns, Medorum Crawford, Lansford W. Hastings, Columbia Lancaster, Rueben Lewis, J. L. Morrison, A. J. Lovejoy, John and Alexander McKay, sons of Thomas McKay, and a number of others. Ten men of the party were married men and were accompanied by their families. When the party was organized, they adopted a series of resolutions, one of which was that every man over eighteen must have one mule or horse, one gun, three pounds of powder, twelve pounds of lead, suitable flints or caps, fifty pounds of cornmeal, thirty pounds of bacon and provisions suitable for women and children. Three persons were elected as a scientific corps to make maps and to keep a record of the journey. Columbia Lancaster, Lansford W. Hastings and Amos L. Lovejoy were selected to serve on this committee. It was also ordered that there should be no swearing, obscene conversation or immoral conduct under pain of expulsion. At Laramie the party was joined by F. X. Matthieu and a number of French Canadians. They also engaged Fitzpatrick associate of James Bridger at Fort Laramie to guide them to Fort Hall. At Independence Rock, Lovejoy and Hastings while cutting their names on this rock, were captured by a band of Sioux Indians. Fitzpatrick, the guide and Doctor White purchased the captives from the Indians for a quantity of tobacco and Indian trade goods. When the party reached the Whitman mission, Doctor Whitman was making preparations to make a winter journey to Washington, D. C. and he persuaded Lovejoy to accompany him back across the
plains. They went by way of Santa Fe, the trip taking from early in November till late in February. In the spring of 1843 Mr. Lovejoy again started across the plains for the Oregon Country, and began the practise of law at Oregon City. His purchase of the squatter's right from Overton, to the present site of Portland, soon caused his removal to Portland, to promote the growth of the townsite.

William Overton sold his half interest in the Portland claim to Francis W. Pettygrove who was born at Calais, Maine, in 1812. In 1842 Mr. Pettygrove was employed by A. G. and A. W. Benson, an eastern firm, to take a stock of goods worth approximately $15,000 to Oregon. At Honolulu he transferred his goods from the bark Victoria to the bark Fama, commanded by Captain Nye, for shipment to Oregon City. Philip Foster, for whom the Foster settlement on Eagle Creek is named, was a fellow passenger of Mr. Pettygrove aboard the Fama. Mr. Foster brought with him his wife and four children. Another passenger was Peter H. Hatch with his wife and child. Peter H. Hatch took the first contract for road work in Oregon, blasting a roadway around the falls at Oregon City. Mr. Pettygrove started a store at Oregon City and built a warehouse there, in which he stored the wheat purchased from the farmers on French Prairie. In 1851 he sold his interest in the Portland townsite and moved to what was later to become Washington Territory, and was one of the founders of Port Townsend.

Daniel H. Lownsdale, another of the early day townsite owners, was born in Kentucky in 1803. With his wife, whose maiden name was Ruth Overfield, he moved to Indiana. Four years after his marriage his wife died, leaving him with three children. In 1842 he went to Europe where he stayed for two years. In the fall of 1845 he took up a claim adjoining the claim owned by Lovejoy and Pettygrove. Later he bought out F. W. Pettygrove's interest in the Portland claim for $5,000. In 1849 he sold one-half of his interest to Stephen Coffin and later in the same year, Lownsdale and Coffin took in Col. W. W. Chapman as their partner in the townsite. Mr. Lownsdale served in the Indian wars of 1848 and of 1855-56. In 1850 he married Mrs. Nancy Gillihan, by whom he had two children. Amos M. King later purchased the original Lownsdale claim.

James Terwilliger, whose memory is perpetuated by the Terwilliger Boulevard, came to Oregon in 1845. He bought a claim joining Portland, for which he paid a horse. He was born in New York state October 3, 1809. For some years he followed his trade as a blacksmith in Pennsylvania and New York State. In 1839 he moved to Ohio. Money was scarce in Ohio so he took his pay, for shoeing horses and doing other blacksmith work, in corn. Finding that he was unable to sell the corn, he went into partnership with D. S. Morton and a man named Stockman, who converted the corn into whisky, Mr. Terwilliger furnishing the corn and the other two partners the barrels and the labor, Mr. Terwilliger receiving two gallons out of each five gallons distilled. He made good money on this deal. He sold his prime corn whisky at 14 cents a gallon. From Ohio he moved to Illinois and later to Kalamazoo, Michigan.
the spring of 1845 he started from St. Joe, Missouri, across the plains. His wife died at the Upper Cascades. His oldest son, Lorenzo was killed by the Indians in 1851, on Rogue River. His son John died in the California gold diggings in 1849. He took up a donation land claim in what is now East Portland. Late in December he purchased from Francis Petty-grove, a lot on the corner of First and Morrison streets, on which to put up a blacksmith shop and a residence. He traded his land claim in East Portland for a horse, later trading this same horse for a mile square of land on the west side of the river, in the Portland Heights district. He ran his blacksmith shop in Portland from February 1846 till 1848.

Shortly after coming to Portland he married Philenda Green. When gold was discovered in California, he sent his son overland with the wagon, in care of a man he hired to drive the team, while he and his wife went on the brig Henry to San Francisco. When he arrived at San Francisco he found that his son Lorenzo had gone to the mines and that the man he had hired had sold the outfit and decamped with the proceeds. Mr. Terwilliger started a store at Hangtown. While he was there two men were captured who were accused of stealing. They were tried, found guilty and sentenced to ride mules. The miners placed ropes around their necks, fastened the ropes to the limb of a tree, mounted the men on mules, struck the mules so they ran away, leaving the men dangling in the air. Mr. Terwilliger tried his luck in the mines, struck rich ground and took out some days as much as eight ounces. In a short while he had taken out over $8,000 worth of dust. He went to Sacramento, started a blacksmith shop, and cleared for some time, $200 a day. Mr. Terwilliger came back to Oregon to get a load of lumber, which commanded high prices. He chartered a ship, took down a load of lumber which he sold to Lee Cornwall & Company on ninety days time, at $27,000. They failed before the three months was up so he lost his $27,000. He sold his blacksmith shop, returned to Oregon and started a tannery at Portland, with his brother.

One of the men who did much to promote the early growth of Portland was Capt. John H. Couch, who came from Newburyport, Massachusetts. His first trip to Oregon was in 1840, as captain of the brig Maryland. He came again as master of the bark Chenamus. He took up a claim just north of that of Lovejoy and Pettygrove. He was instrumental in getting many of his seafaring friends to bring their ships to Portland, in place of landing at some rival community. Captain Couch married Caroline Flanders at Newburyport. Mrs. Couch’s brother, George H. Flanders, like her husband, had great executive ability and did much to promote the early growth of Portland. When Captain Couch came to Oregon as master of the Chenamus, he sailed from Boston on September 16, 1843. He had with him as passengers, Dr. William Bailey and wife, John Cushing, who was financing the trip, and Henry Johnson. They laid over for a while in the Sandwich Islands, and resuming their journey anchored off the Columbia River bar on April 24, 1844. Captain Couch took the Chenamus to the mouth of the Willamette and from there transferred his trading goods in small boats to Oregon City where he
started a store. He took up a donation land claim adjoining Portland and in 1847 went back to Newburyport on board the bark Toulon which took him as far on his journey as Manila, where he took passage on the Minstrel, bound for Boston, at which port he arrived on August 23, 1848. Associating himself with John and Caleb Cushing, his former employers, with his brother-in-law George H. Flanders, and with Sherman and Stark of New York, he purchased the bark Madonna, which he loaded with a miscellaneous cargo and sailed for San Francisco. At San Francisco they sold their goods at tremendously high prices, receiving $600 per thousand for their lumber. On July 28, 1849, he sailed from San Francisco for Portland, having with him as passengers, W. H. Bennett, one of the discoverers of gold in California, Ben Stark and W. S. Ogden. Captain Flanders continued to run the Madonna on the Portland-San Francisco run. He was territorial treasurer of the provisional government. He was one of the directors of the Spectator, Oregon's first newspaper, and was United States inspector of hulls for many years. In the fifties, with his brother-in-law Mr. Flanders, he built a wharf at Portland. He died in 1870.

Gen. Stephen Coffin was born in Maine in 1807. He crossed the plains to Oregon, arriving at Oregon City in October, 1847. At first he did carpenter work and later took contracts to build houses. In 1851 he purchased from Francis W. Pettygrove, a half interest in the Portland townsite. At that time the town of Portland was bounded by A Street now Ankeny, on the north, Carruthers Street on the south, the Willamette River on the east and 16th Street on the west. With D. H. Lownsdale and Col. W. W. Chapman, his partner, he bought a controlling interest in the Goldhunter for $18,600. This ship was to ply on the Portland-San Francisco run. One of the San Francisco stockholders however, directed that the ship be sent to Central America where it was sold for a tithe of its cost and General Coffin had to meet the deficiency judgment and pay $60,000. To raise this money, he had to sell at whatever prices he could get, a large number of lots and blocks in Portland. In the long run, this resulted favorably for Portland, as it brought in new people who put up stores and residences. General Coffin organized the first plank road company in Oregon, the road running through the Tanner Creek canyon to Tualatin Plains. In 1860 he was one of the organizers of the Peoples Transportation Company and was elected vice president. In 1866 he purchased an interest in the Oregon Iron Works which shortly thereafter was destroyed by fire, causing General Coffin a loss of $40,000. Later he was one of the promoters of the Oregon Central Railway on the west side. He invested over $60,000 in promoting this road. He was one of the organizers of the Northwestern Storage and Shipping Company. He purchased in Troy, New York, a bell to be put on the first schoolhouse built in Portland. Later this bell was presented to the Taylor Street Methodist Church. In 1855 he provided a steamboat to take provisions and blankets to the volunteers in the Yakima Indian war. In 1861 Governor A. C. Gibbs commissioned Mr. Coffin
brigadier-general of the Oregon militia, and in this capacity he raised
and put in the field a regiment of infantry and one of cavalry.

Col. W. W. Chapman, who purchased an interest in the Portland
townsite from Stephen Coffin, was born in Clarksburg, Virginia, August
11, 1808. He was admitted to the bar and began his practice at Middle-
bourne, Virginia. In the spring of 1832 he married Margaret F. Ingra-
ham. In 1833 they moved to Illinois and two years later moved to Bur-
lington, Iowa. At that time Burlington was part of Wisconsin. In 1836
he was appointed by President Jackson, United States attorney for Wis-
consin territory. In 1838 Iowa was created a territory and Mr. Chapman
was elected to Congress. His first bill was one to open a military road
from Dubuque to the southern borders of the State, and for another road
from Burlington to the westward and still another to go from Burling-
ton to De Hague, Illinois. In 1836, when Mr. Chapman was twenty-six
years old, he was elected colonel of the militia of Dubuque County (now)
Iowa, but at that time Wisconsin territory. Colonel Chapman while in
Congress, introduced a bill which established the permanent preemption
law. In 1844, while a member of the state convention to prepare a con-
stitution for Iowa, he originated a measure to secure a grant of 500,000
acres of land to the State for internal improvements for the use of the
schools. This was the first time such a revolutionary measure had ever
been introduced. In the spring of 1847 he started from Oskaloosa, Iowa,
to cross the plains to Oregon. With him were his wife and seven chil-
dren. They reached Marysville, Benton County, Oregon, on November
13, 1847, and the Chapmans, Gilberts, Stairs, Bellknaps and others of
the wagon train, took up claims in Benton and Linn counties. He moved
to Salem in February, 1848. While attending court at Knox's Butte in
Linn County, word was brought that gold had been discovered in Cali-
ifornia, so court was at once adjourned and the judges, jurors, spectators
and prisoners headed for the gold diggings. Colonel Chapman with
Alanson Hinman of Forest Grove, J. B. McClain of Salem and Mr. Par-
rish of Linn County, went on horseback accompanied by pack horses, to
the gold diggings. While at San Francisco, Gen. Joseph Lane arrived,
on his way to Oregon, to become governor of Oregon Territory. Colonel
Chapman joined General Lane, returned to Oregon and was elected a
member of the first territorial legislature. He moved from Salem to
Oregon City, but soon bought a third interest in the Portland land claim
owned by Stephen Coffin and D. H. Lownsdale. He moved to Portland
on January 1, 1850. In the fall of 1853 he bought from the Hudson's
Bay Company their improvements at Fort Umpqua, in what was later
Douglas County. With his family, he moved to Fort Umpqua. He served
as captain of a company of volunteers in the Rouge River war of 1855-56.
Later Captain Chapman was elected lieutenant-colonel of the regiment.
In the fall of 1856 Colonel Chapman moved to Corvallis. The following
year he moved to Eugene City, and not long thereafter was appointed
surveyor general of Oregon. He resigned in 1861 and was succeeded
by B. J. Pengra. In the fall of 1861 Colonel Chapman returned to Port-
land with his family and built a residence at the corner of 12th and Jef-
ferson streets. For many years he was engaged in the practice of law, particularly in land and railroad matters.

William M. King was born at Litchfield, Connecticut, and later moved to New York and from there to Pennsylvania and on to Missouri. He came to Portland in 1848. In 1849 he built a schoolhouse, the first to be built in Portland, on the west side of First Street, just north of Oak. The bell on this schoolhouse was the gift of Stephen Coffin. It was later given to the Taylor Street Methodist Church. Colonel King was appointed port surveyor of Portland by President Pierce in 1853. He it was who named Washington County. There was a movement on foot even in those days, to name the various counties from the original Indian names—for example it was suggested to name Benton County Yaquina County; Linn County, Santiam County; Marion County, Chemeketa; Columbia County, Nehalem; Douglas County, Umpqua County; Jackson County, Siskiyou; and Washington County, Tualatin. In fact the Legislature in considering a bill to organize what is now Washington County, decided to name the county Tualatin County. This immediately provoked rather heated argument among the members as to the spelling of the county name. Some said it should be Tuality County. Others Twalatin—still others thought it should be Quality. William King, who was a member of the Territorial Legislature in 1849, and speaker of the House in 1851, said: "I move that we discard all this Indian bosh and call it Washington County." This was on September 3, 1849. His motion carried and Tualatin County became Washington County. On this same day the question came up of creating Champoeg County. This also aroused a great deal of discussion, some claiming that it should be spelled Champooick, others saying that it should be Shampoeg, and still others giving various other spellings. Mr. King arose and said: "Mr. Speaker, I move that we drop all these spells that no one seems to be certain about, and call it Marion County, so that everyone will know how to spell it." His motion prevailed and Champoeg County was named Marion County. Mr. King died on November 8th, 1869.

In about 1850 Benjamin Stark, who had come to Oregon as purser on the *Toulon* in 1845, purchased from Amos L. Lovejoy his interest in the Portland Townsite Company, so that Lovejoy and Pettygrove, the original owners of the claim on which Portland was located, were succeeded by Stephen Coffin, who was president of the townsite company; W. W. Chapman, who was secretary, and Benjamin Stark and D. H. Lownsdale. On April 13, 1864, the democratic convention met in Albany, ex-Governor Whiteaker presiding. Benjamin Stark, whose sympathy was strongly with the secession movement, was elected a delegate to the democratic convention. Some of the members of the convention wanted to have a resolution adopted, condemning the rebellion. Others wanted to have a resolution adopted attacking the abolition of slavery. So as to prevent a split in the party, they adopted both resolutions. In the Legislature which met in September, George H. Williams was elected United States senator, the secessionist vote going to John F. Miller. On October 21, 1861, Governor Whiteaker appointed Benjamin Stark United States
senator from Oregon to succeed Col. E. D. Baker, who had been killed at Ball's Bluff, October 5, 1861. He served until September 11, 1862, when he was succeeded by Benjamin F. Harding. Stark Street in Portland is named for him. He died October 10, 1898, at the age of seventy-eight.

Capt. George H. Flanders came to Portland in 1849, when he was twenty-eight years old. He was born in Massachusetts. He was one of the active workers in putting Portland on the map. He died in Portland on November 20, 1892.

Capt. J. C. Ainsworth was born in Warren County, Ohio, June 16, 1822. He began his career as a mariner on the Mississippi River, and became captain of a passenger steamboat plying on the river above St. Louis. In 1850 he went to San Francisco. Shortly thereafter he came to Oregon to become captain of the Lot Whitcomb. He was one of the organizers of the Oregon Steam Navigation Company and for more than thirty years was active on the Columbia and Willamette rivers. He settled at first at Oregon City, where he ran a store with his brother-in-law. He was active in the building of the portage railway at the Cascades. He was also active in the construction of the Kalama-Tacoma line of the Northern Pacific Railroad and was one of the founders of Tacoma.

Jacob Kamm came to Oregon to superintend the construction of the steamer Lot Whitcomb. He was born in Switzerland in 1823. He was one of the foremost men in Portland in the development of river traffic on the Columbia and Willamette rivers. His first experience in western waters was as master of the Black Hawk on the Sacramento River, in 1849. He built the first stern-wheeled steamer constructed in Oregon—the Jennie Clark. Later he and Capt. J. C. Ainsworth built the steamer Carrie Ladd. This little steamer was the nucleus of the Union Transportation Company, the Oregon Steam Navigation Company, the Oregon Railway & Navigation Company and various other organizations. Jacob Kamm and R. R. Thompson were the largest individual stockholders of the Oregon Steam Navigation Company. He built and owned a large number of steamers, among the best known being the Lurline, Undine, Ocean Wave, Norma, Mascot, and he also owned the George S. Wright. He was also part owner in many other vessels, among them being the Jennie Clark, Carrie Ladd, Mountain Buck, Hassalo and others. He it was who introduced steamboat navigation on the upper Snake River. When he was owner of the George S. Wright, the vessel plied from Portland to Victoria and Sitka, Alaska. Later Mr. Kamm organized the Vancouver Transportation Company.

William S. Ladd, who was born in Vermont on October 10, 1826, came to San Francisco in the spring of 1851. At San Francisco he met Charles E. Tilton, an old time school friend, which meeting later resulted in their partnership. Mr. Ladd came to Portland but times were pretty slow. So much so, in fact, that in lieu of paying $6 road tax, he dug out and burned up two huge stumps in the street near the corner of Front and Morrison. In 1852 he became a partner of Charles E. Tilton and they ran a store till 1855 when Mr. Ladd bought out his partner's interest. In 1858 Mr. Tilton returned to Portland and formed with Mr. Ladd a partnership and
Pioneer of 1851 from New York City. United States Senator from Oregon, March 4, 1867, to March 4, 1873. Was president of the Lewis and Clark Centennial Corporation at the time of his death, March 31, 1903.

HON. HENRY WINSLOW CORBETT


WILLIAM SARGENT LADD

Pioneer of 1862. Proprietor of Umatilla House which has been in business since 1859.

"COLONEL" N. J. SINNOTT

Pioneer of 1852. Sergeant Fourth United States Infantry under Colonel Bonneville and Lieutenant U. S. Grant.

MILO M. CUSHING
established the first bank in Portland, that of Ladd & Tilton, which was opened for business in the spring of 1859. In addition to his mercantile and banking enterprises, Mr. Ladd with S. G. Reed, imported fine stock and was the owner of a number of fine farms. Mr. Ladd also at one time was the owner of more than 75 per cent of the flouring mill business of the Pacific Northwest. He was also one of the organizers and principal stockholders of the Oregon Iron and Steel Company. He was also one of the organizers and stockholders of the Oregon Railway & Navigation Company. He built the first brick building in Portland. For years he was the leading spirit in every industrial and commercial enterprise in Portland. He gave liberally to schools, churches, public libraries and other altruistic organizations.

Henry W. Corbett, who was born in Westborough, Mass., in 1827, arrived in Portland on March 4, 1851, on board the bark Francis and Louise. At that time there were five stores in Portland, and it claimed a population of 400 people. Mr. Corbett rented a building at the corner of Front and Oak streets at $125 a month and put in a stock of goods, which he sold within the next fifteen months, making a profit of over $20,000. He went back to New York to purchase another stock of goods. He returned in 1853 with a large stock of general merchandise which he sold to good advantage. In 1860 he started an exclusive hardware business. In 1871 he and Henry Failing became partners, the firm name being Corbett, Failing & Company. He was active in the promotion of river navigation and also railroads. In 1869 Mr. Corbett and Henry Failing purchased a controlling interest in the First National Bank which at that time had deposits of about $40,000. Within a few years they made it the strongest national bank in the Pacific Northwest. Mr. Corbett was one of the directors of the Oregon Railway & Navigation Company. Among the other enterprises in which he was largely interested were the Portland Rope Works, the Portland Street Railway, the Oregon Transfer Company, and the Portland Hotel. He was elected United States senator from Oregon, succeeding J. W. Nesmith. His term began in March, 1867.

Cicero H. Lewis started in the grocery business in Portland in 1851. He founded the wholesale grocery house of Allen & Lewis. He died on January 5, 1897.

Joseph A. Strowbridge, who was born in Pennsylvania in 1835, arrived in Portland in the fall of 1852. Next spring he secured a job as porter and clerk at a hotel in Oregon City. In the summer and fall of 1853 he began buying butter and eggs and apples to ship to the San Francisco market. From 1853 to 1860 he was in the commission business. In 1860 he became a partner of C. M. Wiberg in the boot and shoe business. Later he built and owned a number of business blocks in Portland.

Simeon G. Reed, who was born at East Abington, Mass., April 23, 1830, came to Portland in 1853, and secured a position as a clerk with W. S. Ladd & Company. In the spring of 1859 he became Mr. Ladd's partner in the stock business, the firm name being Ladd, Reed & Com-
pany. In 1858 he purchased an interest in the steamers *Senorita, Belle* and *Multnomah*. Later these boats were taken over by the Oregon Steam Navigation Company. This company was organized on December 27, its assets amounting to $172,500. On October 18, 1862, Capt. J. C. Ainsworth, D. F. Bradford, R. R. Thompson and Simeon G. Reed incorporated the company, the capital stock being $2,000,000. Mr. Reed was elected vice president of the company in the summer of 1864 and remained so till the summer of 1879 when it was taken over by Villard at $5,000,000. From the earnings of the company the directors built the portage railroads at the Cascades and The Dalles, built a telegraph line from Portland to The Dalles and purchased the Walla Walla and Columbia River Railroad, running from Wallula to Walla Walla. So profitable was this company that between 1867 and 1879 it paid out over $2,000,000 in purchasing new equipment and construction and in addition to this paid dividends amounting to $2,702,500. Mr. Reed, in addition to his activities in the Oregon Steam Navigation Company, also took railroad contracts and with two partners built the section of the Canadian Pacific Railway between Fort Moody and Kamloops, British Columbia. He was president of the Oregon Iron & Steel Company and was also interested in the Bunker Hill and Sullivan mines in the Coeur d'Alene district in Idaho. Reed College at Portland is named for Mr. Reed, who left in his will money for the purchase of the property and the construction of its buildings.

The pioneer drug store men of Portland were George W. Snell of Augusta, Maine, and George L. Story of Manchester, Mass. Mr. Snell came to Portland in the spring of 1851, with a stock of drugs. Mr. Story became his partner that same year.

Edward J. Northrup, who was born at Albany, New York, in 1834, came to Portland in 1852. For three years he worked as clerk in the store owned by his father, Nelson Northrup, and Montreville Simonds. He then opened a hardware store in partnership with R. H. Blossom, which store later became the Honeyman Hardware Company.

Thomas Frazier came to Portland in 1853. He was born at Duxbury, Mass., in 1813. He served as collector of internal revenue for Portland under President Lincoln.

Josiah Failing started his store in Portland in 1851. He was elected mayor of Portland in 1853. He was born at Fort Plain, New York, July 9, 1806, and died in Portland, August 14, 1877.

W. H. Barnhart, one of Portland's early merchants, came to Oregon in 1850. He died in Portland on October 15, 1909.

Philip A. Marquam came to Portland in 1851. He was born in Baltimore, February 28, 1823, and died in Portland, May 8, 1912. Marquam Hill is named for him. He served as county judge of Multnomah County from 1862 to 1870.

One of Portland's earliest butchers was Arthur H. Johnson, who started a butcher shop in Portland in 1852. Mr. Johnson was born in London, February 7, 1830, and died on April 16, 1894.

George C. Robbins, one of Portland's early day jewelers, came to Portland in 1852. He was mayor of Portland in 1860.
John L. Morrison, who was born in Scotland in 1793, came to Portland with Dr. Elijah White in 1842. He built the first frame house in Portland. He sold lumber and flour at the foot of Morrison Street in Portland in the late '40s.

Capt. William Irving, who was born in Scotland in 1816, came to Oregon in 1849. He was active in the steamboat business. Irvington is named for him. He died on August 28, 1872.

John McCracken, who was born in London in 1826, came to Oregon in 1850. For many years he was one of Portland's leading merchants.

Stephen G. Skidmore came to Portland in 1850, and later founded Skidmore's drug store. In his will he left $5,000 for a public fountain to be built at the corner of First and Vine streets. Stanford White designed the fountain, and the statue was made by Olin L. Warner. He also left $5,000 to the public library and $5,000 to the First Congregational Church.

Thomas J. Dryer, who was born January 10, 1808, in New York State, came to San Francisco in 1849 and worked for a while on a newspaper there. He came to Portland and on December 4, 1850, issued the first number of the Oregonian. Mr. Dryer was a member of the Territorial Legislature and of the state constitutional convention which met in Salem in 1857. In 1860 he sold his paper to H. L. Pittock. Mr. Dryer was appointed minister to the Hawaiian Islands by President Lincoln. H. W. Scott, who for many years was editor of the Oregonian, made this paper nationally known.

The names of many of our pioneers are perpetuated in our streets. The Lents district is named for O. P. Lent, who settled on a tract of 190 acres where the town of Lents was later built. Mr. Lent was born near Marietta, Ohio, August 31, 1830, and died on Mount Tabor, April 22, 1899. Mr. Lent came to Oregon in 1852 and bought what was later the town of Lents and now a part of Portland, as a farm in 1866.

What was later known as the town of St. Johns, is named for James John, who crossed the plains to California in 1841 with Gen. John Bidwell. He came to Oregon in 1843, settling at Linnton. A few years later he took up a place on the site of which St. Johns was built. In 1852 he operated a ferry across the Columbia from St. Johns to the Washington shore. He was known as "Old Jimmy John" and because of his being more or less of a recluse and hermit, he was often called "St. John," hence the name of the town, which should be St. John and not St. Johns.

Stark Street is named for Benjamin Stark, Lovejoy Street for Asa Lawrence Lovejoy, owner of the Portland townsite. Pettygrove Street is named for Francis W. Pettygrove, who became a partner of A. L. Lovejoy in the Portland townsite. Overton Street is named for William Overton, who took up the donation land claim on which Portland is located and who sold a half interest to A. L. Lovejoy and later sold the remaining half interest to F. W. Pettygrove. Salmon Street was so named because of the profusion of salmonberries growing in the timber along that street. Chapman Street is named for W. W. Chapman, one of Portland's early townsite proprietors. Carruthers Street is named for Finice Carruthers, who came to Oregon in 1847, and who took up
a donation land claim in what is now South Portland. King Street and Kings Heights are named for Amos N. King, who came to Oregon in 1845 and who ran a tannery in the early '50s where the Multnomah Club now stands. Carter Street on Portland Heights is named for Thomas Carter, who settled on Portland Heights in 1850. Terwilliger Park in South Portland and Terwilliger Boulevard are named for James Terwilliger, who settled in Portland in 1845. Irving Street is named for William Irving, who came to Portland in 1849. Stout Street is named for Lansing Stout, who came to Portland in 1857 and who was a member of Congress from 1859 to 1861. Kelly Street is named for James K. Kelly, who was United States senator from Oregon from 1871 to 1877. He came to Oregon in 1851 from California. He was born in Pennsylvania, February 16, 1819, and died in Washington, D. C., in 1902. Ankeny Street is named for Alexander P. Ankeny, who built the New Market Theatre on First Street. Mr. Ankeny died at Salem, March 24, 1891. Burnside Street is named for David W. Burnside. Couch Street is named for Capt. John H. Couch. Flanders Street is named for Capt. George H. Flanders—Glisan Street for Dr. Rodney Glisan, who was born in Maryland in 1827, came to Portland in 1855 and died here in 1890. Savier Street is named for Thomas A. Savier, who was born in Virginia in 1824, came to Portland in 1851 and who was a member of the Taylor Street Church choir organized in 1851. He died in San Francisco in 1876. Many of our streets are named for former governors and scores of other pioneers, such as Davis, Everett, Hoyt, Johnson, Kearney, Marshall, Northrup, Quimby, Raleigh, Thurman, Upshur, and Vaughn. There are also on the East Side many streets named for early day residents of Portland.
CHAPTER XLVI

EARLY DAY ROADS INTO PORTLAND

In 1851 St. Helens was planning to build a road to Tualatin Plains. Gen. Stephen Coffin, one of Portland's townsite proprietors, realizing that if the trade of the farmers on Tualatin Plains was diverted to St. Helens, Portland merchants would suffer, organized a company to build a wagon road from Portland to Tualatin Plains through what was then known as the Canyon, but is now called the Canyon Road. In those days the canyon was called Tanner's Creek Canyon because D. H. Lownsdale had a tannery near the mouth of the canyon. Stephen Coffin and his associates raised money and cut a narrow road through the heavy timber, around the base of the hills. It was decided to make a corduroy or plank road of it, and planks were sawed at Reed & Abrams' mill on the waterfront and a wagon load of planks hauled out to the eastern end of the road and ceremonies were held at the laying of the first plank. General Coffin was in charge of the celebration and Frank Tilford, a lawyer, made the principal address. The ceremonies were held on October 15, 1851. Stephen Coffin died, March 18, 1882, at Dayton, Oregon. He came to Oregon in 1847 and lived for a while at Oregon City, where he did contracting. In 1849 he purchased a half interest in the Portland townsite. He and D. H. Lownsdale owned the townsite. Later they sold a third interest to Colonel Chapman. General Coffin was one of a small group who purchased the controlling interest in the steamship Gold-hunter in 1850, so that Portland would have a direct line of transportation from Portland to San Francisco. He was also one of the organizers of the Peoples Transportation Company in 1860, and served as its vice president. He also owned a large interest in the Oregon Iron Works. In 1868 he was one of the promoters of the West Side Railroad from Portland to Salem. He invested over $60,000 in the Oregon Central Railroad and built a number of the bridges south of Portland for the railroad. He was generous in the gift of property to schools and churches, and was one of Portland's earliest and most consistent advocates of good roads. In discussing the present status of the Canyon Road, Edward M. Miller, in a recent article in the Oregonian, said:

"On May 21, 1926, the voters of Multnomah County passed judgment upon a comprehensive project for improving the main arterial highways leading into Portland. The ballot measure called for the authorization of $2,500,000 in bonds for paving and constructing roads to relieve the traffic congestion on those highways carrying the larger part of the travel to and from Portland. The items on the bond measure were: Widening and straightening of the St. Helens Road from Thirty-first Street through Linnton, $400,000; widening and straightening of the Pacific Highway to Elk Rock Hill, $125,000; widening and straightening
of the Capitol Highway from end of Terwilliger Boulevard to Beaverton Junction and construction of overhead crossing at Multnomah, $85,000; paving of Columbia Boulevard, from St. Johns east to Sandy Road, $80,000; widening of Sandy Road from city limits to Fairview-Gresham Road, $200,000; paving of Fremont Street, from East Forty-second Street to Sandy Road, $40,000; paving of Cully Road, from Fremont Street to Columbia Boulevard, $25,000; paving of Section Line Road, from Eighty-second Street to Gresham, $12,000; paving of Mount Hood Loop, from Gresham to county line, $90,000; reconstruction and pavement of Broadway Drive (Patton Road) from Grant Street to Edgewood Road, $50,000; pavement of East Fifty-second Street, from Foster Road south to county line, $85,000. The above eleven items totaled $1,300,000.

"A twelfth item, the reconstruction and pavement of Canyon Road, read on the ballot as follows: ‘Canyon Road. From Stout Street to county line; reconstruct with connections to Humphrey and Hewitt boulevards and Scholls Ferry Road, maximum grade to be 5 per cent and road to be straightened. Roadbed to be fifty feet wide and pavement thirty-six feet wide; three miles. $1,200,000.’"

"Thus it will be seen that the voters were asked to consider the expenditure of $1,200,000 for the construction of three miles of 5 per cent four-lane road from the head of Jefferson Street to a quarter-mile west of Sylvan on the summit of the heights west of Portland. The county's portion of the Canyon Road, to again be exact, was eighteen feet less than three miles.

"It had been agreed that the State Highway Commission would provide a satisfactory connection from the county's share of the Canyon Road to Beaverton.

"The Canyon road item on the ballot brought forth no little discussion among the electorate. Many felt that such a large expenditure for so short a distance was unjustified. It was contended that traffic did not warrant a four-lane road; that the old grade might be used at a large saving. Many persons, particularly in the Fairvale district west of the heights, had favored the construction of a tunnel which would run, roughly, under the University of Oregon Medical School into Sixth Street. The tunnel project, however, had been declared unconstitutional by the Supreme Court of Oregon.

"Proponents of the road pointed out that Canyon Road had long been a main artery into Portland; that the old grade was steep, narrow and crooked; that the proposed beach road would lead into Portland via the Canyon Road; that the heights west of Portland are destined for far greater development than at present and would be served by Canyon Road, and that it would be a waste of money to make anything but a first-class modern road.

"The voters decided in favor of the $2,500,000 bond project and construction on the various road improvement projects started shortly afterwards. At the present time all the projects have been completed save the paving of a portion of Columbia Boulevard, which is awaiting the location of the St. Johns Bridge, and the paving of Canyon Road."
"To understand the relation Canyon Road bears to Portland, it may be well to recall briefly the part this highway has played in the economic development of Portland.

The first settlers in this part of the state staked their claims, not in the vicinity of the Willamette River, but in the Tualatin Valley, where the prairie lands offered fertile soil and quick cultivation. In order to get the wheat and other produce to market—this was in 1845-50—it was necessary to haul across the heavily timbered hills which separated the farmers from the Willamette. The first road is understood to have straggled through the present city park and over the hump, but it was almost impassable. In 1849 Candon Road was hewn out and afforded then, as now, the most direct route from Portland to the Tualatin Valley. Travel naturally gravitated to this road, and as a result, Portland gained a trade ascendancy over the rival villages of Milwaukie, Linnton, St. Helens, Willamette, Springville, Rainier and other settlements. Thus, for more than three-quarters of a century Canyon Road has served Portland well and will continue to render this service.

"The present Canyon Road is a far cry from the original Canyon Road. The first one for the most part ran up the creek bed. Various improvements have been made from time to time, each following the same general route up the canyon. The last Canyon Road was paved, but was narrow, had sharp curves, was steep, and forbade speed in moments of heavy travel. The new Canyon Road tells a different story. Tremendous cuts have been made to provide the 5 per cent grade (state standard) and the four-lane road. A few curves are left in the highway, but they cannot be compared to the twists in the old road; and the run to Sylvan takes but a few moments, whereas the drive formerly was tedious. Here, indeed, is a modern highway, ample to care for traffic need for many years, of which Multnomah County may well be chesty proud."

"In planning the new county roads," said County Commissioner Amedee M. Smith, "we were looking to the future. We were thinking, not of today, but of ten and twenty years from now. Throughout the nation, now, great sums are being spent in widening streets and providing main arteries into the larger cities. We have only to go to the Pacific Highway north of Vancouver to see where the Washington state engineers have graded the highway to twice its present width, in anticipation of a double-width pavement.

"Canyon Road will serve a large area on the heights that before long will be thickly settled. Here at Sylvan are five feeder roads leading into Canyon. They are Hewett Boulevard, which runs south to Shattuck Road; Scholls Ferry Road, which runs southwest past the Portland Golf Club; Humphrey Road to Council Crest; Jones Avenue, which runs north to Mount Calvary Cemetery and Barnes Road, and Skyline Boulevard, which leads to Kings Heights and Cornell Road. All this area eventually will be settled and will rely on Canyon Road for a quick entrance into the city.

"Canyon Road," Mr. Smith continued, "is one of three easy grades leading west from Portland. To the north is the Lower Columbia High-
way through Linnton; directly west is Canyon Road; and to the south is Terwilliger. Supplementing these three are the Cornell Road and Barnes Road, but they have heavy grades, so the brunt of the traffic must go through Linnton, Canyon or Terwilliger. Of all the routes, Canyon is the quickest and the shortest. The proposed beach route, which is not far distant, will come to Portland through Canyon. It is possible to tap the West Side highway at Tigard and bring traffic into the city over a route a mile shorter than the Terwilliger; also to tap the Cedar Mills Road by a short extension to Sylvan and thus relieve the Cornell and Barnes roads."

* * *

Work on Canyon Road started July 1, 1927. Heavy cuts and fills were completed two months ago. One particularly heavy slide was encountered which cost $25,000 to remove and will continue to cause trouble, probably, for some time.

Estimated cost of Canyon Road when paved in the summer of 1930, as computed by Roadmaster Buck, is as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of way—Engineering</td>
<td>$233,544.01</td>
</tr>
<tr>
<td>Bridges</td>
<td>48,988.80</td>
</tr>
<tr>
<td>Grading and macadam</td>
<td>531,368.81</td>
</tr>
<tr>
<td>Estimated two years' maintenance</td>
<td>42,500.00</td>
</tr>
<tr>
<td>Paving</td>
<td>207,450.00</td>
</tr>
<tr>
<td>Construction city approach</td>
<td>100,000.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,163,851.62</strong></td>
</tr>
</tbody>
</table>

Credit work done for state 15,671.82

Final cost $1,148,179.80

Thus the estimated final cost is less than the $1,200,000 authorized in the bond issue.

Future plans call for the expenditure of the $100,000 for actual cost on construction on the Jefferson and Chapman city approach when the city has acquired right of way; the laying of a thirty-eight-foot pavement to Sylvan and a thirty-foot pavement to the county line.
CHAPTER XLVII

PORTLAND SCHOOLS

Some years ago I interviewed Andrew Jackson McNamee who was born in Portland on March 5, 1848, on the southwest corner of Yamhill and Front streets. At present Reverend McNamee is living at Langley, Washington. His father, Job McNemee, was born near Columbus, Ohio. He took up a claim on which a part of the residence district of St. Joe, Missouri, was later built. He crossed the plains with his family in 1845. They spent the winter of 1845 at Linnton, living on boiled wheat and salmon provided by Dr. McLoughlin. In the spring of 1846 Job McNamee moved to Portland. At that time there were only three log cabins on what is now the site of Portland. Mr. McNamee built the fourth log cabin. In this log cabin was started the first school taught in Portland. It was my good fortune to be very intimately acquainted with Thomas H. Crawford who, for many years, was superintendent of the public schools of Portland. Professor Crawford was born in Indiana on June 24, 1840. He came across the plains with his parents by ox team and covered wagon, in 1852. Professor Crawford graduated from Willamette University in 1863. After teaching for three years at Sublimity and serving as principal of the public schools at Salem, he came to Portland in 1867 and for two and a half years was a teacher in the Portland Academy and Female Seminary. The next two years he served as principal of what was later known as the Atkinson school. He put in the next four years as Professor of Natural Science in Willamette University. In 1876 he was elected principal of the Central School at Portland and after serving for a year was elected superintendent of the schools of Portland and held this position for the next eleven years. He was then elected principal of the Park school and served there for many years. When I interviewed Professor Crawford about his experiences in the Portland schools, he gave me much valuable information and he also handed me a historical sketch of the early history of the public schools which reads, in part, as follows:

“There is a peculiar fascination connected with the reminiscences of the early life of individuals and of the early history of societies, communities and nations. To weave these detached and frequently vague outlines into a readable and truthful narrative is the province of the historian. To do this successfully requires time and research and demands gifts which are rare and unusual. From personal interviews with our oldest citizens and from letters received from the pioneer teachers of Portland, and from historical sketches given me by early day residents of Portland, I have collected the following facts:

“The first school of any kind taught in Portland, was taught by Dr.
REV. GEORGE HENRY ATKINSON
Arrived at Fort Vancouver June 19, 1848. Located at Oregon City, Oregon, and started his missionary work in 1848. Organized and founded the Congregational Home Missions in Oregon.

CICERO HORATIUS LEWIS
Pioneer of 1851. Junior member of the firm of Allen and Lewis, Wholesale Grocers, organized in Portland, Oregon, in 1853. Married in 1857, to Miss Clementina Couch, a daughter of Captain Couch, one of the earliest of the Oregon Pioneers.

REV. HORACE LYMAN
1849

REV. SIDNEY HARPER MARSH
First President of Pacific University, Forest Grove, Oregon, 1854-1879.
Ralph Wilcox in the fall of 1847, in a log cabin built by Job McNamee at the foot of Taylor street. It was a private school and was taught one term. Among the pupils were Frances McNamee, later Mrs. E. J. Northup, Moses, Adam and William McNamee, Charlotte Terwilliger, later Mrs. Walter Moffett, Sarah, Mary, Peter and John Doan, Helen Hill, later Mrs. William Powell and Henry Hill, J. M. Murphy, Lucy and Charlotte Barnes, Alonzo Terwilliger and Emma and Sarah Ross. Dr. Ralph Wilcox was born in New York state July 9, 1818. He graduated from Geneva Medical College. He came overland to Oregon in 1845 and two years later Governor Abernethy appointed him county judge of Twality County. He served in the provisional Legislature in 1847 and 1848. He was speaker in the provisional Legislature in 1848 and was also speaker in the territorial Legislature of 1850 and '51. He served as president of the territorial council in 1853 and '54. He was Register of the United States Land Office at Oregon City from 1856 to 1858 and was county judge of Washington County from 1858 to 1862. He represented Washington County in the Oregon Legislature in the lower house in 1862. He became clerk of the United States district court at Portland in 1865 and served till his death on April 18, 1877.

In February 1848 Thomas Carter and family reached Portland. In April or May of that year Miss Julia Carter (Mrs. Joseph S. Smith) opened a school in a log cabin on the corner of Second and Stark streets. She taught one quarter. She had perhaps thirty-five pupils in all. Most of those attending Dr. Wilcox's school were her pupils. These additional names are recalled—John Cullen, Carrie Polk, the Warren girls (one now Mrs. Richard White, the other Mrs. D. C. Coleman, deceased), several of the Appersons, and two of the Pettigrew children.

In the winter of 1848 and '49 Aaron J. Hyde taught a school in what was, for years known as the "Cooper Shop." This "cooper shop" was the only public hall in the town for some time. It was located on the west side of First Street, between Morrison and Yamhill streets where the drug store of L. Blumauer & Company now stands. This lot was sold May 12, 1856, to Davis and Monastes for $250. It was commonly reported in those days that a former owner, one Samuel Hancock of W. T. bought it for the consideration of "two pups." A photograph of the cooper shop is in the possession of David Monastes, Esq., the present owner of the property. It shows, strangely enough that from its occupation in '47, '48 and '49 as a Christian sanctuary, a Sunday and a day school, it had in 1857, become a Chinese wash house.

Aaron J. Hyde served in the Mexican war; was discharged at Santa Fe; came to California, thence to Oregon. Taught the school referred to; married a Miss Whitley of Polk County; settled on a donation land claim about four miles southwest of Lebanon, Linn County, near western angle of Washington Butte; died on this farm in the year 1859 and was buried at Sand Ridge.

Sunday, August 13, 1848, the act organizing our Territorial Government was passed after a prolonged debate.

The Nathan Dane bill passed Congress July 13, 1787, prohibited
slavery and declared that "schools and means of education shall be forever encouraged." By a previous act of Congress and in pursuance of a contract made by the officers of the Treasury, with Rev. Manasseh Cutler and Winthrop Sargent in October, 1787, the 16th section of each township was secured for educational purposes.

In framing the act for the organization of our territory, the 36th section was added.

March 3, 1849, Hon. Joseph Lane issued his first proclamation as Governor of the Territory. Soon after a public meeting was called in Oregon City at the instance of Rev. Geo. H. Atkinson to discuss some matters of importance. One question was, "shall we organize a system of free schools?" After a lengthy discussion a vote was taken which resulted as follows: thirty-seven for and six against free schools. At the request of Governor Lane, Rev. Geo. H. Atkinson prepared the educational part of the forthcoming message to the first Territorial Legislature, July 17, 1849. This was the first impulse toward the organization of our public school system. The first school bill was passed September 5, 1849.

Geo. H. Atkinson, D.D., to whom, more than to any other one person, our city and county schools are indebted, arrived in Portland in June, 1848. He recalls Miss Carter's school as being then in session. Doctor Atkinson brought with him $200 worth of school books of the latest and best authors. He came to Oregon, charged especially with the educational interests of the Territory. He afterwards imported about $1,700 worth more of school books and sold out to S. J. McCormick, Esq.

Late in December, 1849, Rev. Horace Lyman, now of Pacific University, began a school in the "School House." This building, a frame structure, was built by Col. William King for church and school purposes. It was located on the west side of First Street, second door north of Oak. On this building was placed a bell. It was cast in 1850 by Meneeley, Troy, New York, and weighed about 300 pounds. Stephen Coffin purchased this bell at his own expense and expected to dispose of it for church and school purposes. In 1850 the old Taylor M. E. Church was built and dedicated November 14 of that year. Rev. James H. Wilbur afterwards bought the bell of Mr. Coffin for $125 and placed it on the then new church. This bell now hangs in the steeple of the Taylor Street M. E. Church. It has generally been thought that Doctor Lyman taught the first public school proper, but in a letter from him of late date, he says his school was a private one. There was no organization. He taught three months. Had about forty pupils; was paid by rate bills. Among his pupils he recalls the Carters, Chapmans, Kings, Parrishes, Hills, Tewilligers, Appersons and Coffins. Number of inhabitants, perhaps 250. Doctor Lyman says that "in the course of a year or two after I taught, seeing the great necessity of a public free school, supported by a tax, Josiah Failing, Col. Wm. King, myself and some others made strenuous and continued efforts to organize a school district under the territorial law. In the midst of much opposition on the part of those who had no children of their own to educate, and of others who had personal interests in building up private and denominational schools, success was attained;
and out of those first beginnings, have grown up the admirable schools, which for the last few years have so blessed and distinguished the City of Portland.

In April, 1850, Col. Cyrus A. Reed opened a school in the “School House.” He taught three months. Paid by rate bills—at $10 per quarter per pupil. He had an average of sixty-two pupils. The Colonel remembers among the boys and girls—the Carters, Cullens, Appersons, Chapmans, Coffins, Parrishes, Stephenses, Millers, Hills, Terwilligers, Mc-Namees and Wattses. There was no district organization.

About August 1st Delos Jefferson, now a farmer of Marion County, began a school and taught three months. Mr. Jefferson thinks there was a district organization and that J. B. V. Butler and E. B. Comfort were directors. Mr. Comfort, in a letter, says Mr. Jefferson must be in error as he has not the slightest recollection of ever having any official relation to the schools. Mr. Jefferson had a school of about forty pupils. He received $10 per pupil—paid by rate bills. About the same names appeared on his roll as on that of Colonel Reed.

Following Mr. Jefferson came Rev. N. Doane, then and now a minister of the M. E. Church. He taught nine months, beginning about December 1, 1850. Had between fifty and sixty pupils. To the names of pupils last mentioned, he adds the Davises, Crosbys, Lownsdales and Butlers. Mr. Doane received some pecuniary assistance from the M. E. Church Missionary Fund so that rate bills were low—from $2.50 to $6.00 per quarter. His classes ranged from the A B C to a fine class in Burrett’s Geography of the Heavens. He also occupied the “School House.”

FIRST ORGANIZATION

In the Oregonian December 6, 1851, a “Free School” is advertised. The Board consisted of Anthony L. Davis, Alonzo Leland, and Reuben P. Boise. When this Board was elected, I have been unable to learn, but from the fact that the law of September, 1849, provided for an annual election on the first Friday in November, I presume these Directors were chosen at that time. From Doctor Lyman’s letter, also, it may be inferred that this Board was the result of the efforts he mentions. At least, this is the first tangible evidence I have found of the first organization perfected under the law.

This Board announce that John T. Outhouse will begin a school in the School House, next door to the “City Hotel” on Monday, December 15, 1851. “Books to be used—Sanders’ Readers, Goodrich’s Geographies, Thompson’s Arithmetics and Bullion’s Grammar.”

The City Hotel referred to was on the northwest corner of First and Oak; kept by Mr. DeWitt.

Mr. Outhouse, then a young man about twenty-two years of age, a native of New Brunswick, taught continuously, with the usual vacations, until March, 1853. He is now living at Union, Oregon, and is yet in the harness as a teacher. His descriptions of his school, the society of Portland, etc., are quite graphic. He was paid most of the time at the rate of $100 per month from the County School Fund. Had about twenty
pupils at first. He taught school, laid crosswalks, unloaded vessels and wrestled with the fever and ague half the time. His district extended to Astoria—at least he reported pupils from there. In the spring of 1852 but three districts in Washington County reported. Portland received $800 School Fund. So large was the school in the fall that an assistant was deemed necessary.

Among the arrivals in September, 1852, was a young lady from Massachusetts—Miss Abigail M. Clarke (Mrs. Byron P. Cardwell). Miss Clarke taught a few weeks in the Portland Academy and Female Seminary, then in its second year and under the management of a Mr. Buchanan. This engagement was evidently not the most congenial—at least for Miss Clarke. Under her skillful management, the "incorrigibles" who were placed in her hands by Mr. B., were speedily and happily changed into model boys and girls. So eminently successful was she that the principal did not hesitate to transfer these pleasant classes to his own department and in turn impose another lot of his troublesome pupils on Miss Clarke. This unprofessional policy became so prominent that we are prepared to learn that Miss Clarke soon after accepted an offer to enter the public schools.

From an editorial in the Oregonian November 20, 1852, it appears that "at a recent meeting (first Friday of November) the citizens voted $1,600 to support a free school."

A notice appeared in the Oregonian November 27, 1852, signed by Anthony L. Davis, Benj. Stark and A. Leland, directors with A. Leland, clerk, announcing the opening of a school on Monday, December 6, 1852. Mr. Outhouse is named as teacher in the "School House," and Miss A. M. Clarke as teacher of the primary classes on First Street, between Taylor and Salmon. The exact locality was on the west side of First, second door above Taylor, and adjoining the store of Butler and Kelser, which was on the corner of Taylor and First. Mr. Outhouse's wages $100 and Miss Clarke's $75 per month. It is presumed that Mr. Outhouse was employed to teach the advanced classes, but owing to a laxness of regulations, and largely, no doubt, to her popularity, Miss Clarke's school was patronized by all grades of pupils. She had for some time an average daily attendance of over ninety.

Mr. Eliot, in describing this school, denominates it as a "graded school." The reason will appear, when it is known that the building was two stories in height and in order to seat the pupils the stairway was utilized. Children were seated—"graded"—on the stairs as far as possible.

The front windows, opening directly on the street, were the source of much annoyance in several ways. On one occasion, some mischievous (?) boy ("hoodlums" were unknown then!) commenced a series of "rappings" on the window panes and when he suspected danger, scampered for the hazel brush hard by. This was excessively provoking, and Miss Clarke laid a trap for this naughty fellow. Frank Hill, one of the pupils was detailed to catch the young rascal. This was rare sport for young Hill no doubt. So when the unsuspecting urchin essayed to go into the "rapping" business again Frank darted after him and soon triumphantly
delivered him to Miss Clarke, who proceeded to thrash the "small boy in brown" most vigorously.

The next "rapping" at that door was from another source. A mad father appeared and demanded an explanation. He got none. He went in hot haste to Mr. Leland, the clerk, who informed him that "if he did not go slow, Miss Clarke would thrash him too."

So the winter of '52-53 passed in conducting "graded" primary classes.

What trials Mr. Outhouse had down town with the "big boys and girls" may be inferred from some of his reminiscences:

"The boys would play truant" (they were related, no doubt, to some of the present generation) "and you could often find them playing cards during school hours. No one visited the school; the teacher had to work out his own salvation."

From some other instances related, Mr. Outhouse was evidently a great admirer of Solomon.

He remarks also, that he saved his last year's wages "by keeping 'bach' with a "lawyer and a land agent!" I took occasion to mention this bit of history to quite a number of the members of the legal profession as well as to some land agents. All agreed that it was unexplainable. Many of them ran over the present membership of the bar and gravely concluded that no one answered to that historical conundrum. So, to satisfy all parties, I wrote to Mr. Outhouse for the names of his illustrious companions. He replied that "they kept 'bachelors' hall' " on the northwest corner of Stark and Front and that his companions were Hon. Alex. Campbell, partner (then) of R. P. Boise at present of San Francisco, ex-judge of the Twelfth Judicial District, California, and George Sherman of revolutionary stock, and agent for Hon. Benj. Stark." This news seemed to satisfy most of the parties; but a closing remark of Mr. O's may throw some light on the singular (?) conduct of these worthy gentlemen. He says that the emigration of 1852 brought to Portland many excellent people and among these were many young ladies—"then the bachelors blacked their boots and went to meeting."

After Mr. Outhouse closed his work, Miss Clarke continued, opening her school in the same house, near Taylor Street, March 12, 1853.

May 21st the Directors gave notice that Miss Clarke would hold a public examination on Friday the 27th to which parents and friends were invited.

Miss Clarke taught until midsummer, 1853, and then accepted a position in an Academy at Oregon City, under the care of Prof. E. D. Shattuck.

With the labors of Miss Clarke, the regular work of the free schools seems to have been for a time discontinued. Private schools were opening and closing every few weeks. The Academy was then flourishing under the Rev. C. S. Kingsley. General apathy in reference to public schools prevailed. From the best information I have been able to gather, over a year elapsed after the closing of Miss Clarke's term before any movement was made toward reviving the free schools. The newspapers...
make no mention of the regular annual meeting in November, 1853. August 11, 1854, Col. J. M. Keeler then county superintendent, announces that he is ready to organize school districts.

During the fall of 1854 Thomas Frazar, Esq., began the agitation of the school question. He had printed, at his own expense, notices for a school meeting. He posted these notices, and after failing for five times in succession to secure a quorum to do business, he succeeded at the sixth and as a result, there appeared in the *Oregonian* of December 7, 1854, the following:

**A CALL**

“We, the undersigned, legal voters of the Portland school district, deeming it important that district officers should be appointed and our public schools reorganized, hereby annex our names to a call for a special meeting of the legal voters in this district to convene at the School House on First Street on Monday evening, December 18, 1854, at half past six o'clock, then and there to elect, 1—chairman and secretary of said meeting; 2—a board of three school directors; 3—a district clerk; and transact such other business, etc. Thomas Frazar, Josiah Failing, H. W. Corbett, W. S. Ladd, P. Raleigh, L. Limerick, D. Abrams, T. N. Lakin, A. D. Shelby, Anthony L. Davis.”

At this meeting, Thomas Frazar, W. S. Ladd and Shubrick Norris were elected a board of directors and, I presume, A. D. Fitch was elected clerk.

During this month, Multnomah County was organized, and in January, 1855, L. Limerick was appointed county school superintendent. Horace Lyman and J. M. Keeler served as county superintendents when this city was included in Washington County.

It is quite probable that L. Limerick taught the first school under the organization. Prior to this time, it appears that the city had been divided into two districts, with Morrison Street as the line—north was district No. 1 and south district No. 2. The board in the south district consisted of Wm. Patton, Col. Wm. King, and E. M. Burton, with D. C. Sturtevant as clerk. When this organization was effected, I cannot ascertain. It had a legal existence during the incumbency of L. Limerick as county superintendent, as a description of its metes and bounds is found in Mr. Limerick's writing. So far as this part of the present district has a history I have this much: In the fall of 1855 Col. J. M. Keeler, just from Forest Grove—Tualatin Academy—taught the district school in the two-story house, still standing on the southeast corner of Jefferson and Seconds streets. He received $150 a month. Had one hundred pupils per day. Had an assistant whose name he does not now recall. I have been unable, so far, to discover any evidence that any other school was ever taught in the upper district after the six months' term by Colonel Keeler. The district had an existence from perhaps 1854 to April 1856 when it was merged again into No. 1.

Returning to No. 1—During the early part of 1855 two different private schools are advertised.
February 10, 1855, a Mrs. Hill advertises "A seminary for Young Ladies," to open March 24th. She taught at least two terms on the southeast corner of Washington and Third streets. She was an English lady. Taught dancing as an accomplishment, also music, painting and drawing. She removed to San Francisco.

March 31, 1855, a Miss S. B. Sweet of Syracuse, New York, advertises "a select school" in the "lower part of town for small boys and girls." Refers to A. D. Shelby, Esq., for testimonials. She afterwards married a Mr. Rinehart at Winchester, whither she removed with Mr. Shelby's family. She and her husband are both dead. Her only child, a daughter, was a member of the family of Dr. J. C. Hawthorne for some years and has herself been engaged in teaching.

July 7, 1855, Messrs. Frazar, Ladd and Norris advertise for a "competent person to take charge of the Public School in District No. 1." A young lawyer, Mr. Sylvester Pennoyer, had lately arrived in Portland. He had gone from New York to Puget Sound to practice law. Becoming discouraged with the prospects, he sold his library and started for home. He saw the advertisement and at once sought an interview with Mr. Frazar. The wages offered, $100 per month, Mr. Pennoyer thought too small and demanded $125. This bit of presumption has ever since been a source of much wonder to Mr. Pennoyer. In New York State, he had been satisfied with $20 to $30 per month for his services as a pedagogue. But Mr. Frazar meant business and, evidently fancying the young man (Mr. P. was 24 then) he told him to go ahead. Off to the county school superintendent's office he went. W. F. Boyakin, lately elected to succeed Mr. Limerick, was a Baptist minister, living on the northeast corner of Yamhill and Second, a house now occupied as a fish market. Here Mr. Pennoyer found the School Superintendent at the washtub. Making known his errand Mr. Boyakin rolled down his sleeves and proceeded to put Mr. Pennoyer through the "regulation" quiz in the various branches. He gave him a certificate and an "extra endorsement."

Mr. Pennoyer taught six months in the schoolhouse. The first Sunday Mr. Pennoyer spent in Portland, he repaired to church in his best "bib and tucker." Among other articles of apparel, he was, as he supposed, the fortunate possessor of a "swallow tailed" coat which was quite fashionable "at home." He was quite abashed to find that either he was far ahead or far behind the elite of Portland as not another "swallow tail" was to be seen. He made no inquiries, but took the first opportunity to present his "coat" to a very excellent farmer, "just out from town a ways." This farmer is now one of our substantial men, and by the way, that "swallow tail" did respectable duty for several years afterward.

For over two years after the close of Mr. Pennoyer's school, no record has been found that gives any definite information concerning the public schools as to the disposition of the pupils or the funds. From the best information obtainable, it is believed by many that, at some meeting not recorded, it was agreed to discontinue the schools, as a charge on the district, so that the funds might accumulate towards the erection of a
school building. This seems hardly probable, however, as subsequent transactions show that no funds were on hand when the new building was projected. In any case, no one seems to have been directly employed by any board to teach school until school was opened May 17, 1858, in the new Central School.

Col. J. M. Keeler seeing the futility of trying to maintain two separate organizations within the city limits, was quite active in creating a sentiment in favor of a consolidation of the two districts. He had taught a school in No. 2 and subsequently taught two or more terms in the "School House." At all the preliminary meetings held to settle the terms of consolidation and after the union was effected, he was no less zealous. He planned the old Central Building.

On the petition of citizens of District No. 2, the superintendent, W. F. Boyakin, issued a proclamation, March 31, 1856, consolidating Nos. 1 and 2—with a proviso that each district should pay its own liabilities contracted to date. A joint meeting of both districts was called for Wednesday evening, April 16, 1856, at the schoolhouse. At this meeting, Thomas Frazier was chosen Chairman and J. M. Keeler, Secretary; Wm. Weatherford, Josiah Failing, and Alexander Campbell were elected a board of directors and Thomas J. Holmes, clerk. These persons were sworn into office by Anthony L. Davis.

Mr. Campbell resigned August 4, 1856, and John H. Couch was elected to fill the vacancy.

For a complete record of directors and clerks to the present time, reference is made to a table appended to this sketch.

The first business of importance before the new district was the erection of a suitable school building.

At an adjourned meeting of the taxpayers May 12, 1856, the Board reported a building plan and estimated the cost for enclosing the building at $4,500. A long discussion ensued. Benjamin Stark opposed—suggesting that, as the county would soon be called on to erect a jail, this school tax would prove burdensome. Col. J. M. Keeler replied that the erection of a schoolhouse should have the first consideration, and suggested that if the school interests were more carefully fostered, a jail would prove indeed a burden, because of its uselessness in the community. Mr. Stark finally voted for the tax. A committee consisting of J. Failing, H. W. Davis, William Beck, S. Coffin and A. M. Starr were appointed to ascertain the cost of different sites for school grounds. May 26th this committee reported in favor of the "James Fields' block" No. 171—cost, $1,000. Voted to purchase, 63 to 45. May 29th, moved a tax of $4,000 was voted to complete the building. Contracts for painting and plastering were let during the summer of 1857. October 1, 1857, propositions to teach the school were received from J. M. Keeler and George A. Ellidge and laid on the table. November 28, 1857, Colonel King presented a bill for $120 rental of his school house for one year, from November 24, 1852, to November 24, 1853. The bill was paid. I have been unable to ascertain who occupied the schoolhouse from March, 1853, when Mr. Outhouse closed, until the spring of 1855, when Mr. Limerick was the occupant. But the
board was evidently satisfied of the validity of the bill, and the Colonel got his rental.

Monday, May 17, 1858, the first school in the Central building was opened. L. L. Terwilliger, Principal, with two assistants, Mrs. Hensill and Owen Connelly.

From the records extant, I find that up to July 23, 1858, 280 different pupils had been enrolled. The names of pupils, parents and residences are left on record. Of all the residences noted, but two were west of Seventh Street, viz., those of F. M. Warren and William M. King, which are noted as on Park Street. Most of the residences are noted as 1, 2, 3 and 4 streets, with quite a number in Couch Addition.

Mr. Terwilliger was principal of the Central School for two and a quarter years. August, 1860, Rev. George C. Chandler, one year; July 22, 1861, G. F. Boynton, nine months; April 30, 1862, O. S. Frambes, one year; March 23, 1863, John McBride, nine months; January 11, 1864, E. P. Beebe, one and a half years; August, 1865, O. S. Frambes, three years; September, 1868, J. W. Johnson, three-quarters of a year (transferred to High School April 26, 1869); April 1869, R. K. Warren, two and a quarter years; September, 1871, J. M. Williamson, three years; September, 1874, A. J. Anderson, two years; September, 1876, T. H. Crawford, one year; September, 1877, S. W. King, two years; reelected for the ensuing year.

A costly addition was made to the Central School during the years 1872-73. Nothing definite can be ascertained from the books as to the cost. Even the amount of the lowest bid, made by Mr. James Cumming, is omitted in the minutes of the board. It has been approximately ascertained that the whole cost of that year's expenses on the Central was simply "over $30,000." The original building cost about $6,000.

HARRISON STREET SCHOOL

As early as September 9, 1864, Hon. H. W. Corbett moved that the directors, Messrs. Failing, McCormick and Holmes, prepare plans for a building either in the upper or lower part of the city.

The board, on this same day, accepted a proposition from Hon. Lansing Stout to prosecute the claim of the district to lot 3 in block 29 the site of the old school house. He was to receive a fee of $500 contingent on his obtaining a good title, etc. The suit was unsuccessful. The north half of block 134 south side of Mill Street, between Second and Third streets, owned by the district was exchanged in January, 1865, for the north half of block 160 on Harrison Street, between Fifth and Sixth streets—present site.

March 23, 1865, A. B. Hallock was employed to prepare plans for Harrison Street school building and to superintend the erection of the same. From the record of bills paid it appears that W. S. Harn was the principal contractor. Total paid, $9,941.

January 20, 1866, the application of R. K. Warren was accepted, and on Monday, January 22, 1866, the first school was convened in the Har-
rison Street district, with R. K. Warren as principal and Miss M. N. Tower, Miss V. P. Stephens and Miss M. Kelly, assistants.

For the quarter ending April 13, 1866, there were enrolled in this school: 162 boys, 124 girls; total, 286.

R. K. Warren was principal one and a half years, from January, 1866; September 1867, J. P. Garlick, one year; September, 1868, R. K. Warren, three-quarters of a year (at organization of high school, he was transferred to the Central); April 26, 1869, I. W. Pratt, ten and a quarter years; reelected for ensuing year.

July 8, 1871, Messrs. Chapman, Dolph and Dennison, directors, let a contract for an extension to Harrison Street building to Thomas Stephens for $4,995. May 30, 1877, Messrs. Ladd, Ainsworth and Morgan, directors, let a contract to Collins & Mayo for $5,840 to build two extensions to this building. Total cost of this building, simply the original bids, $20,777. This building was destroyed by fire Thursday morning, May 29, 1879. Insurance on building and furniture, $7,000, has been paid.

At this writing, July, 1879, a contract has been awarded to J. E. Mayor, Esq., to erect on the old foundation a twelve-room two-story wooden building, for $14,800, to be completed on or before January 10, 1880.

**NORTH SCHOOL**

January 22, 1865, Josiah Failing was instructed to confer with Messrs. Couch and Flanders relative to purchasing school property, etc.

May 22, 1866, the Directors, Messrs. Failing, Ladd and Shattuck, report the crowded condition of the schools, and recommend the purchase of more ground and the erection of another building.

Dr. R. Glisan made, in writing, several propositions, looking to the sale, to the district of a block. His offer of block 80 west side of North Tenth, between C and D streets, Couch addition, for $4,400, was accepted. The board paid $152.90 interest on an unpaid balance on this block.

During the summer of 1867 Messrs. Goodnough and Clark erected a seven-room building on this block. Total amount reported by the clerk as paid on this building, $12,816.55.

Monday, February 10, 1868, school was opened in the North building with G. S. Pershin as principal, Misses E. J. Way, A. S. Northrup, and Carrie L. Polk, assistants. First quarter, there were enrolled—boys, 116; girls, 100; total, 216.

G. S. Pershin was principal for two and a half years; August, 1870, T. H. Crawford, two years; September, 1872, S. W. King, one year; September, 1873, W. W. Freeman, three years; September, 1876, R. K. Warren, one year; September, 1877, E. E. Chapman, one year; September, 1878, Miss Ella C. Sabin, one year; reelected for the ensuing year.

May 30, 1877, Messrs. Ladd, Ainsworth and Morgan, directors, awarded a contract to William Braden to add two wings to this building for $4,121.

Total cost of North School, original bids, $16,937.55.
This important branch of our school system was instituted in pursuance of a resolution passed unanimously by the board, Messrs. Wadhams, Lovejoy and Shattuck, April 14, 1869. It was formally opened in the North building, Monday, April 26, 1869, with J. W. Johnson as principal and Miss M. N. Toward (Mrs. F. K. Arnold) as assistant.

During the Christmas holidays, 1873, the high school department was transferred to the second story, north wing of new Central, and October 10, 1873, it was moved to the lower floor of the new addition.

By resolution of the present board, the High School will be transferred in September next to the second floor of the Park School building. After such a history, as to its peregrinations, it is hoped the high school has at last found a place it can safely call home. J. W. Johnson was principal for seven and a quarter years; September, 1876, A. J. Anderson, one year; September, 1877, R. K. Warren, two years; reelected for the ensuing year.

COLORED SCHOOL

At the annual meeting, April 1, 1867, Dr. G. H. Atkinson moved that a separate school be opened for colored children and that the directors be empowered to rent rooms, etc., provided the expense of this school for tuition, shall not exceed $800 per annum. This school was opened in September, 1867, on the northeast corner of Columbia and Fourth streets; Mrs. Abbie J. Young, teacher. The first quarter shows twenty-one boys and five girls enrolled. Miss Anne S. Northrup succeeded Mrs. Young in February, 1869, and taught one and a half years; September, 1870, T. L. Dugger, one year. At the annual meeting, April, 1871, it was voted to close this school at the end of the school year. Since then, colored children have been admitted to all schools on the same terms as other children.

NIGHT SCHOOL

October 30, 1873, Messrs. Giltner and Glenn, present, a resolution was passed by the Board to open a night school in the Central Building, beginning on the first Monday in November following. The school was to be open from 7:30 P. M. to 10 P. M. This school was to continue until the following April. Walter Johnson was employed as teacher. In a report of S. W. King, City superintendent, December 5, 1873, thirty-five pupils are reported as attending the evening school. In a report of T. L. Eliot, March 14, 1874, he mentions having visited this evening school December 1st and January 5th and says that the school "seems to have done a good work for a class of young men in this city and should be sustained part of every year." This single session of four months was closed April 1, 1874. Mr. Johnson received $200 for his services. Since then no effort has been made to sustain a night school.

STEPHENS SCHOOL ON MACADAMIZED ROAD

At the annual meeting, April, 1868, Thomas Stephens, James Terwilliger and others asked for a schoolhouse on the Macadamized road in
the southern part of the city. A resolution was passed authorizing the Directors, Messrs. Lovejoy, Glisan and Dennison, to erect said school building at a cost not to exceed $1,600 provided an acre of ground could be had free, etc. This building was erected, evidently during the succeeding year.

From the records, it appears that the first school was taught by Miss Selina Barker (Mrs. S. M. Barr), beginning in April, 1869. She taught one quarter. By order of the Directors, no school was taught there during the fall term. December 6, 1869, W. S. Chapman began and completed a six months' term. The next mention made is of a three months' school in the summer of 1871, when Miss Sutton was employed. October 26, 1871, E. C. Clarke began a term of fourteen weeks. September, 1872, Charles J. Mulkey was employed. He taught six months; whether longer, at that time does not appear. He, however, began a term of six months July 1, 1873.

May 30, 1874, at a meeting of the board, Messrs. Glenn, Ainsworth and Morgan, T. L. Eliot, county school superintendent, was present, and announced that in answer to a petition of the taxpayers of the district, he had set apart, as a separate district, all that portion of No. 1 lying south of the city limits, with the condition that at least three months more of school should be conducted at the expense of No. 1. The Board complied with the condition and employed Miss Mary Pollock at $50 per month to teach said school, closing August 31, 1874.

July 14, 1874, on the recommendation of the county school superintendent all that part of district No. 1 lying north of P Street and east of the Balch claim, was set off and made into district No. 2, now known as the Watson School District.

### BLOCK 26

At the annual meeting, April, 1871, the board were instructed to inquire as to the cost and advisability of purchasing more ground for school purposes. May 1st, J. N. Dolph, Chairman, reported in favor of purchasing block 26 in Caruthers' Addition. On motion of W. S. Ladd, the directors were authorized to make the purchase at $5,500. May 5, 1871, a warrant for that sum was ordered drawn in favor of Oatman & Hackeny. The board then consisted of Messrs. Dolph, Dennison and Chapman.

There are on file several newspaper items praising a few citizens for their liberal donations of lots and blocks for school purposes. It certainly will not harm any one to say that in all my researches I have found but one-half block, owned by the district that came into its possession as a free gift. The north half of block 134 was a donation from Stephen Coffin, and he afterwards gave the present site (a half block) of Harrison Street school in exchange for it. Every lot the district owns, aside from this half block, has been paid for in gold coin raised by direct tax. The district now owns four and a half blocks, the original cost of which was $23,152.90. The original cost of the four school buildings was $103,714.

Today Portland has six high schools, two polytechnic schools, one high school of commerce, nine special schools and seventy-two elementary
schools. On May 1, 1928, there were in the high schools of Portland, 12,450 students, 995 in the special schools and 35,019 in the elementary schools. Including principals and supervisors, there are 1,706 teachers. The total expense of the public school system of Portland for the past school year was $4,359,209.86. This however, does not include the money paid as interest or principal on bonds. Of this amount $3,666,331.57 was spent for salaries.

Under the present retirement law, each teacher who retires is paid $500 a year. Plans are now under way to provide an additional amount to be raised from the taxpayers, and increased dues in the association, by which teachers who retire will receive $900 a year.

S. W. King was the first superintendent of the Portland public schools. He took office in 1873. He was succeeded in 1877 by Thomas H. Crawford, who served till 1887. He was succeeded by Miss Ella C. Sabin, who served till 1899. Irving W. Pratt, who succeeded her, served till 1895. Frank Rigler took office in 1896 and served till 1913 when he was succeeded by L. R. Alderman, who served till 1917. D. A. Grout, the next superintendent, served till 1924, when he was succeeded by the present superintendent, Charles A. Rice. The following is a complete list of the directors and clerks who have served since the organization of the public schools.

ROSTER OF DIRECTORS

<table>
<thead>
<tr>
<th>Directors</th>
<th>Year Elected</th>
<th>To Succeed</th>
<th>Yrs. of Service</th>
<th>Remarks</th>
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<tr>
<td>Anthony L. Davis</td>
<td>1851</td>
<td>1851-1854</td>
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</tr>
<tr>
<td>Alonzo Leland</td>
<td>1851</td>
<td>1851-1854</td>
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<tr>
<td>Reuben P. Boise</td>
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<td>Benjamin Stark</td>
<td>1852</td>
<td>Mr. Boise</td>
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<td>W. S. Ladd</td>
<td>1854</td>
<td>Mr. Davis</td>
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<td>Thos. Frazar</td>
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<td>Shubrick Norris</td>
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<td>Mr. Stark</td>
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<td>1856</td>
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<td>Dr. Alan Welch Smith</td>
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<td>George P. Eisman</td>
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<td>1922</td>
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<td>Mrs. G. M. Glines</td>
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<td>1924</td>
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<tr>
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<td>1924</td>
<td>1927</td>
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<td>1924</td>
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<td>J. O. Bailey</td>
<td>1927</td>
<td>1927</td>
<td>Term expired</td>
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NOTES.—Prior to April, 1863, the members of the Board were elected annually. In October, 1862, the school law was amended, making the term of office of a director three years.
In October, 1882, an act was passed increasing the number of directors from three to five in districts having ten thousand or more inhabitants, and the term of office was changed from three to five years in such districts.

In 1878 the time of holding school elections was changed from April to March.
In 1901 the time of holding school elections was changed from March to June.
In February, 1917, the term of office of directors was changed, by an act of the legislature, from five to three years.
In February, 1921, the legislature increased the number of directors from five to seven.
Vacancy created by resignation of George B. Thomas not filled until regular election June 21, 1924.

ROSTER OF OFFICERS

<table>
<thead>
<tr>
<th>Year</th>
<th>Chairman</th>
<th>Clerk</th>
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<tbody>
<tr>
<td>1851-4</td>
<td>Anthony L. Davis</td>
<td>1 Alonzo Leland</td>
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<tr>
<td>1854-6</td>
<td>W. S. Ladd</td>
<td>A. D. Fitch</td>
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<tr>
<td>1856-8</td>
<td>Wm. Weatherford</td>
<td>T. J. Holmes</td>
</tr>
<tr>
<td>1858-9</td>
<td>Josiah Failing</td>
<td>2 John M. Breck</td>
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<td>1859-60</td>
<td>Josiah Failing</td>
<td>3 J. F. McCoy</td>
</tr>
<tr>
<td>1860-2</td>
<td>Josiah Failing</td>
<td>Wm. Grooms</td>
</tr>
<tr>
<td>1862-3</td>
<td>A. C. R. Shaw</td>
<td>L. M. Parrish</td>
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<tr>
<td>1863-4</td>
<td>Thos. J. Holmes</td>
<td>4 O. Risley</td>
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<tr>
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<td>Thos. J. Holmes</td>
<td>L. M. Parrish</td>
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<td>1865-7</td>
<td>Josiah Failing</td>
<td>L. M. Parrish</td>
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<tr>
<td>1867-8</td>
<td>W. S. Ladd</td>
<td>J. F. McCoy</td>
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<td>1868-9</td>
<td>A. P. Dennison</td>
<td>E. Quackenbush</td>
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<tr>
<td>1869-70</td>
<td>A. L. Lovejoy</td>
<td>R. Weeks</td>
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<td>1870-1</td>
<td>E. D. Shattuck</td>
<td>R. J. Ladd</td>
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<tr>
<td>1871-2</td>
<td>J. N. Dolph</td>
<td>R. J. Ladd</td>
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<td>1872-4</td>
<td>J. S. Giltner</td>
<td>J. D. Holman</td>
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<td>J. G. Glenn</td>
<td>G. W. Murray</td>
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<td>1875-6</td>
<td>J. C. Ainsworth</td>
<td>5 G. W. Morgan</td>
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<td>1876-7</td>
<td>A. H. Morgan</td>
<td>6 Emmonds Arnold</td>
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<tr>
<td>1877-8</td>
<td>J. C. Ainsworth</td>
<td>D. W. Williams</td>
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<tr>
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<td>1879-80</td>
<td>A. H. Morgan</td>
<td>D. W. Williams</td>
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<tr>
<td>1880-1</td>
<td>H. H. Northrup</td>
<td>D. W. Williams</td>
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<tr>
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<td>Wm. Wadhams</td>
<td>D. W. Williams</td>
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<td>1882-3</td>
<td>John Wilson</td>
<td>Wm. Church, Jr.</td>
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<td>Wm. Church, Jr.</td>
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<td>1885-6</td>
<td>Nicholas Versteeg</td>
<td>T. T. Struble</td>
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<td>1886-7</td>
<td>Philip Wasserman</td>
<td>T. T. Struble</td>
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<td>1887-8</td>
<td>John Wilson</td>
<td>Fred A. Daly</td>
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<td>1888-9</td>
<td>Chas. H. Dodd</td>
<td>H. S. Allen</td>
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<td>1889-9</td>
<td>D. P. Thompson</td>
<td>H. S. Allen</td>
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<td>1890-1</td>
<td>Geo. H. Durham</td>
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<td>1892-4</td>
<td>M. C. George</td>
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<td>1894-5</td>
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<td>1895-6</td>
<td>C. W. Roby</td>
<td>Joseph Paquet</td>
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<td>1896-7</td>
<td>A. W. Lambert</td>
<td>H. S. Allen</td>
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<td>1897-8</td>
<td>Richard Williams</td>
<td>H. S. Allen</td>
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<tr>
<td>1898-9</td>
<td>C. W. Miller</td>
<td>H. S. Allen</td>
</tr>
</tbody>
</table>
Alonzo Leland, one of the original directors, was clerk during his term of office.

J. M. Breck resigned December 16, 1859.

J. F. McCoy resigned July 20, 1860.

G. W. Murray resigned September 30, 1877.

Emmonds Arnold was appointed to succeed G. W. Murray. Mr. Arnold died in February, 1878, and D. W. Williams was appointed to fill the vacancy. Mr. Williams was elected regularly the first time in April, 1878.

H. S. Allen resigned March 8, 1909.

J. A. Strowbridge

H. S. Allen

R. K. Warren

H. S. Allen

J. V. Beach

H. S. Allen

Richard Williams

H. S. Allen

H. Wittenberg

H. S. Allen

Mrs. L. W. Sitten

H. S. Allen

J. V. Beach

H. S. Allen

H. Wittenberg

R. H. Thomas

H. Wittenberg

R. H. Thomas

I. N. Fleischer

R. H. Thomas

Mrs. L. W. Sitten

R. H. Thomas

J. V. Beach

R. H. Thomas

H. C. Campbell

R. H. Thomas

R. L. Sabin

R. H. Thomas

M. G. Munly

R. H. Thomas

J. V. Beach

R. H. Thomas

Alan Welch Smith

R. H. Thomas

J. Francis Drake

R. H. Thomas

E. A. Sommer

R. H. Thomas

O. M. Plummer

R. H. Thomas

Geo. M. Orton

R. H. Thomas

Geo. B. Thomas

R. H. Thomas

A. C. Newill

R. H. Thomas

Frank L. Shull

R. E. Fulton

William F. Woodward

R. E. Fulton

W. J. H. Clark

R. E. Fulton

Geo. B. Thomas

R. E. Fulton

Geo. P. Eisman

R. E. Fulton

J. E. Martin

R. E. Fulton

F. S. Pickering

R. E. Fulton

Frank L. Shull

R. E. Fulton

William F. Woodward

R. E. Fulton

Geo. P. Eisman

E. T. Stretcher

Mrs. G. M. Glines

E. T. Stretcher

J. A. Zehntbauer

E. T. Stretcher

Horace Mecklen

E. T. Stretcher

Chairman January to June.

Chairman July to December.

Chairman January to June.

Chairman July to December.

Chairman January to June.

Chairman July to December.

Chairman January to June.

Chairman July to December.

Chairman January to June.

Chairman July to December.

Chairman January to June.

Chairman July to December.

Chairman January to June.
CHAPTER XLVIII

MAYORS OF PORTLAND

The City of Portland was incorporated through an act of the Legislature of 1851. The first city election was held in April, 1851, 222 votes being cast. Hugh D. O'Bryant was elected mayor, W. S. Caldwell, recorder, and R. R. Thompson, Shubrick Norris, George A. Barnes, Thomas B. Robinson and L. B. Hastings, councilmen. Portland's first mayor, Hugh D. O'Bryant, was born in Georgia in 1813. His father was a missionary to the Cherokee Indians, so Mr. O'Bryant's boyhood was spent with the Indians. He crossed the plains to Oregon, reaching Oregon City in October, 1843. In 1849 he moved to Portland. He served as first lieutenant in the second company of the Oregon Rifles in the Cayuse Indian war. In 1852, after having served as Portland's first mayor, he moved to Douglas County and was elected joint representative for Douglas and Umpqua counties, in the Territorial Legislature, being elected president of the council. In 1860 he went to Walla Walla and later represented Walla Walla County in the Washington Territorial Legislature.

A. C. Bonnell, who was born in Morris County, New Jersey, in 1801, was the second mayor of Portland. He was a forty-niner, having arrived in San Francisco on November 1, 1849. In August, 1850, he came to Portland and was elected the second mayor of Portland. The following year he served as city recorder of Portland. After some years he went back to San Francisco and for many years was cashier of the Evening Bulletin. He died there on August 14, 1875.

Simon B. Marye was the third mayor of Portland. He was born in Virginia and came to Portland in 1850. He married the eldest daughter of Colonel Chapman. He was admitted to the bar of Oregon Territory and was an able and successful lawyer. In the late '50s, he returned to the South and served in the Confederate army. He died at St. Louis, Missouri.

Josiah Failing was elected Portland's fourth mayor. He was born at Fort Plain, New York, on July 9, 1806. He was apprenticed to the trade of printing wall paper. He came from New York City to Portland in 1851, and was one of the prominent early day merchants. He was a member of the city school board from 1856 to 1861, inclusive, and from 1864 to 1867, inclusive. He was a delegate from Oregon to the National Republican Conventions in 1864 and 1868. His son, Henry Failing, was president of the First National Bank of Portland. He died in Portland, August 14, 1877.

W. S. Ladd was the next mayor of Portland. He was born at Holland, Vermont, October 10, 1826. His father, Nathaniel Gould Ladd,
PORTLAND, 1854
was a physician. The Ladds came to America in 1633. Both his father and his mother, whose maiden name was Abigail Kelley Mead, were Methodists, though W. S. Ladd was a Presbyterian. When he was four years old, has parents moved to New Hampshire, later settling at a place called Sanbornton Bridge, afterward known as Tilton. He worked on a farm until he was nineteen when he began teaching school. For a while he worked for the Boston, Concord & Montreal Railway. On February 27, 1851, he started in a sailing vessel from New York for the trip around the Horn to San Francisco. At San Francisco he met a former schoolmate, Charles E. Tilton, who was selling goods there. Mr. Ladd came to Portland and started in the mercantile business in a very small way. Shortly after his arrival here W. B. Gookin, a New Hampshire man, brought a cargo of goods to Portland which he turned over to Mr. Ladd for quick sale. Mr. Ladd sold the goods at a price entirely satisfactory to the owner and at the same time cleared over a thousand dollars for himself. In those days it was the custom for the farmers to come in with their produce very early, so Mr. Ladd opened the store at four o’clock every morning. In 1852 he and his old friend, Charles E. Tilton, became partners, under the firm name of Ladd & Tilton. In 1855 Mr. Ladd bought out Mr. Tilton, who returned to New Hampshire. Three years later Mr. Tilton came back to Portland and with Mr. Ladd started the first bank in Portland under the name of Ladd & Tilton. In addition to his bank, Mr. Ladd was an importer of blooded stock and owned a number of farms. He was also the owner of various flour mills, was one of the principal owners of the Oregon Iron & Steel Company and one of the heaviest stockholders of the Oregon Railway and Navigation Company. He built the first brick block in Portland. He had, to a high degree, not only the art of making money, but also of being able to give money. He gave hundreds of thousands of dollars to education and to various religious institutions. For twenty years he gave, without charge, quarters to the public library. He always took an active interest in public schools and the Y. M. C. A. and in other altruistic enterprises.

George W. Vaughn, who was born in New Jersey, became mayor of Portland in 1855. He came to Portland in 1850, started a hardware store and became wealthy. He built the City of Paris Block, and also built a large brick flour mill, which burned in 1873, causing him a loss of over $200,000. He was one of the incorporators of the first telegraph company in Oregon. This company was organized in 1854 and proposed to connect Portland with San Francisco by wire. It received a charter from the Oregon Territorial Legislature in 1855 under the title of the Pacific Telegraph Company. The line was opened from Portland to Oregon City on November 16, 1855, and to Corvallis by the fall of 1856. Meanwhile the line was being built on the California end, and by 1858 it had been completed from Marysville to Yreka. It was not till March 5, 1864, that the first message came through from San Francisco to Portland by direct wire.

James O’Neil was elected mayor in 1856 and served for three terms. He was born in New York State in 1824. He settled at Oregon City in
1853, and a few years later came to Portland. For many years he served as Indian agent at Fort Lapwai. Later he was employed by the Government on the Colville Reservation. His brother, Daniel O'Neil, was one of the best known steamboating on the lower Willamette and Columbia rivers.

A. M. Starr was elected mayor in 1858. He was born in New York and came to Portland in 1850. For many years he ran a stove and tinware store in Portland and was later interested in a distillery.

S. J. McCormick was the next mayor of Portland. He was one of Portland's early printers and booksellers. He ran a job printing office on the west side of Front Street, between Washington and Alder. He issued each year, McCormick's Almanac, and later published the Portland City Directory, his first directory appearing in 1863. He came to Portland in 1851. From Portland he went to San Francisco, where he was engaged in the newspaper business and where he was the author and publisher of several books.

George C. Robbins, Portland's next mayor, came to Portland in 1852. He was elected a member of the City Council in 1855, and again in 1858. For many years he ran the leading jewelry store in Portland. He died in San Diego in October, 1907, at the age of eighty-four.

John M. Breck, the next mayor, was elected in 1861. He was born in Philadelphia on April 9, 1828. His forebears came from England in 1634, settling at Dorchester, Mass. John Breck was one of a family of fourteen children. When he was sixteen he went to Wisconsin and attended an academy of which Rev. Lloyd Breck, an Episcopal rector, was principal. He came to Portland in 1851, at which time the principal merchants in Portland were Allen & Lewis, Josiah Failing & Company, G. W. Vaughan, and H. W. Corbett. Mr. Breck established a general merchandise store in Portland, at first selling at retail and later adding a wholesale department. Prior to coming to Portland he was purser on the steamship Columbia of the Pacific Mail line. This was in 1850. In 1852 he became a partner of W. S. Ogden, a nephew of Peter Skene Ogden, who was factor of the Hudson's Bay Company. Mr. Breck sold out his business in 1860 and became purser on the Pacific Mail steamship Northerner. The Northerner left San Francisco on January 4, 1860, for Portland and Puget Sound ports. The following day, in mid-afternoon, she struck on Blunt's Reef, near Cape Mendocino. Thirty-eight of the passengers and crew were drowned. Mr. Breck's brother-in-law, Mr. Aspinwall, who was president of the steamship line, appointed Mr. Breck agent for the company at Portland. Not long after the line was sold to Ben Holladay, Mr. Breck reentered the mercantile business. In 1873 he went to California, but returned in '77, and worked for the Meier & Frank Company for twelve years. Later he became a money broker. He served as city councilman. He also served as city assessor, county assessor and county clerk. In 1855 he purchased a lot just across from the post office, paying $290 for it. In 1890 Mrs. Breck sold this lot for $80,000.

W. H. Farrar, the next mayor, was a lawyer. Mr. Farrar was a member of the State Constitutional Convention, and was one of the active
members of this convention. He was one of the Douglas electors in the presidential contest of 1860. He served as mayor of Portland for two terms.

David Logan became mayor of Portland in 1864. He was born in Springfield, Ill., in 1824. His father was judge of the Supreme Court of Illinois. He came to Oregon in 1850, settling in Lafayette. Before long he moved to Portland and entered the practice of law. He was a candidate for the Territorial Legislature in 1851, but was defeated. He ran again in 1854 and was elected. He was a member of the State Constitutional Convention which met in Salem in 1857. He was a candidate for Congress in 1860 and 1868, but in each case he led a forlorn hope. He was said to be the best jury lawyer in Portland during the twenty years or more he practiced law here. He married a daughter of Daniel Waldo of Salem, Ore., the man for whom Waldo Hills, in Marion County, is named. In 1871, David Logan retired from the practice of law and moved to his farm in Yamhill County, where he died on March 26, 1874, at the age of forty-nine.

Henry Failing was elected mayor of Portland in 1864 and served two terms and was again elected in 1873. Mr. Failing was a son of Josiah Failing, a well known early day Portland merchant, and former mayor of Portland. Henry Failing was born in New York City, January 17, 1834. He secured work as office boy for a French importing and shipping house when he was twelve years old. When he was fourteen he went to work for a wholesale dry goods house, eventually becoming assistant bookkeeper and being placed in charge of their foreign goods. He came to Portland in 1851, when Portland had a population of about 500 people. Henry Failing's father, Josiah Failing, retired from the firm in 1864, at which time Henry Failing took over the business. He ran the store alone until 1871, when he took in as his partner, Henry W. Corbett, the firm name being Corbett, Failing & Company. After Mr. Corbett joined the firm, they ran an exclusive hardware business. In 1869, Mr. Failing and Mr. Corbett purchased the majority of the stock of the First National Bank. For many years this bank was the only bank west of the Rocky Mountains established under the national banking act. Mr. Failing became president of the bank. During Mr. Failing's term as mayor an extensive system of street improvements and sewerage was inaugurated. For many years he was trustee and treasurer of the Portland Library Association, also of the Children's Home, and was also trustee of the School for Deaf Mutes at Salem. He married Emily Phelps Corbett, the sister of his partner, on October 21, 1858.

Thomas J. Holmes was the next mayor of Portland. He was born in the County of Norfolk, England, March 3, 1819. He learned the trade of a shoemaker in New York City, but later, tiring of this, he became a sailor, and later for some years lived in South America. He arrived in San Francisco in December, 1849. In the spring of 1850 he came to Portland with Captain Crosby. He started a shoe shop here, and prospered. When Henry Failing resigned as mayor, in 1866, the council selected him to fill the unexpired term. He was elected for the following
term, the election taking place on June 17, 1867. Two days later he was
stricken with apoplexy and died within a few hours.

Dr. J. A. Chapman was born in Friendship, N. Y., in 1820. He gradu-
ated from the Medical College at Geneva, N. Y., in 1846. He enlisted in
1861 and was assigned to the regular army as an army surgeon. He came
to Oregon in 1862, serving in the company with Capt. Medorem Crawford.
J. N. Dolph, later United States senator from Oregon, was in the same
company. He practiced medicine in Portland in partnership with Dr.
William H. Watkins for many years. He was appointed by Governor L.
F. Grove surgeon general of the Oregon Militia. He was elected mayor
of Portland in 1867. He was reelected in 1875, and in 1882 he was again
elected. He died on December 12, 1885, as a result of having been thrown
from his buggy by a telephone wire which was hanging across the street.

Hamilton Boyd was mayor in 1868 and 1869. At the same time he
served as mayor, he was serving as county commissioner, having been
elected in 1868 and serving for two years. Mr. Boyd was assistant to the
county clerk for some time, and later was accountant in the Ladd & Tilton
Bank. He died in Portland in 1886.

The next mayor of Portland was Bernard Goldsmith, who served for
two terms. He was born in Germany, November 20, 1832. He came to
the United States when he was seventeen years old. He located at San
Francisco, later moving to Crescent City. He came to Portland in 1860,
at first engaging in assaying and purchasing gold dust. Later he started
a wholesale dry goods business here. He and Joseph N. Teal were the
prime movers in the building of the locks at Oregon City. He was elected
mayor in 1868 on the Union republican ticket. He was a thorough believer
in the purchase of public parks, and it was through his influence that the
city park was purchased. He was not only interested in river transporta-
tion, but was also heavily interested in the mining industry, principally
in Northern Idaho. He died in Portland July 22, 1901.

Philip Wasserman, who was elected mayor of Portland in 1871, was
born in Germany in December, 1828, and came to
the United States in 1849, when he was twenty-two years old. He came to Portland in 1858.
He was elected to the Legislature and served two terms. He also served
as school director from 1883 to 1886. In 1889 he was one of the incor-
porators and stockholders of the Portland Business College.

W. S. Newbury was elected mayor in 1877. He was born at Ripley,
N. Y., September 19, 1834. When he was sixteen years old he went to
Chicago. In 1854, when he was twenty years old, he went to Fox Lake,
Wis., and began the study of law. From Fox Lake he moved to Madison,
Wis., and in 1857 decided to see something of the world, so went to St.
Louis, New Orleans, Cuba and various points on the Atlantic seaboard.
In the winter of 1858 he became manager of the Little American Fur
Company of St. Louis, with headquarters at Sioux City, Ia. This company had various posts on the upper Missouri and Yellowstone rivers.
Moving to Iola, Kas., he was elected mayor of that city in 1876. He
served three years as an officer during the Civil war, being stationed at
Fort Leavenworth part of the time. Later he served with the army of
the Cumberland in the Fourth Army Corps. He was admitted to the bar in 1865, shortly after he was mustered out of the service. He served as assistant provost marshal general of Kansas from June, 1864, until January, 1865, at which time he became assistant secretary of the State Senate of Kansas. He came to Portland in 1870. The following year he moved to Albany, where he was engaged in the hardware business till the spring of 1874, when he moved to Portland. He was manager and principal stockholder of the firm of Newbury, Hawthorne & Company, which firm sold agricultural implements. Later he entered the practice of law with Mr. Grant, the firm name being Newbury & Grant.

David P. Thompson succeeded Mr. Newbury as mayor. He was born in Cadiz, Ohio, November 8, 1834. He was apprenticed when a boy to Elijah Lizure to learn the blacksmithing trade. Later he worked at railroad surveying under General Blickensdorffer. In 1853, when he was nineteen years old, Col. R. R. Thompson hired him to drive a herd of sheep across the plains to the Willamette Valley. Arriving in Oregon, he secured work on the construction of a narrow gauge railroad around Willamette Falls. He secured the appointment as United States deputy surveyor, to survey public lands in Oregon and Washington. He retained this position until 1863. He served as captain in the First Oregon Cavalry during the Civil war. In 1866 he became manager of the Oregon City Woolen Manufacturing Company. He was also vice president and director of the Oregon Railway and Navigation Company. In the '70s he purchased the Sterling mine, in Southern Oregon, near Jacksonville, and put in a canal twenty-three miles in length, which enabled him to conduct the mining operations there with great profit. His investments in real estate in Portland made him wealthy. He took up banking and was on the board of directors of seventeen national banks in the Pacific Northwest. He served in the Oregon State Senate from 1866 to 1872. In 1878 he was elected to the lower house, and also in 1882 and 1889. He was appointed governor of Idaho territory by president Grant and served in that capacity till 1876. He served twice as mayor of Portland and in 1884 was presidential elector on the Republican ticket, and was one of the committee that notified President Hayes of his nomination. He was the Republican candidate for governor in 1890 but the Populists and Democrats fusing, elected their candidate. President Harrison appointed him minister to Turkey in 1892. Mr. Thompson died on December 14, 1901.

John Gates was elected mayor of Portland in 1885. He was born at Mercer, Maine in 1829 and came to California in 1849. He worked in California at his trade as a machinist. He came to Portland in 1853 and secured work as an engineer in the sawmill at the foot of Jefferson Street. Later he became chief engineer of the Oregon Steam Navigation Company. Within the next ten years he had taken out twenty-seven patents on inventions, including the Gates Hydraulic Steering gear. He also invented an automatic oiler, sectional boiler, spark arrester, cut-off valve, thumb screw for holding wheel ropes and numerous patents for improvements on steam pumps. He was in charge of the construction of the following steamers: The Orient, Occident, Almota, Wide West, Daisy Ainsworth, R. R. Thomp-
son, S. G. Reed, Hassalo, D. S. Baker, Annie Faxon, Oneonta, Harvest Queen, Mountain Queen, Emma Hayworth, Henry Villard, John Gates, Spokane, Bonita, Welcome and Dixie Thompson. For years he was inspector of boilers. He died in April 1888, while mayor of Portland.

Van B. DeLashmutt was Portland's next mayor. He was born at Burlington, Iowa, July 27, 1842, and crossed the plains by ox team and covered wagon, when he was ten years old. When he was fifteen, he secured a job as printers' devil in the office of the Oregon Statesman at Salem. At the breaking out of the Civil War he went to San Francisco and enlisted in Company G, Third California Volunteer Infantry. He went with his company to Utah to guard the road between Salt Lake and Julesburg, from marauding Indians. While stationed at Salt Lake City, Mr. DeLashmutt started the Union Vidette, the first daily paper issued in Salt Lake City. In 1864 he went to Washoe City, Nevada and published the Washoe Times. In 1866 he came back to Portland and worked at his trade as a printer till 1869, when he started a grocery store at the corner of First and Taylor streets. In 1871 he opened a brokerage office with H. B. Oatman. A year later with Governor W. W. Thayer, Harvey W. Scott and others, he started the Metropolitan Savings Bank which later became the Oregon National Bank of Portland, of which he was president. He got in on the ground floor when mines were discovered in the Coeur d'Alene district and cleaned up a lot of money. In May, 1888 the city council appointed him mayor to take the place made vacant by the death of Mayor Gates. At the end of his first term, he was reelected.

W. S. Mason became mayor of Portland in 1891. Mr. Mason was born in Prince William County, Virginia, May 25, 1832, his forebears having come from England to Virginia, in 1640. He went to work in a store when he was twelve years old. From Virginia he moved with his parents to Ohio and later to Iowa. When he was twenty-four he secured work on a railroad and worked for railroads for the next twenty-five years. He came to Portland in 1881. He started a wholesale grocery story here and in 1885 organized the wholesale grocery firm of Mason, Ehrman & Company. Mr. Mason was one of the recognized leaders in the effort to consolidate Portland, East Portland and Albina. Because of his work for the consolidation of the three municipalities, he was chosen candidate for mayor of the consolidated cities, on June 15, 1891 and he was chosen the first mayor of the consolidated cities.

George P. Frank was elected mayor in 1894. He was born at Grandville, New York on June 11, 1852, and died at Long Beach, Washington August 23, 1896. His father's people came to the United States from Germany in 1756. His mother's people were Puritans. He went to Madison, Wisconsin in 1864. He graduated from the high school there. While in his teens, he became a clerk for the Chicago, Burlington and Quincy Railroad. After three years he took a position with the Chicago and Northwestern Railroad. He and his brother came to San Francisco in 1875 and started an agricultural implement business. They opened a branch house in Portland in 1876, George P. Frank coming here to manage the Portland branch. He served one term as member of the police
commission and he also served as chairman of the construction committee of the Portland water board. In 1894 he was a candidate for mayor against R. D. Inman and was elected.

Sylvester Pennoyer became mayor in 1896. He was born at Groton, New York, July 6, 1831. His father was of German and French descent and his mother of English, Scotch and Welsh blood. In 1670 William Pennoyer came from Norfolk County, England, to the New Haven colony in America. In his will he left forty pounds a year to be given to Harvard College in Massachusetts, the money to be applied to the education of the descendants of his brother Robert Pennoyer, of New Haven. In case there were no descendants or they did not care to take advantage of an education at Harvard, the money was to be used to help any worthy student at Harvard. In spite of the Revolutionary war and other disturbances, from that day to this, the $200 a year has been used for the purpose specified. Jared Sparks, later president of Harvard, was one of the worthy young men who received the yearly donation of $200 a year, to enable him to go through Harvard. Sylvester Pennoyer attended Homer Academy in New York and later studied law in Harvard University, receiving his degree in 1854. In 1855 he sailed from New York for San Francisco. From San Francisco he sailed on the bark Leonesa for Olympia. From there he came by Indian canoe down the Cowlitz River, thence by steamer on the Columbia and Willamette to Portland, where he arrived on July 10, 1855. He secured a position as teacher in the public school. He taught school in Portland for several years. In 1862 he took up what proved to be his life work in the lumber business. In 1868 he became editor of the Oregon Herald. Later he purchased the paper and ran it for several years. Mr. Pennoyer’s stand for the exclusion of Chinese won him the support of the workingmen. It procured for him the nomination and election as governor of Oregon. Governor Pennoyer served for eight years as governor.

He was succeeded by W. S. Mason in 1898, Mr. Mason having previously served as Mayor in 1891.

W. A. Storey became mayor of 1899, having been appointed to fill the unexpired term of mayor W. S. Mason, who died in office. Mr. Storey was born in Maine in 1854. He came to Oregon in 1877. For some time he was owner and publisher of the Northwest Sportsman. He served as councilman for the first ward and was also president of the City Council. After serving as mayor, he was elected sheriff of Multnomah County. He died July 21, 1917 in Portland.

Henry S. Rowe became mayor in 1900. He was born at Bolivar, New York, October 11, 1851. Mr. Rowe learned to operate the key and sounder and when he was thirteen years old got a job with the Chicago, Milwaukee and St. Paul Railroad. In 1870 he went to Lawrence, Kansas as freight clerk for what was then the Leavenworth, Lawrence and Galveston Rail-
PORTLAND, 1858

Celebration, June 22, 1858, in honor of admission of Oregon to statehood
road but is now a part of the Santa Fe. In 1871, when he was twenty years old, he was promoted to Terminal agent, his job being to open new offices in the small stations located on the line. Later he became general agent for the Fort Scott and Gulf Railroad and also for the Leavenworth, Lawrence and Galveston Road with headquarters at Kansas City. Mr. Rowe came to Portland in 1880; and became company agent of the O. R. & N. Company for their steamers. When train service was started in 1882 he was made general superintendent and retained this position till 1887, when the Union Pacific leased the Oregon Railroad and Navigation Company road. He was a member of the firm of Weed and Rowe Hardware Company. In 1889 he became president of the Yakima National Bank. In 1892 he organized the Albina Savings Bank and became president of the bank. In 1902 he became general agent for the Pacific Northwest, of the Chicago, Milwaukee and St. Paul R. R. After retiring from the position as mayor, he became general agent for the St. Paul road. He also served for some years as president of the Board of Fire Commissioners of Portland and was a member of the water committee.

George H. Williams became mayor in 1902. Judge Williams was born at New Lebanon, New York on March 26, 1823. He went to an academy at Pompey, New York, later studying law and was admitted to the bar when he was twenty-one. He moved to Fort Madison, Iowa, shortly after being admitted to the bar and practised law there till 1847, when he was elected judge of the first judicial district of Iowa. He served in that position for five years. In 1853 he was appointed chief justice of Oregon territory and was reappointed in 1857. He was a member of the state constitutional convention which met at Salem in 1857 and was chairman of the judiciary committee. To him more than any other member, was due the strong stand Oregon took against slavery. He was one of the founders of the Republican party in Oregon and in 1860 canvassed Oregon for the election of Lincoln. He was elected United States senator from Oregon in 1864. In 1871 he was appointed one of the joint high commissioners on the settlement of the Alabama claims, also the Northwestern boundary and other questions in dispute between the United States and Great Britain. In 1872 President Grant appointed Judge Williams attorney general of the United States, and he was one of the most forceful and aggressive members of Grant's cabinet. In addition to his legal writing, which has been voluminous, Judge Williams is the author of several books.

Dr. Harry Lane was elected mayor of Portland in 1905. Doctor Lane was born in Corvallis, August 28, 1855. He was the son of Capt. Nathaniel H. Lane and grandson of Gen. Joseph Lane who distinguished himself in the Mexican war and who was the first governor of Oregon Territory, and who also represented Oregon in the United States senate. He clerked in his father's store at Corvallis till he was seventeen. He then struck out for himself, went to Coos Bay, mined for a while, was deck hand on the various boats and after saving some money, entered Willamette University and graduated from the Medical Department at the age of twenty. Dr. Lane, like his grandfather General Lane, would fight at the drop of
the hat, but he always fought to protect the rights of the common people. Governor Pennoyer appointed him superintendent of the State Insane Asylum and one of the first things he did was to clean up a lot of crooked contractors and see that they delivered the goods exactly as specified. He also put the patients to work on the asylum farm and demonstrated not only that the state could save a large amount of money in running this institution, but that the patients could be better fed and better cared for at a great saving to the taxpayers. Doctor Lane was president of the state medical association and also served as president of the Portland City and County medical associations. In 1903 he was appointed a member of the state board of health. When Judge George H. Williams ran to succeed himself in 1905 Doctor Lane was his opponent and was elected mayor. He introduced some very revolutionary ideas into the city government. He believed that when a contractor agreed to lay a sidewalk five inches in thickness, the sidewalk when completed, should conform to the specifications. Not being able to secure the cooperation of the other city officials, he secured a hammer, tapped the curbs and walks and wherever he found a hollow spot, broke the curbing or the sidewalk. He got schoolboys to tap the streets and sidewalks and wherever they found hollow spots to make a chalk mark. When the contractor came in and threatened him, he told the contractor that unless he tore up the defective walks and curbs and built them according to specifications, he would see that he was sent to the penitentiary. During the balance of Mayor Lane's administration, the sidewalks and curbs were built according to specifications. He not only said, but he really believed that the taxpayers should receive a dollar's worth of service or materials for every dollar spent, instead of receiving ten cents worth as was frequently the case. He believed in a government by the people. He even believed that the laws were made to be enforced and he compelled the saloons to close on Sundays and he fought the gambler and saloon element to a finish. He was genial, kindly and witty, an able and vigorous fighter. He reduced the water rate from $1.50 to $1.00 a month to residents and he reduced the meter rate from 22½ cents to 12½ cents. In stating his views, he said, "Decentralized power for city government is bad. I believe that a city should be run by not over two or three men who should have executive authority and who should be recalled if they are inefficient. Under the present conditions the taxpayer has no recourse—the mayor sidesteps his responsibility and blames the city council. The city council passes the buck to the head of some department and he blames the men under him and the tax payer, no matter how legitimate his grievance, wears out his shoe leather and his patience and is unable to correct long standing abuses. In fact when the taxpayers come to complain to the city officials they are treated as if they were tramps or bums, the city officials seeming to forget that they are the hired men of taxpayers." In spite of the opposition of the saloon element, many of his fellow officials, and the grafters—Doctor Lane was reelected. His outstanding success as a fighter for the rights of the common people, resulted in his election to the United States Senate.

Joseph Simon became mayor of Portland in 1909. He came with his people to Portland in 1857. He was born on February 7, 1851. He studied
law in the office of United States Senators John H. Mitchell and J. N. Dolph. He was admitted to the bar when he was twenty-two. He became a member of the law firm of Dolph, Mallory, Simon and Gearin, on February 1, 1873. Mr. Simon was elected a member of the city council in 1877 and served three years. In 1880 he was elected to the Oregon State senate and served for the next twelve years. He became president of the senate in 1889 and also in 1891. In 1894 he was once more elected for a four-year term and was again elected president of the senate, as he was in 1895 and also in 1897. In 1898 Mr. Simon was again elected senator for four years, and he was once more elected president of the senate. In all, he served twenty years in the state senate and for five sessions was president of the senate. On October 8, 1898 he was chosen United States Senator, receiving the unanimous support of the sixty-six republican members of the party. He served as chairman of the Republican state central committee in 1880-84 and '86. In 1892 he was a delegate to the Republican National Convention held in Minneapolis. He was also a delegate to the Republican National Convention held in Philadelphia in 1902.

Mr. Simon was succeeded by A. G. Rushlight, who took office in 1911. Allen G. Rushlight was Portland's last mayor under the city council form of government. He served from July 1, 1911, to July 1, 1913. He was born February 26, 1874 at Golden City, Colorado. He came with his parents to Portland when he was two years old. He learned the plumbing trade, later was an auto dealer for some years and still later became a contracting plumber. He served in the city council from 1905 till 1911 inclusive. He also served in the lower house of the Oregon legislature. Mayor Rushlight ran for mayor when Portland adopted the commission form of government, but was defeated by Harrison R. Albee.

Mayor H. R. Albee was Portland's first mayor under the commission form of government and took office on July 1, 1913. He was born at Rockford, Illinois, September 8, 1867. His father was proprietor of a machine shop. Mayor Albee spent some years working in his father's machine shop, serving as blacksmith's helper. When he was seventeen, he went to Michigan and secured a job in a hardware store at $15 a month. Later he was clerk in a freight office of the Michigan Central Railroad. Still later he worked in a lumber yard, working up to sales manager of the company. He purchased a lumber mill which he ran for some years. He came to Portland in 1895 and went to work for the Northwestern Mutual Life Insurance Company. Ten years later he was made general manager for Portland and its tributary territory. Mayor Albee is fond of boys and is also fond of sports. He dances, skates, swims, plays football and baseball and is an outdoor man. In describing him the adjectives that come first to one's mind are genial, kind, sympathetic, affable, chivalrous and witty.

George L. Baker became mayor in 1917. George L. Baker has traveled the long road from newsboy and bootblack to chief executive of the metropolis of Oregon. He was born at The Dalles. "My first recollection is of coming from Walla Walla to the Willamette Valley," said Mayor Baker in telling me of his early day experiences. "We had two horses. My mother and my little sister rode on one, while the other was used as
a pack-horse to carry our possessions. I was about five years old. Father and I walked. When I was too tired to trudge any longer, father put me on the pack-horse. I will never forget the impression of size and immensity made upon me when we crossed the Cascade Mountains. I was six years old when we moved to Seattle. Our money was soon gone. Father secured a job for himself and mother as cooks on a sailing schooner going to San Francisco. They were furnished their transportation for the work they did. No charge was made for myself and sister. Father started a cobbler's shop in San Francisco. We were desperately poor. When other boys were out in the streets playing, I was out with a gunny-sack, picking up coal that dropped from the coal carts. If we had enough to eat we considered ourselves mighty lucky, and there was many a day when we went on short rations. I had to quit school when I was nine years old to help earn money to support the family. I blacked boots, sold papers and did odd jobs. Later I got a job with Kimball Brothers, helping to paint wagons and buggies. After working there two years, I got a job at six dollars a week in a planing mill. I worked at nights in Morosco's Theatre, receiving 50 cents a night, my duties being to help the stage manager do rough and heavy work and be one of the mob in all mob scenes. I was seventeen years old and though tall and slender, I was strong and wiry. When the assistant stage director quit, the stage director gave me his job. I held this job for the next two and a half years and was then made assistant stage manager. Later I became assistant to the scenic artist and had to turn out lakes, woods, oceans, old farmhouses, castles or whatever other scenic effects we needed, in short order. My folks wanted to go to Seattle, so I went with them. Seattle had just been wiped out by the big fire and everyone was broke. We soon joined the ranks of the down andouters and those who were up against it. Father was laid up with inflammatory rheumatism so it was up to mother and me to support the family. I nearly wore my shoes off, walking from daylight to dark trying to land a job—there simply wasn't any work. Mother sewed carpet rags and scrubbed floors. I rustled a piano box, set it on end in an alley, put in a shelf and started a news stand. Two more babies came to mother while we were in Seattle. I remember very distinctly our first Christmas there—it was a fast day instead of a feast day. We had absolutely nothing to eat in the house and not an article that the pawnbroker would lend us a nickle on. A man can stand missing a few meals if he has to but it gets his goat to see his women folks have to go hungry.

"This particular Christmas I determined to go out and hold somebody up for a job. I had applied for a job digging a sewer but the foreman had turned me down hard. I watched my chance till the foreman's back was turned, picked up a shovel, dropped into the ditch and went to work. Pretty soon the foreman spotted me and said, 'Hey, you—who hired you?' Without looking up I said, 'Nobody,' but I went on digging. He watched me for a few moments and then said, 'You're hired—I'll put you on the payroll at $2.25 a day.' I worked on that sewer till it was finished and when I got a check for $60, I felt like a millionaire. Father pulled out for California. I went to a boarding-house and told them to take care of my mother and the children and that I would redeem them as soon as I had the money. I came to Portland and I found that times were slow here.
I finally landed a job cleaning the monkey cage and feeding animals at Cordray's Theatre. I bummed my meals at free lunch counters and lived on nothing a week and sent every cent I earned to my mother. I sure was proud when I got mother and the children out of hock and brought them to Portland. Cordray gave me a job of roustabout in his museum. Later he promoted me to property man and paid me $15 a week for working sixteen hours a day. I also took small parts in the ten, twenty and thirty cent shows. I had to move very deliberately, for my trousers were so threadbare that a quick movement would have broken them. Later I went to the Marquam Theatre at $18 a week as assistant fly man. Later I was made head fly man. I also took on the job of bill sticker and distributor. I held down these two jobs simultaneously, working as bill sticker from 8 A. M. till 6 P. M. and working in the theatre from 7:30 P. M. till midnight.

"I was planning on getting married—hence the two jobs. The salary as bill sticker I gave to my mother and my salary as head fly man I saved to start housekeeping with. I was married when I was twenty-two. After working for a good many years at the Marquam, they built an opera house for me at Baker City in Eastern Oregon. I put in $3,300 of my own money, stayed a year and came back to Portland broke. I had to put my mother in hock again till I could raise money to pay her board and lodging. I returned to Portland from Baker and every cent I could dig up was $20. I leased the old Metropolitan Theatre on my nerve. I skirmished around and booked wild cat shows. I went to Seattle and engaged R. Stuart, who had an excellent stock company, and I inspired in him some of my faith, so he came down and we packed the house every night. My share of the profits for the first year was $34,000. Morosco and Neal decided to invade the Northwest. I fought them to a finish—my finish. I not only lost my $34,000 but closed the next season $27,000 in debt. I went through bankruptcy, but I didn't rest till I had paid every cent I owed. This took three or four years of the hardest kind of work and intense scrimping. I had purchased some good theatrical fixtures and equipment, which I stored in the old Exposition Building, till I could lease a theatre. The Exposition Building burned down, destroyed all of my equipment and as it wasn't insured, I was flat broke again. I got hold of the old Tabernacle, remodeled it and named it the Bungalow Theatre. Before long I was on easy street. I decided to branch out so I put my money into the Baker Theatre on 11th Street. It looked like a sure winner, but it wasn't so once more I was broke. I took over the lease of the Marquam from the Sullivan Considine people and money began flowing in in golden streams. To all intents and purposes, I have been interested in the theatrical business from my early teens. For eleven years I was a member of the city council. I helped frame the present city charter and helped put it over and voted myself out of a job. After two years I ran for commissioner and was elected for the four-year term. Two years later I ran for mayor and was elected, and I have been holding down the job ever since. I am proud of the fact that I was mayor of Portland during the World war and I am proud that Portland and Oregon made a wonderful record along all kinds of war work."
CHAPTER XLIX

PORTLAND'S CITY OFFICIALS FROM ORGANIZATION OF THE CITY TO DATE

The following are the city officials who have served in Portland from 1851 to date:

1851—Mayor, Hugh D. O'Bryant; recorder, W. S. Caldwell; Councilmen, Robert Thompson, Shubrick Norris, George A. Barnes, Thomas G. Robinson, L. B. Hastings.


In November of that year by a new election, under change of charter, the following were chosen: Mayor, S. B. Marye; recorder, C. B. Pillow; councilmen, Shubrick Norris, Thomas Pritchard, Josiah Failing, P. A. Marquam, A. P. Dennison.


1855—Mayor, George W. Vaughn; recorder, L. Limerick; marshal, Thomas Holmes; assessor, W. S. Ogden; treasurer, Thomas Frazer; councilmen—George Kittridge, John Green, J. S. Jacobs, Matthew Patton, Lewis Love, John C. Carson, Thomas Hartness, E. B. Calhoun, George C. Robbins. (Anthony L. Davis filled the position of Limerick, resigned.)


1863-4 (elected in April, 1863)—Mayor, David Logan; recorder, J. F. McCoy; treasurer, O. Risley; marshal, W. B. Clark; deputies, T. C. Foreman, J. N. Skidmore; assessor, F. C. Pomeroy; collector, J. F. McCoy; street commissioner, Daniel Wright; surveyor, A. B. Hallock; president of council, John M. Sutton; clerk, H. Boyd; councilmen—First Ward, Al Zieber, H. Saxer, Alex. Dodge; Second Ward, John W. Sutton, I. A. Austin, P. S. Watson; Third Ward, M. M. Lucas, Joseph Knott, David Monastes.


1866-7—Mayor, Thomas J. Holmes; recorder, J. J. Hoffman; treasurer,
EARLY VIEW OF PORTLAND
West side of First Street looking south from Morrison


1873-4—Mayor, H. Failing; police judge, O. N. Denny; treasurer, L. H. Lewis; auditor and clerk, W. S. Caldwell; attorney, M. F. Mulkey; asses-


1880-1—Mayor, D. P. Thompson; Police Judge, L. B. Stearns; treasurer, Joseph Bachman; auditor and clerk, R. L. Durham; surveyor, W. S. Chapman; attorney, J. C. Moreland; street superintendent, William


1890-1891
Mayor, Van B. DeLashmutt
City Treasurer, H. W. Monnastes to June, 1890—Frank Hacheney
City Auditor, W. F. Matthews
City Attorney, W. H. Adams
Supt. of Streets, W. S. Chapman
City Surveyor, E. W. Paget
Health Officer and Chief of Police, S. B. Parrish
Police Judge, A. H. Tanner
Councilmen:
President of Council, S. Farrell
1st Ward, G. Castendieck, D. W. Crowley
2nd Ward, W. A. Scoggin, C. M. Forbes
3rd Ward, Tyler Woodward, Wm. Fliedner
4th Ward, H. B. Nicholas, J. F. Watson
5th Ward, P. Hobkirk, E. Shelby
6th Ward, John Myers, W. Dent
7th Ward, W. H. Merrick, H. Hansen
8th Ward, J. Pittenger, J. Parker

1891-1892
Mayor, W. S. Mason
Treasurer, Frank Hacheney
Auditor, W. T. Branch
Attorney, Wm. T. Muir
Supt. of Streets, Douglas W. Taylor
Surveyor, T. M. Hurlburt
Police Judge, Chas. H. Cary
Chief of Police, Chas. H. Hunt
Councilmen:
President of Council, C. M. Forbes
1st Ward, G. Castendieck, J. Monks
2nd Ward, H. J. McInnis, C. M. Forbes
3rd Ward, W. A. Scoggin, Wm. Fliedner
Councilmen:
President of Council, T. C. Malone
4th Ward, H. B. Nicholas, D. Dalgleish
1st Ward, C. E. Rumelin
5th Ward, P. Hobkirk, E. Shelby
2nd Ward, J. Monks
6th Ward, John Myers, S. G. Richardson
3rd Ward, D. W. Burnside
7th Ward, W. H. Merrick, S. R. Mason
4th Ward, J. P. Moffett
5th Ward, J. M. Terwilliger
6th Ward, J. M. Terwilliger
7th Ward, T. C. Malone
8th Ward, T. J. Jones
9th Ward, W. B. Hall
10th Ward, J. P. Menefee
11th Ward, W. H. Armstrong
1893-1894
Mayor, W. S. Mason
Treasurer, Frank Hacheney
Auditor, A. N. Gambell
1895-1896
Attorney, Frank Hacheney
Auditor, A. N. Gambell
1st Ward, J. Monks
1896-1897
2nd Ward, H. J. McInnis
Attorney, R. R. Giltner
3rd Ward, W. A. Scoggin
Supt. of Streets, H. D. Gradon
4th Ward, D. Dalgleish
Surveyor, T. M. Hurlburt
5th Ward, E. Shelby
Municipal Judge, Chas. H. Carey
6th Ward, J. M. Terwilliger
Chief of Police, Chas. H. Hunt
7th Ward, W. H. Merrick
Councilmen:
8th Ward, J. M. Terwilliger
11th Ward, W. H. Armstrong
9th Ward, T. C. Malone
1894-1895
10th Ward, L. M. Davis
Mayor, G. P. Frank
11th Ward, John Mock
Treasurer, Frank Hacheney
1894-1895
Auditor, A. N. Gambell
Mayor, G. P. Frank
Councilmen:
President of Council, Eugene Shelby
1st Ward, J. Monks
2nd Ward, H. J. McInnis
3rd Ward, W. A. Scoggin
4th Ward, D. Dalgleish
5th Ward, E. Shelby
6th Ward, J. M. Terwilliger
7th Ward, T. C. Malone
8th Ward, S. G. Richardson
9th Ward, W. H. Merrick
10th Ward, L. M. Davis
11th Ward, John Mock
1895-1896
Mayor, G. P. Frank
Treasurer, Frank Hacheney
Auditor, A. N. Gambell
1896-1897
Attorney, R. R. Giltner
Supt. of Streets, H. D. Gradon
Surveyor, T. M. Hurlburt
Municipal Judge, B. M. Smith
Chief of Police, John W. Minto
City Physician, Dr. C. H. Wheeler
Sealer Weights and Measures, Inspector of Steam Boilers, W. T. Everson
Councilmen:
President of Council, T. C. Malone
1st Ward, C. E. Rumelin
2nd Ward, J. Monks
3rd Ward, D. W. Burnside
4th Ward, J. P. Moffett
5th Ward, H. Fleckenstein
6th Ward, J. M. Terwilliger
7th Ward, T. C. Malone
8th Ward, T. J. Jones
9th Ward, W. B. Hall
10th Ward, J. P. Menefee
11th Ward, W. H. Armstrong
Mayor, Sylvester Pennoyer
Auditor, A. N. Gambell
Treasurer, Frank Hacheney
Attorney, W. M. Cake
Supt. of Streets, W. B. Chase
Surveyor, F. F. Gilham
Municipal Judge, Alex Sweek
Chief of Police, John Myers
City Physician, Dr. R. S. Gillespie
Councilmen:
President of Council, W. H. Mead
1st Ward, M. L. Nicholas
2nd Ward, John A. Martin
3rd Ward, W. H. Mead
4th Ward, Dr. G. H. Strowbridge
5th Ward, L. D. Cole
6th Ward, J. M. Nickum
7th Ward, T. C. Malone
8th Ward, J. McBrien
9th Ward, S. L. Woodward
10th Ward, L. T. Peery
11th Ward, W. E. Spurrier
1897-1898
Mayor, Sylvester Pennoyer
Auditor, A. N. Gambell
Treasurer, Frank Hacheney
Supt. of Streets, Wm. B. Chase
Surveyor, Frank F. Gilham
Attorney, Wm. M. Cake
Chief of Police, P. J. Barry
Municipal Judge, Alex Sweek
City Physician, Dr. R. L. Gillespie
Councilmen:
President of Council, W. H. Mead
1st Ward, M. L. Nicholas
2nd Ward, John A. Martin
3rd Ward, W. H. Mead
4th Ward, Dr. G. H. Strowbridge
5th Ward, L. D. Cole
6th Ward, J. M. Nickum
7th Ward, T. C. Malone
8th Ward, J. McBrien
9th Ward, S. L. Woodward
10th Ward, L. T. Peery
11th Ward, W. E. Spurrier
1899-1900
Mayor, W. A. Story
Auditor, A. N. Gambell
Treasurer, Frank Hacheney
City Attorney, J. M. Long
City Engineer, W. B. Chase
Municipal Judge, Frank Hennessy
Chief of Police, D. M. McLauchlan
City Physician, Dr. C. H. Wheeler
Councilmen:
President of Council, J. C. Jameson
1st Ward, W. E. Harris
2nd Ward, John A. Martin
3rd Ward, J. D. Meyer
4th Ward, Geo. L. Baker
5th Ward, Wm. Showers
6th Ward, J. C. Luckel
7th Ward, H. A. Belding
8th Ward, Geo. J. Cameron
9th Ward, Fred W. Hanson
10th Ward, J. C. Jameson
11th Ward, N. D. Beutgen
1900-1901
Mayor, H. S. Rowe
Auditor, T. C. Devlin
Treasurer, J. E. Werlein
City Attorney, J. M. Long
City Engineer, W. B. Chase
Municipal Judge, Geo. J. Cameron
Chief of Police, D. M. McLauchlan
City Physician, Dr. J. C. Zan
Councilmen:
President of Council, R. L. Glisan
1st Ward, P. G. Nealond
2nd Ward, R. L. Glisan
<table>
<thead>
<tr>
<th>Ward</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>3rd</td>
<td>F. T. Merrill</td>
</tr>
<tr>
<td>4th</td>
<td>W. T. Branch</td>
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<tr>
<td>5th</td>
<td>F. W. Mulkey</td>
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<tr>
<td>6th</td>
<td>W. Y. Masters</td>
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<tr>
<td>7th</td>
<td>E. C. Bronsauge</td>
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<tr>
<td>8th</td>
<td>D. T. Sherrett</td>
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<tr>
<td>9th</td>
<td>F. B. Holbrook</td>
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<tr>
<td>10th</td>
<td>A. F. Nichols</td>
</tr>
<tr>
<td>11th</td>
<td>F. P. Walker</td>
</tr>
</tbody>
</table>

**1901-1902**

Mayor, H. S. Rowe  
Auditor, T. C. Devlin  
Treasurer, J. E. Werlein  
City Attorney, J. M. Long  
City Engineer, W. B. Chase  
Municipal Judge, Geo. J. Cameron  
Chief of Police, D. M. McLauchlan  
City Physician, Dr. J. C. Zan

Councilmen:

President of Council, R. L. Glisan  
1st Ward, P. G. Nealond  
2nd Ward, R. L. Glisan  
3rd Ward, F. T. Merrill  
4th Ward, W. T. Branch  
5th Ward, F. W. Mulkey  
6th Ward, W. Y. Masters  
7th Ward, E. C. Bronsauge  
8th Ward, D. T. Sherrett  
9th Ward, F. B. Holbrook  
10th Ward, A. F. Nichols  
11th Ward, F. P. Walker

**1902-1903**

Mayor, George H. Williams  
Auditor, Thomas O. Devlin  
Treasurer, J. E. Werlein  
City Attorney, Lawrence A. McNary  
City Engineer, W. M. Elliott  
Municipal Judge, H. W. Hogue  
Chief of Police, D. M. McLauchlan  
City Physician, Dr. J. C. Zan

Councilmen:

President of Council, L. Zimmerman  
1st Ward, C. E. Rumelin  
2nd Ward, Mart Foeller  
3rd Ward, F. T. Merrill  
4th Ward, A. K. Bentley  
5th Ward, B. P. Cardinell  
6th Ward, B. D. Sigler
8th Ward, J. P. Sharkey
9th Ward, H. R. Albee
10th Ward, A. F. Flegel
At Large, Sanford Whiting

1905-1906

Mayor, Harry Lane
Auditor, Thomas C. Devlin
Treasurer, J. E. Werlein
City Attorney, Lawrence A. McNary
City Engineer, D. W. Taylor
Municipal Judge, Geo. J. Cameron
Fire Chief, David Campbell
Police Chief, C. Gritzhammer (acting)
City Physician, Dr. F. Cauthorn

Councilmen:

President of Council, John Annand
1st Ward, Robert A. Preston
2nd Ward, Hugh W. Wallace
3rd Ward, George D. Dunning
4th Ward, George S. Sheppard
5th Ward, W. Y. Masters
6th Ward, Henry A. Belding
7th Ward, A. G. Rushlight
8th Ward, Frank S. Bennett
9th Ward, R. E. Menefee
10th Ward, W. T. Vaughn
At Large, Thomas Gray
At Large, Dan Kellaher
At Large, John P. Sharkey
At Large, A. N. Wills

1906-1907

Mayor, Harry Lane
Auditor, Thomas C. Devlin
Treasurer, J. E. Werlein
City Attorney, Lawrence A. McNary
City Engineer, D. W. Taylor
Municipal Judge, Geo. J. Cameron
Chief of Fire Department, David Campbell
Chief of Police, C. Gritzhammer
City Physician, Dr. F. L. Ziegler
Health Officer, Dr. Esther C. Pohl

Councilmen:

President of Council, A. N. Wills
1st Ward, T. J. Concannon
2nd Ward, Hugh W. Wallace
3rd Ward, George D. Dunning
4th Ward, George L. Baker
5th Ward, W. I. Cottell
6th Ward, Henry A. Belding
7th Ward, A. G. Rushlight
8th Ward, Frank S. Bennett
9th Ward, R. E. Menefee
10th Ward, W. T. Vaughn
At Large, Dan Kellaher
At Large, A. N. Wills
At Large, J. Annand
At Large, George B. Cellars
At Large, M. J. Driscoll

1908-1909

Mayor, Harry Lane
Auditor, A. L. Barbur
Treasurer, J. E. Werlein
City Attorney, John P. Kavanaugh
City Engineer, D. W. Taylor
Municipal Judge, John Van Zante
Chief of Fire Department, David Campbell
Chief of Police, C. Gritzmacher
City Physician, Dr. F. L. Ziegler
Health Officer, Dr. Esther C. Pohi
Councilmen:
President of Council, A. G. Rushlight
1st Ward, T. J. Concannon
2nd Ward, Hugh W. Wallace
3rd Ward, George D. Dunning
4th Ward, George L. Baker
5th Ward, W. I. Cottell
6th Ward, Henry A. Belding
7th Ward, A. G. Rushlight
8th Ward, Frank S. Bennett
9th Ward, R. E. Menefee
10th Ward, W. T. Vaughn
At Large, H. A. Heppner
At Large, A. N. Wills
At Large, J. Annand
At Large, George B. Cellars
At Large, M. J. Driscoll
1909-1910
Mayor, Joseph Simon
Auditor, A. L. Barbur
Treasurer, J. E. Werlein
City Attorney, John P. Kavanaugh
City Engineer, J. W. Morris
Municipal Judge, Frank S. Bennett
Chief of Fire Department, David Campbell
Chief of Police, A. M. Cox
City Physician, Dr. F. J. Ziegler
Health Officer, Dr. C. H. Wheeler
Councilmen:
President of Council, Geo. L. Baker
1st Ward, T. J. Concannon
2nd Ward, Hugh W. Wallace
3rd Ward, George D. Dunning
4th Ward, George L. Baker
5th Ward, F. E. Watkins
6th Ward, Henry A. Belding
7th Ward, A. G. Rushlight
8th Ward, K. K. Kubli
9th Ward, R. E. Menefee
10th Ward, J. T. Ellis
At Large, Gay Lombard
At Large, Thomas C. Devlin
At Large, J. Annand
At Large, George B. Cellars
At Large, M. J. Driscoll
1910-1911
Mayor, Joseph Simon
Auditor, A. L. Barbur
Treasurer, J. E. Werlein
City Attorney, Frank S. Grant
City Engineer, J. W. Morris
Municipal Judge, Geo. J. Tazwell
Chief of Fire Department, David C. Campbell
Chief of Police, A. M. Cox
City Physician, Dr. F. J. Ziegler
Health Officer, Dr. C. H. Wheeler
Councilmen:
President of Council, Henry A. Belding
1st Ward, T. J. Concannon
2nd Ward, Hugh W. Wallace
3rd Ward, George D. Dunning
4th Ward, George L. Baker
5th Ward, F. E. Watkins
6th Ward, Henry A. Belding
7th Ward, A. G. Rushlight
8th Ward, K. K. Kubli
9th Ward, R. E. Menefee
10th Ward, J. T. Ellis
At Large, Gay Lombard
At Large, Thomas C. Devlin
At Large, J. Annand
At Large, George B. Cellars
At Large, M. J. Driscoll
1911-1912
Mayor, A. G. Rushlight
Auditor, A. L. Barbur
Treasurer, William Adams
City Attorney, Frank S. Grant
Acting City Engineer, T. M. Hurlbut
Municipal Judge, George J. Tazwell
Acting Fire Chief, Frank Dowell
Acting Police Chief, E. A. Slover
Health Officer, Dr. C. H. Wheeler
City Physician, Dr. F. J. Ziegler
Councilmen:
President of Council, Geo. L. Baker
1st Ward, Tom. N. Monks
EARLY DAY I. O. O. F. PROCESSION
Front and Washington Streets, Portland

EARLY VIEW OF FIRST AND ALDER STREETS, LOOKING NORTH, PORTLAND
2nd Ward, Hugh W. Wallace
3rd Ward, George D. Dunning
4th Ward, F. S. Wilhelm
5th Ward, F. E. Watkins
6th Ward, John Montag
7th Ward, Allan R. Joy
8th Ward, William Schmeer
9th Ward, R. E. Menefee
10th Ward, James Maguire
At Large, Ralph C. Clyde
At Large, John H. Burgard
At Large, George L. Baker
At Large, Will H. Daly
At Large, J. J. Jennings

1912-1913
Mayor, A. G. Rushlight
Auditor, A. L. Barbur
Treasurer, William Adams
City Attorney, Frank S. Grant
Acting City Engineer, T. M. Hurlburt
Municipal Judge, George J. Tazwell
Chief of Fire Department, Frank Dowell
Acting Chief of Police, E. A. Slover
Health Officer, Dr. C. H. Wheeler
City Physician, Dr. F. J. Ziegler

Councilmen:
President of Council, Geo. L. Baker
1st Ward, Tom N. Parks
2nd Ward, Hugh W. Wallace
3rd Ward, George D. Dunning
4th Ward, F. S. Wilhelm
5th Ward, F. E. Watkins
6th Ward, John Montag
7th Ward, Allan R. Joy
8th Ward, William Schmeer
9th Ward, R. E. Menefee
10th Ward, Joseph Maguire
At Large, Ralph C. Clyde
At Large, John H. Burgard
At Large, George L. Baker
At Large, Will H. Daly
At Large, J. J. Jennings
Parkkeeper, E. T. Mische
Harbormaster, Capt. J. Speier
Poundmaster, Boyd R. Welch
Curator Museum, Asa Sleeth
Superintendent Water Department, Frank T. Dodge
Engineer Water Department, D. D. Clarke
Secretary Civil Service Commission, W. A. Tupper
Superintendent Garbage Crematory, D. E. Otis
Sealer Weights and Measures, F. G. Buchtel
Free Employment Bureau, C. E. Christenson
Official Grappler, H. Brady

1913-1914

(Commission form of government effective July 1, 1913.)
Mayor, H. R. Albee
Commissioner of Public Utilities, Will H. Daly
Commissioner of Public Works, R. G. Dieck
Commissioner of Finance, C. A. Bigelow
Commissioner of Public Affairs, Wm. L. Brewster
Auditor, A. L. Barbur
Treasurer, Wm. Adams
City Attorney, W. P. LaRoche
Municipal Judge, John H. Stevenson
Chief of Fire Bureau, B. F. Dowell
Chief of Police, John Clark
Acting City Engineer, J. R. Hanson
Purchasing Agent, J. R. Wood
Health Officer, Dr. M. B. Marcellus
City Physician, Dr. Fred J. Ziegler
Superintendent of Parks, E. T. Mische
Harbormaster, Capt. J. Speier
Poundmaster, Boyd R. Welch
Superintendent of Waterworks, Frank T. Dodge
Engineer of Waterworks, D. D. Clarke
Secretary of Civil Service Board, W. A. Tupper
Superintendent of Garbage Crematory, D. E. Otis
Sealer Weights and Measures, E. D. Jones
Superintendent Free Employment Bureau, C. E. Christenson
Superintendent Bureau of Street Cleaning, Alex Donaldson
1914-1915
Mayor, H. R. Albee
Commissioner Public Utilities, Will H. Daly
Commissioner Public Works, R. G. Dieck
Commissioner Finance, C. A. Bigelow
Commissioner Public Affairs, Wm. L. Brewster
Auditor, A. L. Barbur
Commissioner Public Safety, H. R. Albee
Chief of Fire Bureau, B. F. Dowell
Fire Marshal, Jay W. Stevens
Chief of Police, John Clark
Health Officer, Dr. M. B. Marcellus
Municipal Judge, John H. Stevenson
Poundmaster, Boyd R. Welch
Harbormaster, Capt. Jacob Speier
Secretary Bd. Motion Picture Censors, Mrs. E. B. Colwell
City Engineer, P. H. Dater
City Attorney, Walter P. LaRoche
Supt. of City Hall, C. S. Simmons
Supt. of Free Employment Bureau, C. E. Christenson
Sealer of Weights & Measures, E. D. Jones
Supt. of Bureau of Water Works, L. S. Kaiser
Engineer Bureau of Water Works, D. D. Clarke
Supt. Bureau of Street Cleaning, Alex Donaldson
Bureau Garbage Disposal, Wm. G. Helber
Municipal Lighting, C. F. Weigand
Purchasing Agent, J. R. Ward
City Treasurer, Wm. Adams
Market Master, J. A. Eastman
Inspector of Licenses, J. S. Hutchinson
City Physician, Dr. F. J. Zeigler
1915-1916
Commissioner of Public Safety, Mayor H. R. Albee
Commissioner of Public Utilities, Will H. Daly
Commissioner of Public Works, R. G. Dieck
Commissioner of Finance, C. A. Bigelow
Commissioner Public Affairs, Wm. L. Brewster to July, 1915; Geo. L. Baker
Auditor, A. L. Barbur
Chief of Fire Bureau, B. F. Dowell
Fire Marshal, Jay W. Stevens
Chief of Police, John Clark
Health Officer, Dr. M. B. Marcellus
Municipal Judge, John H. Stevenson
Poundmaster, Boyd R. Welch
Harbormaster, Capt. Jacob Speier
Secretary Motion Picture Censors, Mrs. E. B. Colwell
City Engineer, P. H. Dater
City Attorney, Walter P. LaRoche
Supt. City Hall, C. S. Simmons
Supt. Free Employment Bureau, C. E. Christenson
Supt. Bureau of Parks, Jas. O. Convill
Sealer Weights & Measures, E. D. Jones
Supt. Water Works, L. S. Kaiser
Engineer, D. D. Clarke
Supt. Street Cleaning, Alex Donaldson
Bureau of Garbage Disposal, Wm. G. Helber
Municipal Lighting, C. F. Weigand
Purchasing Agent, J. R. Wood
City Treasurer, Wm. Adams
Market Master, J. A. Eastman
COLUMBIA RIVER VALLEY

Inspector of Licenses, J. S. Hutchinson
Secretary Civil Service Board, H. W. Maclean
City Physician, Dr. F. J. Zeigler
Commissioner of Public Safety, Mayor H. R. Albee
Commissioner of Public Utilities, Will H. Daly
Commissioner of Public Works, R. G. Dieck
Commissioner of Finance, C. A. Bigelow
Commissioner of Public Affairs, Geo. L. Baker
Auditor, A. L. Barbur
Chief of Fire Bureau, B. F. Dowell
Fire Marshal, Jay W. Stevens
Chief of Police, John Clark
Health Officer, Dr. John G. Abele
Municipal Judge, Arthur Langguth
Poundmaster, Boyd R. Welch
Harbormaster, Capt. Jacob Speier
Secretary Motion Picture Censors, Mrs. E. B. Colwell
Secretary Civil Service Board, H. W. Maclean
City Engineer, P. H. Dater
Superintendent Water Works, L. S. Kaiser
Engineer Water Works, D. D. Clarke
Superintendent Street Cleaning, Alex Donaldson
Bureau Garbage Disposal, Wm. G. Helber
Municipal Lighting, C. F. Weigand
Motor Bus Inspector, Raymond Gill
Purchasing Agent, J. R. Wood
City Treasurer, Wm. Adams
Market Master, J. A. Eastman
License Inspector, J. S. Hutchinson
City Attorney, Walter P. LaRoche
Supt. City Hall, C. S. Simmons
Director Public Employment Bureau, N. F. Johnson
Supt. of Parks, Jas. O. Convill
Sealer Weights & Measures, E. D. Jones
City Physician, Dr. F. J. Ziegler
Commissioner of Public Safety, Mayor Geo. L. Baker
Commissioner of Public Utilities, John M. Mann
Commissioner of Public Works, A. L. Barbur
Commissioner of Public Affairs, C. A. Bigelow
Commissioner of Finance, Dan Kellaher
Auditor, Geo. R. Funk
Chief of Police, N. F. Johnson
Municipal Judge, Geo. Rossman
Secretary Civil Service Board, O. C. Bortzmeyer
City Engineer, O. Laurgaard
Chief of Fire Bureau, B. F. Dowell
Director Public Employment Bureau, A. W. Jones
Market Master, J. A. Eastman
Superintendent Street Cleaning, Alex Donaldson
Superintendent Water Works, L. S. Kaiser
Librarian, Caroline L. B. Kelliher
Superintendent Water Works, L. S. Kaiser
Engineer Water Works, F. M. Randlett
Health Officer, Dr. Geo. Parrish
Sealer Weights & Measures, E. D. Jones
Municipal Lighting, H. A. Goode
Motor Bus Inspector, Raymond Gill
City Treasurer, Wm. Adams
License Inspector, J. S. Hutchinson
Bureau Garbage Disposal, Wm. G. Helber
Superintendent City Hall, C. S. Simmons
City Physician, Dr. F. J. Ziegler
1918-1919
Commissioner of Public Safety, Mayor Geo. L. Baker
Commissioner of Public Utilities, John M. Mann
Commissioner of Public Works, A. L. Barbur
Commissioner of Public Affairs, C. A. Bigelow
Commissioner of Finance, Dan Kel-laher to Nov. 5, 1918, T. L. Perkins to July 1, 1919
Auditor, Geo. R. Funk
Chief of Police, N. F. Johnson, L. V. Jenkins
Municipal Judge, Geo. Rossman
City Attorney, W. P. LaRoche
Superintendent of Parks, C. P. Key-ser
Secretary Motion Picture Censors, Mrs. E. T. Coiwell
Secretary Civil Service Board, W. E. Marion
City Engineer, O. Laurgaard
Chief of Fire Bureau, B. F. Dowell
Public Employment Bureau, A. W. Jones
Market Master, J. A. Eastman
Superintendent Street Cleaning, Alex Donaldson
Librarian, Caroline L. B. Kelliher
Superintendent Water Works, L. S. Kaiser
Engineer Water Works, F. M. Rand-lett
Health Officer, Dr. Geo. Parrish
City Physician, Dr. F. J. Ziegler
Sealer Weights & Measures, E. D. Jones
Municipal Lighting, H. A. Goode
Motor Bus Inspector, R. Gill
City Treasurer, Wm. Adams
License Inspector, J. S. Hutchinson
Bureau of Garbage Disposal, Wm. G. Helber
Superintendent City Hall, C. S. Simmons
Harbormaster, Captain J. Speier

1919-1920
Commissioner of Public Safety, Mayor Geo. L. Baker
Commissioner of Public Utilities, John M. Mann
Commissioner of Public Works, A. L. Barbur
Commissioner of Public Affairs, C. A. Bigelow
Commissioner of Finance, T. L. Perkins
Auditor, Geo. R. Funk
Chief of Police, L. V. Jenkins
Municipal Judge, Geo. Rossman
City Attorney, W. P. LaRoche
Superintendent of Parks, C. P. Key-ser
Secretary Motion Picture Censors, Mrs. E. T. Coiwell
Secretary Civil Service Board, W. E. Marion
City Engineer, O. Laurgaard
Chief of Fire Bureau, B. F. Dowell
Public Employment Bureau, A. W. Jones
Superintendent Street Cleaning, Alex Donaldson
Librarian, Caroline L. B. Kelliher
Superintendent Water Works, L. S. Kaiser
Engineer Water Works, F. M. Rand-lett
Health Officer, Dr. Geo. Parrish
City Physician, Dr. F. J. Ziegler
Sealer Weights & Measures, E. D. Jones
Market Master, J. A. Eastman
Municipal Lighting, H. A. Goode
Motor Bus Inspector, R. Gill
City Treasurer, Wm. Adams
License Inspector, J. S. Hutchinson
Bureau Garbage Disposal, Wm. G. Helber
Superintendent City Hall, C. S. Simmons
Harbormaster, Capt. J. Speier

1920-1921
Commissioner of Public Safety, Mayor Geo. L. Baker
Commissioner of Public Utilities, John M. Mann
Commissioner of Public Works, A. L. Barbur
Commissioner of Public Affairs, C. A. Bigelow
Commissioner of Finance, S. C. Pier
Auditor, Geo. R. Funk
Chief of Police, L. V. Jenkins
City Attorney, Frank S. Grant
Municipal Judge, Geo. Rossman
Manager Auditorium, Hal. M. White
Secretary Motion Picture Censors, Mrs. E. T. Colwell
Superintendent of Parks, C. P. Keyser
Secretary Civil Service Board, W. E. Marion
Secretary Motion Picture Censors, Mrs. E. T. Colwell
Secretary Civil Service Board, W. E. Marion
City Engineer, O. Laurgaard
Supt. Water Works, L. S. Kaiser
Engineer Water Works, F. M. Randlett
Health Officer, Dr. Geo. Parrish
Municipal Lighting, H. A. Goode
Matron Women's Detention Home, Lena Goodin
Market Master, J. A. Eastman
Superintendent Street Cleaning, Alex Donaldson
Librarian, Caroline L. B. Kelliher
Superintendent Water Works, L. S. Kaiser
Engineer Water Works, F. M. Randlett
Health Officer, Dr. Geo. Parrish
City Physician, Dr. F. J. Ziegler
Sealer Weights & Measures, E. D. Jones
Superintendent of Parks, C. P. Keyser
City Treasurer, Wm. Adams
License Inspector, J. S. Hutchinson
Librarian, Caroline L. B. Sigrist
Chief of Fire Bureau, John E. Young
Superintendent Garbage Disposal, Wm. G. Helber
Superintendent Street Cleaning, Alex Donaldson
Market Master, J. A. Eastman
Director Public Employment Bureau, A. W. Jones
City Physician, Dr. Fred J. Ziegler
Superintendent City Hall, C. S. Simmons
Harbormaster, Capt. J. Speier 1921-1922
Commissioner of Public Safety, Mayor, Geo. L. Baker
Commissioner of Public Utilities, John M. Mann

1922-1923
Commissioner of Public Safety, Mayor Geo. L. Baker
Commissioner of Public Utilities, John M. Mann
Commissioner of Public Works, A. L. Barbur
Commissioner of Public Affairs, C. A. Bigelow
Commissioner of Finance, S. C. Pier
Auditor, Geo. R. Funk
Chief of Police, L. V. Jenkins
City Attorney, Frank S. Grant
Municipal Judge, W. A. Ekwall
Manager Auditorium, Hal M. White
Secretary Motion Picture Censors, Mrs. E. T. Colwell
Superintendent of Parks, C. P. Keyser
Secretary Civil Service Board, W. E. Marion
City Engineer, O. Laurgaard
Superintendent Water Works, L. S. Kaiser
Engineer Water Works, F. W. Randlett
Health Officer, Dr. Geo. Parrish
City Physician, Dr. F. J. Ziegler
Municipal Lighting, H. A. Goode
Motor Bus Inspector, Raymond Gill
Sealer Weights and Measures, E. D. Jones
City Treasurer, Wm. Adams
License Inspector, J. S. Hutchinson
Librarian, Caroline L. B. Sigrist
Chief of Fire Bureau, Lee G. Holden
Superintendent Garbage Disposal, Wm. G. Helber
Superintendent Street Cleaning, Alex Donaldson
Market Master, J. A. Eastman
Director Public Employment Bureau, A. W. Jones
Superintendent City Hall, C. S. Simmons
Harbormaster, Capt. J. Speier 1923-1924
Commissioner of Public Safety, Harbormaster, Capt. J. S. Speier
Mayor Geo. L. Baker
COLUMBIA RIVER VALLEY

1924-1925
Commissioner of Public Safety, Mayor Geo. L. Baker
Commissioner of Public Utilities, John M. Mann
Commissioner of Public Works, A. L. Barbur
Commissioner of Public Affairs, C. A. Bigelow
Commissioner of Finance, Stanhope S. Pier
Auditor, Geo. R. Funk
Chief of Police, L. V. Jenkins
City Attorney, Frank S. Grant
Municipal Judge, W. A. Ekwall
Manager Auditorium, Hal M. White
Secretary Motion Picture Censors, Mrs. E. T. Colwell
Secretary Civil Service Board, W. E. Marion
City Engineer, O. Laurgaard
Superintendent Water Works, L. S. Kaiser
Engineer Water Works, F. M. Randlett
Health Officer, Dr. Geo. Parrish
City Physician, Dr. F. J. Ziegler
Municipal Lighting, H. A. Goode
Bureau Weights and Measures, E. D. Jones
City Treasurer, Wm. Adams
Superintendent of Parks, C. P. Keyser
Purchasing Agent, Frank Coffinberry
License Inspector, J. S. Hutchinson
Budget Accountant, J. J. Curtin
Property Custodian, G. W. Yates
Custodian City Hall, M. J. Murnane
Librarian, Caroline L. B. Sigrist
Chief of Fire Bureau, Lee G. Holden
Superintendent Garbage Crematory, Wm. G. Holden
Superintendent Street Cleaning, Alex Donaldson
Market Master, J. A. Eastman

Director Public Employment, A. W. Jones
Harbormaster, Capt. J. Speier

1925-1926
Commissioner of Public Works, Mayor Geo. L. Baker
Commissioner of Public Utilities, John M. Mann
Commissioner of Public Works, A. L. Barbur
Commissioner of Public Affairs, C. A. Bigelow
Commissioner of Finance, Stanhope S. Pier
Auditor, Geo. R. Funk
Chief of Police, L. V. Jenkins
City Attorney, Frank S. Grant
Municipal Judge, W. A. Ekwall
Manager Auditorium, H. M. White
Secretary Motion Picture Censors, Mrs. E. T. Colwell
Secretary Civil Service Board, W. E. Marion
City Engineer, O. Laurgaard
Superintendent Water Works, L. S. Kaiser
Engineer Water Works, Ben S. Morrow
Health Officer, Dr. Geo. Parrish
City Physician, Dr. F. J. Ziegler
Municipal Lighting, H. A. Goode
Bureau Weights and Measures, E. D. Jones
City Treasurer, Wm. Adams
Superintendent of Parks, C. P. Keyser
Purchasing Agent, Frank Coffinberry
License Inspector, J. S. Hutchinson
Budget Accountant, J. J. Curtin
Property Custodian, G. W. Yates
Custodian City Hall, M. J. Murnane
Librarian, Caroline L. B. Sigrist
Chief of Fire Bureau, Lee G. Holden
Superintendent Garbage Disposal, Wm. G. Helber
Superintendent Street Cleaning, Geo. A. Ries
Market Master, J. A. Eastman
Director Public Employment, A. W. Jones
Harbormaster, Capt. J. Speier
Commissioner of Public Safety, Mayor Geo. L. Baker
Commissioner of Public Utilities, John M. Mann
Commissioner of Public Works, A. L. Barbur
Commissioner of Public Affairs, C. A. Bigelow
Commissioner of Finance, Stanhope S. Pier
Auditor, Geo. R. Funk
Chief of Police, L. V. Jenkins
City Attorney, Frank S. Grant
Municipal Judge, F. W. Stadter
Manager Auditorium, Hal M. White
Secretary Motion Picture Censors, Mrs. E. T. Colwell
Secretary Civil Service Board, W. E. Marion
City Engineer, O. Laurgaard
Superintendent Water Works, L. S. Kaiser
Engineer Water Works, Ben S. Morrow
Health Officer, Dr. John G. Abele

City Physician, Dr. F. J. Ziegler
Municipal Lighting, H. A. Goode
Sealer Weights and Measures, E. D. Jones
City Treasurer, Wm. Adams
Superintendent of Parks, C. P. Keyser
Purchasing Agent, Frank Coffinberry
License Inspector, J. S. Hutchinson
Budget Accountant, J. J. Curtin
Property Custodian, G. W. Yates
Custodian City Hall, M. J. Murnane
Librarian, Caroline L. B. Sigrist
Chief of Fire Bureau, Lee G. Holden
Superintendent Garbage Crematory, Wm. G. Helber
Superintendent Street Cleaning, Geo. A. Ries
Market Master, J. A. Eastman
Director Public Employment, A. W. Jones
Harbormaster, Capt. J. Speier

1927-1928
Same as 1926 except as follows:
Municipal Judge, F. W. Stadter, H. M. Tomlinson

1928-1929
Chief of Fire Bureau, Edw. Grenfell

The following are the city officials serving in 1928

Officers of the City Government

Mayor, George L. Baker
President of the Council, C. A. Bigelow
Commissioner, C. A. Bigelow
Commissioner, A. L. Barbur
Commissioner, John M. Mann
Commissioner, Stanhope S. Pier
Auditor, George R. Funk
City Attorney, Frank S. Grant
Municipal Judge, H. M. Tomlinson
Municipal Judge, F. W. Stadter

City Engineer, O. Laurgaard
City Treasurer, William Adams
Chief of Bureau of Police, L. V. Jenkins
Chief of Bureau of Fire, Edward Grenfell
Superintendent of Bureau of Parks, C. P. Keyser
Superintendent of Bureau of Street Cleaning, George A. Reise
Superintendent of Bureau of Waterworks, L. S. Kaiser
Health Officer, John G. Abele
Sealer of Weights and Measures, E. D. Jones
Engineer of Bureau of Waterworks, Ben. S. Morrow
Inspector of Licenses, Joseph S. Hutchinson
Market Master, J. A. Eastman

Manager of Auditorium, H. M. White
Purchasing Agent, Frank Coffinberry
Superintendent of Garbage Disposal, W. G. Helber
Secretary Board of Motion Censors, Mrs. E. T. Colwell
Harbor Master and Superintendent of Docks, Capt. J. Speier

DISTRIBUTION OF OFFICIAL BUSINESS OF THE CITY OF PORTLAND

GEORGE L. BAKER, Mayor
Commissioner of Public Safety
Bureau of Police
Uniform Division
Berillon Division
Women's Protective Division (jail)
Municipal Court
Office of City Attorney
Public Auditorium
Motion Picture Censor
Motor Bus Inspection

JOHN M. MANN
Commissioner of Public Utilities
Bureau of Water Works
Bureau of Water Revenue
Bureau of Weights and Measures
Bureau of Health
Medical Division—
Emergency Hospital
Free Dispensaries
Bacteriological Laboratory
Quarantine Subdivision
Sanitary Division—
Chemical and Milk Laboratory
Milk Subdivision
Market Subdivision
Main Office—
Vital Statistics
Complaints
Street Lighting
Transportation, Utilities and Franchise Matters
Establishment and Maintenance of the Street and Sidewalk Fountains

Women's Detention Home
A. L. BARBUR
Commissioner of Public Works
Office of City Engineer:
Bureau of Construction—
Street Improvements
Sewer Improvements
Sidewalk Construction
Street Extensions
Construction of Bridges and Structures
Tests on Materials of Construction
Bureau of Maintenance—
Repair of Sewers
Repair of Streets
Repair of Bridges and Structures
Municipal Asphalt Repair Plant
Bureau of Standards—
Physical Laboratory
Testing Laboratory
Municipal Paving Plant
Bureau of Buildings—
Plumbing Division
Electrical Division
Building Division

C. A. BIGELOW
Commissioner of Public Affairs
Bureau of Garbage Disposal
Bureau of Fire
Public Markets
Public Employment Bureau
Bureau of Street Cleaning
Municipal Fish Market
Municipal Repair Shops

S. S. PIER

Auditing Division

Commissioner of Finance

Accounting Division

Municipal Reference Library

Claims and Documents Division

Office of City Treasurer

Special Assessment Division

Bureau of Purchases and Stores:

Open and Bonded Liens Division

Purchasing Agent

Licensing Division

City Store House

Elections

Bureau of City Hall

Clerk of the Council

Bureau of Licenses

Secretary of the Firemen’s Relief

Bureau of Parks

and Pension Board

Bureau of Earwig Control

Secretary of the Policemen’s Relief

Civil Service Board—John F. Logan, chairman; Harvey Wells, O. C.


Dock Commission—John H. Burgard, E. S. Collins, A. H. Averill, F.


Boards of Appeal—Mrs. A. S. Werner, secretary.

Board of Appeal—Building Code—J. V. Bennes, O. L. Arthur, E. H.

White.

Board of Appeal—Electrical Code—F. H. Murphy, S. C. Jaggar,

W. H. Haybarker.

Boards of Appeal—Electric Signs—A. G. Ramsey, Thomas Lennard,

W. L. Smith.

Board of Appeal—Plumbing Code—Theo. Roy, D. S. Williams, R. H.

Strong.

Advisory Board—Housing Code—Harry Stebbinger, Will Claussen,

Mrs. T. T. Munger.

Board of Examiners for Electrical Division—E. W. Pierce, W. H.

Brust, F. W. Webber.

Smoke Prevention Committee—W. H. Bruck, Edward Swindells,

Cameron Squires, A. J. Browning, Leo Lange.

Board of Motion Picture Censors—Floyd Maxwell, Mrs. F. O.

Northrup, Mrs. Walter M. Cook, Mrs. E. T. Colwell, secretary.

Traffic Committee—Stanhope S. Pier, commissioner of finance,

chairman; L. V. Jenkins, chief of police; Frank E. Ervin, captain of

traffic; Frank S. Grant, city attorney; O. Laurgaard, city engineer.

City Planning Commission—J. C. Ainsworth, president; C. W.

Norton, Coe A. McKenna, John A. Laing (treasurer), Henry Reed, B. W.

Steeman, Mayor George L. Baker, City Attorney Frank S. Grant, City

Engineer O. Laurgaard, and H. E. Plummer, inspector of buildings.

C. A.

McClure, secretary.

Board of Appeals—Zoning Ordinance—Morris H. Whitehouse, Robert

G. Dieck, Fred W. German, David L. Hoggan, Dean Vincent.

Portland Municipal Boxing Commission—Frank Lonergan, chair-

man; Fred Bay, secretary; Tom Sweeney, Dr. C. G. Sabin, and Robert A.

WATER FRONT COMMISSION—O. Laurgaard, chairman; H. E. Plummer, secretary; F. Seley, Edward Grenfell, Frank S. Grant.

ART COMMISSION—Mrs. George H. Marsh, chairman; Robert G. Dieck, vice chairman; Charles F. Adams, Folger Johnson, Mrs. J. C. E. Elliott King, Mrs. Lee Hoffman, Mrs. Florence Holmes Gerke, secretary; George L. Baker, mayor.

DELINQUENT TAX COMMITTEE—S. S. Pier, commissioner of finance, chairman; C. A. Bigelow, commissioner of public affairs; George R. Funk, city auditor; James Gill, deputy city auditor, secretary.
CHAPTER L

PORTLAND'S FIRST POST OFFICE

The first post offices to be established in Oregon were those of Astoria and Oregon City. In 1847 Congress passed an act establishing post routes, one of which was between Oregon City by way of Fort Vancouver and Fort Nisqually, to the mouth of Admiralty Inlet, the other from Oregon City by way of the Willamette and Rogue River valleys to Klamath River, these routes to be started on July 1, 1847. As no one was anxious to take the contract to carry the mail over these routes, the matter was held in abeyance, but post offices were established at Astoria and Oregon City and the rate of postage on letters from Oregon or California to the states, was fixed at 40 cents, for letters weighing one ounce or less. Gen. Cornelius Gilliam was appointed superintendent of postal affairs for Oregon. David Hill was appointed postmaster at Oregon City and John M. Shively postmaster at Astoria. Mr. Shively spent the winter of 1845 and '46 at Washington, D. C., endeavoring to have a steamship line established from New York City to the Pacific Coast, by way of the Isthmus of Panama. Largely through his efforts, an appropriation was made for mail service from New York to Oregon by way of the Isthmus of Panama. Upon his return to Oregon, Mr. Shively, in his capacity as postmaster, brought two letters with him, one from James Buchanan, secretary of state, promising the people of Oregon that he would send a regiment of dragoons to protect the emigrants. The other letter was from Senator Thomas H. Benton and was dated March, 1847. This also was addressed to the people of Oregon.

Prior to the fall of 1849, the residents of Portland secured their mail at Vancouver or Oregon City. People were neighborly in those days and when some one was coming down the river from Oregon City, he would bring the mail along for the few residents of Portland. On November 8, 1849, Portland's first post office was established. Thomas Smith was appointed postmaster. The post office was located in a log cabin on the southwest corner of Front and Washington streets, which had double doors in front and also a double door on the side. The building also had a lean-to kitchen in the rear. The first regular mail to arrive in the newly established Portland post office arrived on January 26, 1850. It came on board the brig Sequin. Capt. Z. C. Norton, the owner of the brig Sequin, left Bath, Maine, with a load of lumber for Rio de Janeiro. After unloading his cargo, he set sail for San Francisco, which port he reached in September, 1849. A considerable quantity of mail for Oregon had accumulated in San Francisco and this was loaded on board the Sequin, by the postmaster at San Francisco, to be sent to Portland. We frequently complain today if a letter comes in the afternoon delivery instead
of the morning delivery, but when Portland's first post office was estab-
lished, a delay of a few months was considered of no great consequence; 
for example, the brig *Sequin* took fifty-four days to come from Astoria 
to Portland. Capt. Z. C. Norton, the owner of the *Sequin*, was born in 
Maine in 1818. He built the brig *Sequin* in 1847, her maiden voyage 
being to the West Indies and South American ports. After unloading the 
cargo of lumber in South America in 1848, he secured passengers for the 
California gold-fields at a very profitable figure. Among the passengers 
was Stephen Coffin, one of the owners of the Portland townsite. On one 
round trip between San Francisco and Portland, Captain Norton cleared 
over $18,000. Captain Norton bought a farm near Portland, where he 
died on February 18, 1879.

Portland's second postmaster was Edwin B. Comfort, who took office 
on August 21, 1850. He moved the post office to his store at the northeast 
corner of First and Taylor streets.

John O. Waterman was appointed postmaster on June 21, 1853. He re-
moved the post office to his store at the corner of Front and Stark streets. 
On October 12, 1853, he was succeeded by Alonzo Leland, who held the office 
until November 4, 1854, when Adam Shipley became postmaster and 
moved the post office to a store on the northeast corner of Front and 
Washington streets. A year later he moved it to the northeast corner 
of First and Morrison streets, where the Occidental Hotel was later built. 
Not long thereafter, he once more moved it to a store on the west side 
of Front Street between Washington and Stark. In 1856 he again 
moved the post office to a store located on Front Street between Alder 
and Washington.

H. W. Davis became postmaster on July 16, 1861. He moved the 
post office to 108 Front Street. Mr. Davis served for four years and was 
succeeded by E. G. Randall, who took office on July 7, 1865. He moved 
the post office to the northwest corner of First and Alder streets. When 
Mr. Randall resigned, J. R. Prindle served as acting postmaster and 
moved the post office to 98 First Street near Alder.

L. H. Wakefield became postmaster on February 1, 1869. During the 
first year of his incumbency the post office was located at 99 First Street. 
It was then moved to 106 First Street where it remained till June, 1873, 
when it took up its quarters in the newly completed Masonic Temple on 
the corner of Third and Alder streets. On October 1, 1875, it was 
moved to the newly completed government building. Congress appro-
riated money for the Federal Building in Portland in 1869. They 
secured a block of land bounded by Morrison, Yamhill, Fifth and Sixth 
streets. John H. Holman was the contractor and the building of the 
post office was under the supervision of William L. Higgens. Mr. Hig-
gens came to Oregon from Newburyport, Mass., as carpenter on the brig *Chenamus* commanded by Capt. John H. Couch. When he first passed 
up the Willamette River in the spring of 1843, there was only one cabin 
on the site of Portland—that of William Johnson, a former member of 
the British Navy, who with his Indian wife lived in a cabin near what 
is now Carruthers Street in South Portland. Mr. Higgens was superin-
tendent of construction for the post office in 1873 and '74 and also was superintendent of construction of the First Presbyterian Church at 12th and Alder streets, built in 1886.

Free mail delivery service in Portland was inaugurated from this building on October 1, 1879.

George E. Cole became postmaster at Portland on March 11, 1873, and was succeeded by George A. Steel, who took office on October 21, 1881, and served till December 1, 1885, when C. W. Roby became postmaster.

John M. Jones, Portland's present postmaster, went to work in the Portland post office in 1890. At that time the official census gave Portland a population of 46,385, and the State of Oregon 317,704. Today the population of Portland is much larger than that of the entire state when Mr. Jones began his work in the Portland post office. "When I went to work in 1890, there were sixteen carriers in the Portland post office," said Postmaster Jones. "I served for a while as substitute carrier. On August 1, 1890, eight additional carriers were appointed, I being one of the number. Today we have 307 regular carriers, four substitute carriers, 315 regular clerks, twenty-five substitute clerks, thirteen laborers, twelve special delivery messengers and sixty substations with clerks in charge. We also have thirty trucks and delivery machines and operate eight rural routes out of Portland. There are sixty-three square miles of territory embraced within the city's free delivery district. Since I donned my carrier's uniform, Portland has absorbed sixteen separate post offices, among them being East Portland, Albina, Mount Tabor, Montavilla, Fulton, Peninsula, Portsmouth, St. Johns and Sunnyside. When I became a carrier our working hours were from ten to sixteen hours a day. I received $600 a year when I started. Later my salary was boosted to $850 a year and in 1895 our salaries were raised to $1,000 a year. Congress later increased the maximum salary to $1,200 a year. Today carriers start at $1,700 and after six months receive $2,100. I carried mail for thirteen years and then became assistant superintendent of city delivery. They had seventy-five carriers in Portland at that time. Later I was made superintendent of carriers. In 1913 I became superintendent of mails and in February, 1920, was appointed assistant postmaster. In September, 1920, I was appointed acting postmaster and was later appointed postmaster. So far as I know, the only postmasters in Oregon, aside from Portland, who have risen from the ranks are the postmasters of Salem, Albany, Medford and Klamath Falls. I believe the time has come when the post office department should be taken out of politics. The producers and taxpayers foot the bills for the postal service and are entitled to receive the best results possible for the money expended. As you know, postmasters in the past were usually appointed, not for any particular skill or efficiency or knowledge of the postal business, but because they needed to be taken care of for political services. I am hoping to see the day when, from postmaster general, right down the line, to carriers, clerks and laborers, the only test for appointment will be the test of efficiency and the good of
the service. When merit takes the place of political pull, we will have efficient service at much less expense. As you know, Thomas Smith who was appointed on November 8, 1849, was Portland's first postmaster. His successors in the order of their appointments are, E. B. Comfort, John O. Waterman, Alonzo Leland, Adam Shipley, H. W. Davis, E. H. Randall, L. H. Wakefield, George E. Cole, George A. Steel, C. W. Roby, W. G. Welch, George A. Steel, E. C. Protzman, A. B. Crossman, F. A. Bancroft, John W. Minto, H. C. Young, C. B. Merrick, W. E. Williamson, F. S. Myers and myself. We have, within the city limits, 1,153.6 miles of streets and 1,800 miles of sidewalk.

The following table shows the postal receipts in five-year periods, from 1850 till 1925:

<table>
<thead>
<tr>
<th>Year</th>
<th>Receipts</th>
</tr>
</thead>
<tbody>
<tr>
<td>1850</td>
<td>$82.98</td>
</tr>
<tr>
<td>1855</td>
<td>702.78</td>
</tr>
<tr>
<td>1860</td>
<td>3,608.99</td>
</tr>
<tr>
<td>1865</td>
<td>4,128.93</td>
</tr>
<tr>
<td>1870</td>
<td>14,534.66</td>
</tr>
<tr>
<td>1875</td>
<td>24,274.91</td>
</tr>
<tr>
<td>1880</td>
<td>41,567.62</td>
</tr>
<tr>
<td>1885</td>
<td>66,307.12</td>
</tr>
<tr>
<td>1890</td>
<td>$143,771.14</td>
</tr>
<tr>
<td>1895</td>
<td>158,451.96</td>
</tr>
<tr>
<td>1900</td>
<td>215,978.47</td>
</tr>
<tr>
<td>1905</td>
<td>473,083.38</td>
</tr>
<tr>
<td>1910</td>
<td>925,164.52</td>
</tr>
<tr>
<td>1915</td>
<td>1,167,293.03</td>
</tr>
<tr>
<td>1920</td>
<td>1,980,009.25</td>
</tr>
<tr>
<td>1925</td>
<td>2,912,279.31</td>
</tr>
</tbody>
</table>

The Portland post office is the central accounting office for the State of Oregon, and audits the accounts of over 700 post offices in the state. The cost of building the old post office at Sixth and Morrison was $611,165, and the site cost $15,000. The site of the new post office cost $340,000 and the cost of the building was $1,000,000. From 1850 when the annual receipts were $82.98, the receipts have increased to $3,101,195.45 for 1927.
CHAPTER LI

PORTLAND FIRE AND POLICE DEPARTMENTS

The Portland Volunteer Fire Department was organized in 1854. H. W. Davis was chief of the department, Shubrick Norris assistant chief. In 1856 Mr. Davis was reelected chief, and Orin Joynt was elected assistant. In 1857, S. J. McCormick, the printer and publisher, became chief, with Charles Hutchins assistant. The following year Charles Hutchins was made chief, and S. J. McCormick assistant chief. In 1858 J. N. Vansyckle became chief and was given two assistants, Joseph Webber and F. Sherwood. In 1859 Mr. Vansyckle was reappointed chief, his assistants being M. Lucas and J. A. Messenger. In 1859 an alarm bell, weighing over 1,000 pounds and costing $515, was purchased and placed on a tower on the levee. The Legislature of 1860 passed an act creating the Portland Fire Department and granting to the members of the department certain immunities and privileges. Joseph Webber became chief of the department in 1860 and continued till 1863. In 1860 it was decided that the chief and the two assistants be selected by a vote of all of the members of the company, the one receiving the highest vote to be chief, the second highest first assistant, and the one receiving the third largest second assistant. It was also provided that all newly organized companies must have at least thirty and not over seventy-five members. It was further provided that the chief of each fire company should receive a salary of $25 a month, and that all members who served three years or more should be exempt from jury duty and service in the state militia. Willamette Engine Company No. 1 was organized on August 3, 1853. Multnomah Engine Company No. 2 was organized in August, 1856. Columbian Engine Company No. 3 was organized on June 18, 1859. Protection Engine Company No. 4 was organized in November, 1862. The next company to be organized was the Vigilance Hook and Ladder Company No. 1.

For many years Joseph Buchtel was chief of the Volunteer Fire Department. In 1882 it was decided to maintain a paid fire department in place of the volunteer department. H. D. Morgan was appointed chief of the department.

Dad Kerrigan is dean of the fire fighting force of Portland. The first fire he had anything to do with—and that was as a spectator—was the big fire of August 2, 1873, which destroyed twenty-two blocks in Portland's busiest district. This fire started in Hurgren & Shindler's Furniture Store at First and Taylor streets. Within a few moments the Metropolis Hotel, the Multnomah Hotel, the Patton House and the saloon, all of which were located in the same block as the furniture store, were ablaze. There had
been no rain for many weeks and everything was as dry as tinder. It was soon seen that the local volunteer firemen would be unable to handle the fire, so telegrams were sent to the fire departments at Vancouver, Oregon City and Salem. The Salem firemen put their equipment in a box car and with an engine and the box car made the fifty-two-mile run from Salem to Portland in fifty-seven minutes. The fire burned all day, destroying all buildings from Second Street east to the river, and everything in the business district south of Morrison Street, the loss being estimated at over $2,000,000. “I saw the business district of Portland almost wiped out on August 2, 1873,” said Dad Kerrigan. “We will never again have a big fire like that, for our department is too well organized and too well equipped to let a fire get away as did the one in 1873. I came to Portland from San Francisco in 1868. When I was eighteen I went to work on the construction of the Tillamook Lighthouse, near Seaside. I stayed on the rock there for two years. During the winter storms the water would be thrown clear over the rock on which we lived. It seemed at times as if we were bucking the sea in a submarine, for the waves dashed high over the roof of our little cabin, which was lashed to the rock by hog chains fastened to ringbolts driven into the rock. After two years I went to St. George’s Reef, near where the Brother Jonathan was lost with most of her passengers and crew. It took us eight years to build the lighthouse there. We had to put in a granite foundation forty feet high on which to build the lighthouse.

“Of the sixty men on the force when I became a fireman, I am the only one who has served continuously. Ex-Fire Chief Holden, Chief William Heath and Tom Mountain were on the force when I joined, but in political upheavals they were removed and rejoined the force later. Fire Chief Lee G. Holden recently retired. I went to work as a ladder man on Truck No. 1 at the fire station on Fourth near Yamhill. You can’t fight fires for nearly forty years and not meet with some accidents. One time Doc Huston and I were climbing a ladder together. Doc was just above me. The cornice gave way and struck Doc. He fell from the ladder, struck the curb and was killed. Another time Jim Baldwin and I were fighting a fire in a rooming house. Jim couldn’t see on account of the thick smoke and stepped forward. A live wire caught him just under the chin and killed him instantly. I was near Gabriel, at the Washington High School fire, when a stone fell and killed him. I was fighting the oil fire with our chief, Dave Campbell, when he was killed. Thirteen of our fire fighters have been killed on duty.” Dad Kerrigan took me through the fire station at Portland Heights, where he is stationed, and showed me some of Portland’s early day fire fighting equipment. “There is the old veteran hand pump,” he said. “It is beautifully made. It was bought by the Portland Fire Department in 1865. With fifty men on each side, working the pump, they could throw a strong stream of water. We sold it to the Pendleton Fire Department when they organized the department there, and later bought it back. Tiger No. 5 there was purchased in 1879. Those were the days of the volunteer fire department, when the Ladds and Corbetts, the Failings, the Lewises, Joe Simon and all the prominent men of the city
belonged to the fire department. When I became a member of the fire department there were about fifty men in the department. Now we have over 500. I am the only one in the entire number who has never taken a civil service examination. When Sylvester Pennoyer became mayor of Portland, he let out every fireman on the force except myself. John Montag was chairman of the board of fire commissioners. Mayor Pennoyer discharged me, but Montag told me to pay no attention to it—that he would personally see that I was retained. They assigned seven raw recruits to this station. All of these seven men were friends of Pennoyer, and they didn't know a horse's breeching from its collar. I certainly had my work cut out when we answered fires with my raw crew. I went to work in the fire department at $20 a month. On September 30, 1894, I became captain at a salary of $75 a month. Pennoyer was not able to discharge me, but he cut my salary, and I stayed anyway. For over thirty years I never lost a day from sickness, nor did I ever leave the engine house for a vacation.”

We walked from room to room, looking at pictures of Dave Campbell, Joe Buchtel, Biddy Dowell, and other former chiefs of the department. “I'll have to confess that when we replaced our horses with motor driven equipment, I was pretty lonesome for a while for my pals, Dad and Bill, Prince and Eagle, and the other horses.”

Lee G. Holden recently retired as chief of the Portland Fire Department. Before becoming a fire fighter he was a printer's devil, compositor, riverman, cowboy, and also worked in a flour mill, on towboats, ran a hotel, made coffins for an undertaker, and owned and operated a summer resort hotel at the foot of Mount Hood.

“I was the first candy butcher in Portland to sell ice cream in Portland theatres,” said Mr. Holden. “I came to Portland in January, 1885. I was nineteen years old and was glad to take any job I could get. In 1886 I ran with the consolidated hose teams in East Portland. Our team was composed of the best runners from Grant Engine Company No. 2 in Stephens Addition, Pioneer No. 1 of East Portland, and Relief No. 3 of Holladay's Addition. Alec Donaldson, later superintendent of Portland's street cleaning department for so many years, was captain of the team. Joe Riesing, later with the First National Bank, was also a member of the team. Among other members of the team were George Nicolai, Billy Sprague, George Hill, Harry Hill, Joe Knott, and some others. We had thirteen on the team. We crossed the Willamette and ran against the Portland team of which Dave Campbell was captain. Our East Portland team won the banner. This fire tournament was held on Front Street, between Taylor and Washington, on the 4th of July, 1886. The following 4th of July we won the championship silver trumpet, the race being run from Third and Stark to Oak Street. On August 9, 1887, I became a member of Grant Engine Company No. 2, a volunteer company. I was the first paid fire fighter on the East Side. This came about in a rather peculiar way. In the election of 1891, Portland, East Portland and Albina decided to consolidate, the consolidation to take effect on January 1, 1892. The volunteer firemen agreed to stay on the job till the city took over the fire department. I was secretary of the fire company at the time of the
consolidation. The members of the company had a big pow-wow and one
of them said, 'If we give notice we are going to disband, the city will have
to put us on the pay roll till the regular fire departments takes over the
job.' Those of us who wanted to stay with our agreement were in the
minority. The company disbanded, expecting the city to hire them until
the city fire department went on the job. I took the books of our company
to Harry Morgan, chief of the fire department. When I had explained
the situation, he said, 'Get in my buggy and we'll drive over to your
engine house.' This was on October 14, 1891. He said, 'We'll have a one-
man fire department here till the city takes over this station on January 1,
1892. That will be about two and a half months. I'll put you on the pay
roll from today. If there are any fires over here, hitch your hose cart to
a grocery wagon and make them take you to the fire.' So I was not only
the first man on the pay roll on the East Side, but for two and a half
months I was the whole fire department.

"It looked at one time as if my career as a fire fighter was over. I
broke my leg just above the ankle, the small bone snapped straight, but
the large bone broke, leaving a fragment of bone. The doctor said that
if they took it out it would leave a gap in the bone, which would make my
leg weak. It refused to heal. Finally the doctor called in another doctor,
and after consulting together for a while, they decided to amputate my
foot. 'That's my foot, you're so casually deciding to chop off,' I said. I
told the doctor I was a pretty fair hammer and saw carpenter and a
good mechanic and that I believed that I could draw a plan for them by
which they could fix my broken bones up without having to lose my foot.
I drew a pretty fair plan and showed them how by cutting the flesh and
exposing the bone, they could clamp the broken bone where it belonged,
drill holes in the broken ends and rivet it together. They both said it
wouldn't work, but I finally persuaded them to try it out by consenting
to have my foot cut off if it didn't work. It not only worked, but I have
had many a hard jolt on that foot and leg since and it is stronger than
the other one.

"When Sylvester Pennoyer was elected mayor I had the peculiar dis-
tinction and honor of being the first man he fired. He made a clean
sweep, with the exception of Dad Kerrigan, replacing the regular fire
fighters with political friends of his who knew nothing about the work
of a fireman. We were all out of a job for two years. When Mason
was elected mayor, he fired all the Pennoyer appointees and took all of
the former force back on the job.

"I was only twenty years old when I joined the department and my
principal qualification was that I was a good runner. When I was put
on the payroll of the paid department, the call men got $20 a month and
the regulars $75 a month. Harry Stutzman, later engineer on the Burn-
side Bridge, was the paid engineer of the East Portland fire department.
Jack Penny was the paid engineer of the Pioneer Engine Company.
After the consolidation of Portland, East Portland and Albina, H. H.
Holmes, a railroad man, became the first battalion chief. Prior to the
consolidation East Portland had the following fire fighting organiza-
COLUMBIA RIVER VALLEY

tions: Pioneer No. 7, Grant Engine Company No. 2, which later became Hose Company No. 3, and Albina had Engine Company No. 8, which was located at Borthwick Street, just off Russell. Hose Company No. 4 was located on Vancouver Avenue. After the consolidation, the East Side department was reorganized, and consisted of Hose Companies Nos. 3 and 4, Engine Companies Nos. 7 and 8, Truck Companies Nos. 4 and 5 and Chemical Engine No. 3. A volunteer company was organized at Sunnyside, called Hose Company No. 5. This was later changed to Engine Company No. 9 and the Hose Company at Sellwood was called No. 5.

The executive officers of the Fire Department at the time of the last report were, Lee G. Holden, chief engineer; Edward Grenfell, first assistant; James Dillane, second assistant; W. D. Heath, battalion chief; Harry C. Johnson, battalion chief; Fred W. Roberts, battalion chief; H. F. Bahlman, chief Clerk; Charles A. Savariau, superintendent of the fire alarm telegraph system, and W. J. Phillips, master mechanic. Since the report was issued, Lee G. Holden has retired as chief and been succeeded by Edward Grenfell. The 490 employes of the fire department consist of a chief engineer, first assistant, second assistant, three battalion chiefs, chief clerk, stenographer, superintendent of the fire alarm telegraph, chief operator, six operators, three linemen, master mechanic, hydrant man, instrument maker, blacksmith, supply driver, hydrant inspector, hydrant repair man, 2 fireboat masters, 2 fireboat pilots, 36 senior captains, 49 junior captains, 28 engineers, 28 assistant engineers and 319 hosemen. The fire fighting apparatus consists of 2 fireboats, 1 tractor drawn steamer, 1 squad wagon, 2 turret and hose, 3 turret, hose and chemical, 1 straight hose, 12 hose and chemical, 13 hose and pumpers, 6 hose pump and chemicals, 2 straight chemicals, 3 aerial trucks, 3 city service trucks, 1 3-ton supply truck, 1 1-ton hydrant truck, 1 fire alarm and police telegraph truck, 9 five-passenger touring cars, 2 seven-passenger touring cars, 1 roadster, 13 emergency steamers, 98,900 feet of hose, 6,275 hydrants, 79 cisterns, 543 fire alarm boxes, 5 auxiliary volunteer reels, 2 village trucks, 1 40-gallon chemical, 27 single fire houses, 7 double fire houses, and 3 other fire stations not now occupied.

The total expense of the department for the year ending November 30, 1927, was $1,057,255.93.

Portland has recently replaced her two steam fireboats by three gasoline propelled vessels of the latest type. The first gasoline powered fireboat to be used on the Pacific Coast was the Bill Kettner, which was built in San Diego by members of the San Diego Fire Department. The Bill Kettner is 65 feet long, 18 foot beam and is equipped with three 220 H. P engines. It has three centrifugal two-stage pumps, and can throw thirteen streams simultaneously. The water can be thrown 360 feet and the capacity is 4,500 gallons per minute. Portland's three gasoline fireboats, the David Campbell, the Mike Laudenklos and the Karl Gunster were designed by A. D. Merrill, a naval architect of Portland. They were built by the Baker Construction Company of Portland. In a recent article, a technical engineer, in discussing west coast motor fireboats, writes of Portland's new fireboats as follows:
“The designer's idea was to create a small boat of sufficient pumping capacity to meet requirements, to be operated by the smallest crew possible consistent with efficiency. Another factor considered was that delays were often experienced in opening draw spans on the river bridges. The old fireboats were unable to pass under these bridges until the draws were opened. The new boats were built low and can pass under all bridges across the Willamette River at Portland except during extreme high water. Portland's new fireboats are triplets; each is eighty-five feet long, beam twenty feet with draft of five and a half feet and a displacement of 120 tons. They are equipped with two 565 horsepower eight cylinder Sterling Viking II gasoline engines on propeller drive, developing a speed of eighteen miles per hour. These engines also serve on the pumps. In addition, there are two 425 horsepower six cylinder Sterling Viking engines direct connected to the pumps. The total pumping capacity of each boat is 9,680 gallons per minute at 200 pounds' pressure at the nozzle.

“A unique feature of each of these fire fighters is the method of control—the entire operation of the vessel is controlled from the pilot-house; if necessary, the vessel can be operated by one man. Each boat is equipped with one main nozzle midship, and smaller ones fore and aft. Each has a fuel capacity enabling it to operate continuously for sixteen hours without servicing. A crew of five mans each boat—two in the engine room, two on deck and one in the pilot-house. Portland city officials state that these boats are expected to pay for themselves in ten years through the saving in operation cost.”

POLICE DEPARTMENT—PORTLAND

Until 1872 Portland maintained a city marshal with a number of deputies. In 1872 a regular police system was inaugurated, the office of marshal being abolished. The office of recorder was also abolished and succeeded by that of police judge, who at first was appointed by the mayor. The police department was managed by three police commissioners, one of whom was elected each year. There are at present 437 employees of the police bureau. The personal service appropriation for 1928 was $992,466.25. In addition to this there are special appropriations for traffic signals, flash light signal system, traffic signs and maintenance of same, amounting to $47,436.59. The operation and maintenance cost of the police bureau for 1928, is $93,366.45. In addition to the regular police force there is a Women's Protective Division and a Harbor Patrol. In addition to the Headquarters on the west side, there are three precincts, one at East 7th and Alder, one at Williams Avenue and Russell Street and one at St. Johns. There are seven booths on the east side and one on the west side. L. V. Jenkins is chief of police. The first police commissioners elected in 1872 were A. B. Hallock, president and W. P. Burke and Eugene Semple. J. H. Lappeus was chief of police J. R. Wiley was first captain, A. B. Brannan second captain, and the patrolmen were M. H. Hudson, W. M. Ward, D. Norton, B. P. Collins, D. Walton, J. W. Kelly, C. F. Schoppe, Thomas Burke and Thomas Gale. The special policemen were W. M. Hickey, B. O'Hara, J. M. McCoy, M. F. Sherwood, Paul Martin, and Charles Lawrence was the poundmaster.

STREET CLEANING

Portland’s first charter was granted by the Legislature on January 14, 1851, and accepted by the city on January 23, 1851. At the election on April 7, 1851, Hugh D. O’Bryant was elected Portland’s first mayor. The first council meeting was held on April 14th. In those days, Portland had no street cleaning department because in many of the streets the ox teams had to drive around huge stumps in the street and in many places the streets were hub deep with mud.

The citizens of Portland realized that if this port was to become a metropolis, there must be improved streets and roads. Money was raised and the timber cut for a narrow road leading westward from Portland up Tanner’s Creek. Planks were sawed at Reed and Abrams’ sawmill and when the first planks were laid, the citizens of Portland took a day off to celebrate the event. Gen. Stephen Coffin was master of ceremonies and laid the first plank. Frank Tilford, a lawyer, made the address. This was on October 15, 1851. In his speech he said, “This marks the commencement of an era of commercial prosperity, which will continue to increase until the iron horse takes the place of the plank road. There are persons within sound of my voice, who will live to see the day when a railroad will be extended from sea to sea.” In 1858 the construction of the Macadam Road was begun. It extended southward from Portland for six miles, and at the end of the improved road, there was a tavern called the Whitehouse. The Portland and Milwaukie Macadamized Road Company was incorporated in 1862, the capital stock being $50,000. The incorporators were Simeon G. Reed, John Green, Lloyd Brooke, George Thomas and Henry Failing. On January 1, 1863, the following officials were elected: President, John Green; Secretary, Henry Failing; Directors, S. M. Arrigone, Dr. R. B. Wilson, A. M. Starr, and W. J. Bradbury. The road was completed in July, 1863. The toll gate on this road was at the foot of Harrison Street.

In summer when the dust and the ruts in the streets became bad, the merchants would combine in certain districts, to have the ruts filled up and they would also pay to have the street sprinkled.

In 1884 F. D. Mathews was appointed overseer of the Street Cleaning Department. At that time there were in the city two and a half miles of streets paved with Belgian blocks, about two and a half miles of
plank roadway and twenty-seven miles of macadamized pavement. Alex Donaldson was appointed superintendent of the street cleaning department in 1902. At that time the streets were cleaned by revolving brooms drawn by horses, and washed by sprinklers. Within the city limits, there were twenty miles of hard surfaced, and about ten miles of macadamized pavement. The appropriation for street cleaning that year was $45,000. The macadamized streets were oiled—the cost of oiling being paid for by the individual property holders. Mr. Donaldson held the office of superintendent of the street cleaning department for twenty-two years. When Mr. Donaldson was appointed superintendent, the men in the department were paid 15 cents an hour and worked ten hours a day. In 1924, after Mr. Donaldson had been superintendent for twenty-two years, there was a total of 552 miles of hard surfaced streets in Portland, and the appropriation for cleaning the streets in 1924 was $289,000.

The debris from the west side of the river is taken to the city incinerator, with the exception of that which is dumped in Marquam Gulch in South Portland. The debris from the east side of the river is dumped in various ravines nearest to the district where the material is collected. Such for example, as the ravine at Montana Avenue and Beach Street and the one at East 8th and Division streets. Earth from excavations is hauled to cover the rotting leaves and other debris, so that it will not became offensive. There are four crews, two of which work at night and two in the daytime. Jimmy Reaves who is seventy-eight years old, has worked in the street cleaning bureau for the past thirty-two years. The White Wing division, consisting of sixteen men dressed in white uniforms, patrol the downtown section and are on duty from 8 A. M. till 4:30 P. M. In the residence districts the streets are cleaned once a week. In the business districts they are cleaned every night. The streets are flushed, the dirt being washed into the gutter and men with brooms follow the flusher, sweeping the debris into piles, which are picked up by men on trucks and hauled to the dump. In addition to this, the street cleaning bureau has a catch basin cleaning machine which, by means of a large hose, pumps the dirt from the catch basins into a tank which when filled, is driven to the dump and emptied. Occasionally Portland has a snow storm or a silver thaw. The snow storm which came in the winter of 1927 gave temporary employment to more than 500 laborers, and cost the city $18,500. The downtown section was cleaned of snow and the snow hauled in trucks to the river and dumped. This was the heaviest snowstorm Portland has experienced since that of February 23, 1916. All the employees in the street cleaning bureau are under civil service. Day laborers received $4.75 a day and truck drivers $5.25 a day. The budget allowance for the year 1927 was $290,508.40. There are 155 employees in the street cleaning bureau. There is one employee on the pension list. He gets $1 a day. In January, 1925, George A. Ries was appointed superintendent, Alex Donaldson having died on January 12, 1925. Shortly after Mr. Ries took charge, all horses and horse-drawn equipment were replaced by motor driven equipment.
CHAPTER LII

EARLY DAY RAILROAD RIVALRY

"It's work, not education that makes men," said Joseph Gaston, pioneer railroad builder, when I interviewed him some years ago. "Education will help a man if he will make use of it, but education without capacity and energy, won't take him very far. I was born on a farm in Ohio in 1833. I think a boy is fortunate, who is born and reared in the country. It seems to me that country boys have more initiative than city boys. My father died before I was born, so I was raised by my grandparents. My people were Huguenots and at the time of the religious persecution of the Huguenots, they fled to the north of Ireland and from there they came to America. I was one of the early-day miners at Jacksonville, Oregon. I gave up mining to take up law. In 1862 I became a partner of John H. Reed, a Jacksonville lawyer. In the spring of 1863 S. G. Elliott, a promoter from California, decided it was time that a railroad invaded Oregon. He believed that if he ran a survey from Marysville, California, to Portland, Oregon, congress would give him a land grant which he could dispose of at a good profit. He formed a partnership with George H. Belden, a civil engineer in Portland. They started from Marysville, California in May and by October they had surveyed as far as Jacksonville. Mr. Elliott had been in command of the party from Marysville to Jacksonville. At Jacksonville, Belden, according to the understanding, was to have charge of the party to Portland. This was a verbal agreement only and Mr. Elliott and Mr. Belden differed radically as to where the road should be located. Neither would yield, so the enterprise was wrecked and the surveying party of twelve men were stranded at Jacksonville. The crew of men seized the surveying outfit, to secure payment of their claims. Col. A. C. Barry, a veteran of the Civil war, had helped finance Elliott and Belden, and at his request, I endeavored to save the enterprise from complete wreck. I persuaded the surveying crew to spend the winter in Jacksonville. We had no money to pay for rooms at the hotel, so I secured permission from the county officials to allow them to spend the winter in the county hospital, where they had good, comfortable beds. This took care of the rooms, but we had no money to board them. I visited the farmers throughout the Rogue River valley. I told them that the coming of a railroad would mean higher prices for their products. I told them how necessary it was to have their cooperation and help to keep the surveying party intact for the winter, so they would be ready to go to work in the spring. On the strength of my appeal, the farmers contributed flour, meat, potatoes, bacon and hams, apples and other farm products, so we were able to board and lodge the surveying crew during the winter without expense. The first man to give me a donation was
Mike Hanley. He subscribed $10 in wheat. This subscription was toward the construction of the railroad. The subscriptions ranged from $2.50 to $25, most of the farmers paying in wheat. John S. Herren, whose son was later attorney for the Southern Pacific, subscribed ten bushels of wheat. Elliott had thrown up the project in disgust and gone back to California the preceding fall. I put in the winter traveling throughout the Rogue River valley, securing subscriptions for the proposed railroad.

"The agreement in each case was that for the supplies furnished, each subscriber would become a stockholder at the rate of $10 per share, one vote going with each share. Colonel Barry told me he had influence in Congress and if we could get the survey put through to Portland, he could get a land grant from congress. During the winter the engineers and transit men worked up the notes of the survey between Marysville and Jacksonville. When spring came, we had our men ready to go to work but we had no money and no outfit. I induced a young rancher to loan us his wagon and four horses and Colonel Barry and my brother went ahead and ran the level. I prepared petitions to congress asking that they give us a land grant and as Barry traveled through the country, he stopped at every ranch to secure the signature of the owner, to our petition. Colonel Barry having had experience as an officer in the Civil war, was a good forager. He lived on the country. Practically every farmer where the surveying party stopped overnight, put them up free and frequently furnished supplies as well. Colonel Barry discovered that the people of the west side of the Willamette Valley were more anxious for a railroad than those on the east side, so the survey was made from Eugene to Portland on the west side, our original survey going through Monroe, Corvallis and on through Holmes Gap in Polk County opposite Salem. Our surveying party finally reached Portland where we raised enough money to pay the men off. I moved from Jacksonville to Salem where I opened a law office, so I would be nearer the scene of operations. The farmers and others who had subscribed wheat, provisions, supplies or cash, authorized me to organize a company and apply to congress for a grant of land to aid in the construction of a railroad from Portland to San Francisco, the proposed road to pass through the Willamette, Umpqua and Rogue River valleys. We organized a company under the title of the California and Columbia River Railroad Company. I was the secretary and Colonel Barry chief engineer. After we had worked up our field notes, the results of the survey were laid before the members of the Oregon Legislature. I prepared a bill providing for the granting to our road of the proceeds from the sale of a half million acres of public land, which had been granted to Oregon for internal improvement. My bill was not accepted by the Legislature, but they passed an act levying a tax of one mill on the dollar on all taxable property in the state, the proceeds to be applied to the payment of the interest on the construction bonds of our company. To put the matter in proper shape before congress, I wrote to hundreds of farmers and prominent men throughout the state, asking them to give me the facts relative to the resources of their particular section of the state. From this material I secured data and issued a book-
let of about sixty pages entitled ‘The Resources of Oregon,’ and by the way, I think this was the first booster booklet issued in the state of Oregon. “In this booklet, I spoke of the vast body of standing timber in Oregon. I referred to it as one of the resources of the state. At that time timber was regarded as a detriment, rather than an asset, but I decided to take the bull by the horns to acknowledge the fact that we had lots of timber, rather than try to conceal the fact. People thought I was crazy for acknowledging the timber. This booklet, accompanied by the report of our survey, with maps and profiles of our proposed road, prepared by Colonel Barry, was sent to every Congressman. Some time before this, Judge George H. Williams and Gov. A. C. Gibbs had visited me at my home in Jacksonville. Both Governor Gibbs and Judge Williams were candidates for the United States Senate. I told Judge Williams about our proposed bill and he said, ‘If you will help me to be elected to the United States Senate, I will help you get your bill through congress.’ He also made this same promise to Colonel Barry. He told Colonel Barry that what he wanted him to do was to visit the various members of the Oregon Legislature and get them to pledge their support to him for senator. Colonel Barry had used every cent he had or could get in working for our road, so he struck out afoot, walked over 150 miles, visiting different members of the Legislature, and secured their pledges to vote for Williams. As a consequence Judge Williams was elected. Colonel Barry borrowed money and went back to Washington to secure the promised help of Judge Williams. Judge Williams told him that he had heard from the people in Salem, and it would hurt him politically to advocate or vote for the land grant, and he would have to beg off from his promise. Colonel Barry, turned down where he expected help, personally interviewed every senator and member of congress. Mr. Cole, a member of Congress from California, came to our rescue and introduced a bill which was passed and became a law on July 25, 1866. This bill granted twenty alternate sections of public land per mile from Portland to the California line. Judge Williams, influenced by the people on the east side of the Willamette River, who wanted a road to run on the east side, in place of the west side of the river, introduced an amendment providing that the land grant should go to the company that should be designated by the Oregon Legislature. This amendment was adopted by Congress. Representative Cole suggested that we change the title of our company from the California and Columbia River Railroad Company, to the Oregon Central Railroad Company, which we did. The Oregon Legislature met in September, 1866, six weeks after congress had given us the land grant. Our articles of incorporation were signed by John H. Mitchell, William S. Ladd, H. W. Corbett, Capt. J. C. Ainsworth, S. G. Reed, C. H. Lewis, and other influential citizens of Portland and Oregon. A joint resolution introduced by E. B. Foudray of Jacksonville, designated that the Oregon Central Railroad Company should be the company to receive the land grant. This was passed by the Legislature. We opened our books to take subscriptions to the capital stock of what was known as the Barry survey. We received no subscriptions whatever from Salem or from the
country on the east side of the Willamette, but we received generous sub-
scription from the people living on the west side of the Willamette. S. G.
Elliott of California, who had abandoned the railroad plan, in disgust,
found that we were making progress, so he came from California to Salem.

"He planned either to secure control of our company, or to organize a
new company and wreck ours. He had taken out articles of incorporation
for the Oregon and California Railroad Company with offices in Jackson-
ville. The incorporators were Californians, but the project had gone by the
board. When he came to Salem he came to me and offered me a big block
of stock in his proposed company and also a position at a large salary, if
I would throw the other company overboard. This of course, I refused
to do. He sounded out the incorporators of our road and they realized
what I had long ago discovered, that he was an unscrupulous promoter,
so they refused to have anything to do with him. Being unable to bribe
or bluff myself or the incorporators of our road, on April 22, 1867, he
incorporated another railroad company called the Oregon Central Railroad
Company of Salem. He incorporated it for $7,250,000. He had his
proposed company subscribe for seven million dollars worth of these bonds,
which was the same sort of scheme as to try to lift yourself over the
fence by pulling at your own bootstraps. We were up against it for funds.
Captain Ainsworth had advanced approximately $40,000. Simeon G.
Reed had dug up all the money he could secure. Multnomah County gave
us all the money they had in the treasury which was voted to be paid
as interest on our bonds. The county commissioners of Washington
County did the same. Just as we were at about the end of our resources,
Edward Russell, manager of the Bank of British Columbia of Portland,
called on me and said, 'If you will give me power of attorney, I will go
to London, where I think I can sell a half million dollars worth of your
bonds.' I went to the directors of our road with his proposition. They
said it was preposterous to suppose that he could sell our bonds in London.
Nevertheless, as it wouldn't cost us anything to give him our power of
attorney, we would let him make a try at it, so he was given the power
of attorney. To our utter surprise, within thirty days after he had
reached London, we received a cablegram saying, 'I can sell a half million
dollars worth of your bonds at 65 cents on the dollar. Will you accept?
Answer.' You can imagine how elated I was. This meant $325,000 with
which we could push the road. It meant victory. I went to Captain Ains-
worth with the message. He said, 'Let me have a day to think it over.'
Next day when I went back to see Captain Ainsworth, he said, 'I have
cabled to Russell, declining his proposition.' It was this one mistake
that cost us victory. Russell held the matter open for thirty days. When
Russell returned, he told me all about it. He said, 'I met a representative
of the Turkish government in London. He couldn't raise money on his
Turkish bonds. He went to one of the big bankers and told him he could
sell him a million dollars in Turkish bonds and a half million dollars
worth of Oregon Central Railway bonds at 65 cents on the dollar for the
entire lot.' The British banker accepted the offer and we made the error
of our lives in turning Russell's offer down. Holladay and his bunch got
twenty miles of poorly constructed road built, put an engine and two cars on it and secured recognition as the official company to whom the land grant should go. Just about here though, Holladay got a jolt that nearly put him and his fellow conspirators out of business. Judge M. P. Deady declared their acts fraudulent and said they had no right to the use of their corporate name. He also said that they could not appear in court in any condemnation suit, as they had no legal existence, that all of their acts were void and that they could not hold the lands granted by Congress.

"They saw that they were up against it and they decided not to send a boy to the mill to get the meal. They employed William M. Evarts as their attorney. Evarts refused to get back of the legality of their organization. What he did say was that inasmuch as the franchise was a grant from the state, it could be questioned only by the state, and that as Judge Deady was a federal judge, he had no right to question the legality of the company. He further said that as the state had not as yet questioned the legality of the company, it could exercise any and all rights until so questioned. He also said that inasmuch as the land grant was from the Federal government, the right to the grant could be disputed only by the grantor itself and that if Congress had not questioned the right of the company now holding the grant, that the grant could be assigned and transferred by the Salem company, to some other corporation. Holladay immediately organized a new company which he called the Oregon and California Railroad Company and transferred all of the assets of the Oregon Central Railroad Company of Salem to the new corporation. He at once sold land grant bonds to the amount of ten and a half million dollars to investors in Germany so as to get them in the hands of innocent purchasers. This company later came to grief and Henry Villard and Richard Koehler were sent over from Germany to represent the interest of the German stockholders. We were defrauded of our land grant but in spite of that we built a railroad on the west side of the Willamette from Portland to the Yamhill River. We also built forty miles of narrow gauge road from Dayton to Sheridan with a branch to Dallas, all of which helped greatly in the development of the district on the west side of the Willamette River."
CHAPTER LIII

PORTLAND STREET CAR LINES

Ben Holladay, the one time transportation king of the West, built Portland’s first street car line. On April 19, 1871, Levi Estes asked for a franchise from the city council to build and to operate street cars on First, Fifth, Washington, Burnside and Davis streets, the cars to be drawn by mules or horses. On September 12, 1871, the city council passed an ordinance granting him a franchise for twenty-five years. Levi Estes and D. S. Stimpson, who owned the Willamette sawmills on North Front Street, furnished the lumber and ties. Ben Holladay furnished the rails, which were old, wornout light rails discarded by the Oregon & California Railroad. They were laid topside down. The title of the company was the Portland Street Railway Company and it was incorporated in September, 1871. The road was completed in 1872. A discarded horse car was brought up from San Francisco on the steamer, a man hired as driver and motive power in the form of a mule secured, and the line began operation. The street car track ran from one end of First Street to the other. The passengers dropped their fare in a box near the entrance to the car. During the last few years of its existence, the car made only enough trips to hold the franchise. Eventually Joseph Strowbridge, Graham Glass and some others bought the equipment, tore up the tracks and abolished the system. The original cost was $10,000. At the height of its prosperity, the Portland Street Railway Company owned 11 cars and 35 horses. Its franchise expired on September 12, 1896, but the property went into the receiver’s hands in July, 1895. A new franchise for thirty years for electric cars was granted to Graham Glass, Adolph A. Dekum, and Charles E. Smith, who transferred their franchise to the Consolidated Street Car Company, which electrified the road and it became a constituent part of the Portland Railway Light and Power Company system.

On June 8, 1882, the city council granted a franchise to the Multnomah Street Railway Company to build a street car line on Washington and 13th streets. E. J. Jeffery, D. E. Budd and their associates owned the company. The first rails were laid on October 1, 1882. A month later cars were running. By December, 1883, the road was finished to the head of Washington Street. The 16th Street line was built in 1883, the horse cars making their first trip on this line on July 28, 1883. The original owners sold their property on February 14, 1888, to Van B. DeLashmutt, George B. Markle and their associates, who operated under the title of the Portland Traction Company. George B. Markle was president of the Northwest Loan & Trust Company and of the Portland Trust Company and vice president of the Oregon National Bank, and Van B.
DeLashmutt was president of the Oregon National Bank, which succeeded the Metropolitan Savings Bank. In 1890 the horses on this system were retired and the line was electrified, the first electric cars going into service on March 19, 1890. The line was extended out 23rd and Thurman streets to Willamette Heights, the first cars running on September 9, 1891.

The Transcontinental Street Railway Company was organized in 1883, the principal stockholders being Tyler Woodward, Elijah Corbett and Laurits Walse Therkelsen. Construction was started on Glisan Street between Sixth and Seventh on April 30, 1883. The horse cars began running on July 28, 1883. The lines were extended on Morrison and Yamhill to Chapman Street in 1886. On October 30, 1886, the first cars ran on the newly constructed extension from Morrison south on 11th Street. The line was electrified in 1892. The first street car system to be built in East Portland, was on East Morrison Street from the river to Sunnyside. The first cars ran on March 26, 1888. The Morrison Bridge was opened to traffic on April 17, 1887. Twenty-two days later the Willamette Bridge Railway Company was incorporated by William G. Beck, H. C. Campbell and Judge Rufus Mallory. Their object was to build a road from the west side across the Morrison Street bridge and to go eastward as far as Mount Tabor. Ground was broken on September 21, 1887. The first trip was made to Sunnyside on July 9, 1888, and the line was completed to Mount Tabor on June 7, 1889. The motive power was a steam motor. The second street car line to be built on the east side was built by the Oregon Land and Improvement Company, the first rails being laid on July 23, 1888. The cars were drawn by a steam motor. This line ran from the east side to Vancouver Ferry. The cost of construction was $125,000, and the line was opened on September 15, 1888. Connection was made from the east side to the west side by use of the Stark Street Ferry. This line was electrified in June, 1893. On July 4, 1894, the Burnside Bridge was opened and the use of the ferry was discontinued, tracks being laid across that bridge. The Mount Tabor Railway Company was granted a franchise on January 9, 1889. This line was operated by steam power and went to Mount Tabor by way of Hawthorne Avenue. The first trip was made on June 21, 1889. The Madison Street Bridge Bridge was opened on January 11, 1891, and this bridge formed the connecting link for this line, with the west side line.

The first electric street car in Portland was operated on the St. Johns line, their southern terminus being Third and Glisan streets and their northern terminus Albina. This line ran from Third and Glisan over the Steel Bridge, thence by Williams Avenue to Albina, the line being completed on November 1, 1889. At Albina the passengers transferred to a steam motor line for St. Johns. The track on Williams Avenue was built in the summer of 1889. The river was crossed by means of the railroad bridge, the lower deck being used. This line was opened on July 10, 1888, and the line on the upper deck was opened on February 15, 1889. The first trip on the Waverly Woodstock electric car line was made on August 29, 1890.
PORTLAND, OREGON, 1882

There was no bridge at this time, the first bridge being opened April 11, 1887.
James Steel, Henry L. Pittock, Charles E. Smith, Judge M. C. George and S. W. Walker incorporated the Metropolitan Railway Company on January 26, 1889. They employed Maj. Alfred F. Sears as engineer. Major Sears was one of the ablest engineers who ever operated in Oregon. He built numerous railroads in South America as well as in Mexico and Costa Rica. He was also the engineer for various railroads on the Atlantic seaboard. He came to Oregon in 1880. The line ran from Second Street to Fulton. Construction was begun in October, 1888, and the line was finished in December, 1889. It was operated by electricity. It was formally opened to traffic on January 1, 1890. This was the second electric line to be operated in Portland. On July 23, 1887, the Portland Cable Railway Company was incorporated by T. G. Murphy, A. W. Wright, Jr., J. C. McCaffrey and Joseph P. Thompson. The city granted this company a franchise on May 2, 1888. Primarily the construction of this road was to stimulate the building of homes on Portland Heights. The leading spirit in the company was J. C. McCaffrey, an attorney who had come here from Philadelphia. The cable road ran from the Union Depot up Fifth Street to Jefferson, thence west on Jefferson to Chapman, south on Chapman to Spring Street on Portland Heights, thence north on Spring Street to where the Portland Heights clubhouse was later built. Choice residence lots on Portland Heights were priced at $250 but on account of lack of transportation, could not be sold. The building of this road resulted in Portland Heights becoming one of the most desirable residence districts in the city. On August 30, 1892, the Portland Cable Railway Company's property was sold by the sheriff, J. P. Marshall being the buyer. The stockholders of the company had spent $800,000 in the construction of the road. C. H. Woodard was president; Ira B. Sturgis, vice president; L. L. Hawkins, treasurer. On September 1, 1892, the City Cable Company was incorporated by Gov. Lafayette F. Grover, W. K. Smith, C. H. Woodard, J. H. Page, and George P. Lent. They took over the property of the Portland Cable Railway Company. On November 25, 1892, this company went into the hands of a receiver, F. I. Fuller being appointed as receiver. Most of the bondholders were residents of San Francisco, the principal bondholders being Preston W. Smith, Frank L. Brown, W. H. Crocker and Thomas Brown. The property was sold by the sheriff on September 10, 1894, Frank L. Brown, who represented the bondholders, bidding it in for $41,718.14. On March 12, 1894, the Portland Traction Company took over the line and on April 24, 1900, this line was absorbed by the Portland Railway Company, which owned the Washington, 23rd, Thurman Street and Vancouver lines.

A new street railway company was formed under the title of the City and Suburban Railway Company, of which Henry Failing was president; C. F. Swigert, secretary and treasurer, and H. C. Campbell, general manager. On September 3, 1891, they took over the lines owned by the Transcontinental Street Railway Company, also the Waverly Woodstock line, the St. Johns line and the Sunnyside and Mount Tabor line. They extended their line from Grand Avenue by way of East Ankeny and East
Glisan Street to Montavilla, the line being opened on July 26, 1892. In 1892 the Portland Consolidated Railway Company, whose directors were George B. Markle, James Steel, D. F. Sherman, W. A. Scoggin and Henry Rustin, took over the street railway lines of the Multnomah Street Railway Company, of the Metropolitan Railway Company and the Portland & Vancouver Railway Company, which lines had cost to build $1,250,000. In 1894 the second bondholders foreclosed on the system, the decree of foreclosure being entered on November 27, 1895, the amount of the indebtedness being $452,775. A new company called the Portland Railway Company was organized in 1896, the stockholders being the second bondholders of the Portland Consolidated Railway Company. The officers of the newly organized company were O. F. Paxton, president; J. V. Beach, vice president; J. F. Batchelder, secretary and treasurer, and J. E. Thiel- sen, superintendent. The new company extended the 16th Street line on Thurman Street to 25rd. They also extended the Ford Street line to Portland Heights. This Ford Street line was first operated on July 26, 1904. They also extended the Broadway and Albina lines. In 1893 a new electric railway line was opened from the head of Washington Street via Barnes Road to the Mount Calvary Cemetery. The first trip was made on April 2, 1893. The line proving unprofitable, service was sus- pended in the fall of 1893. The road was dismantled, its promoters losing about $65,000. On June 17, 1892, the Steam Power Street Rail- way from Hawthorne Avenue to Lents was opened. It was electrified in June, 1901.

Preliminary steps were taken to construct an electric line between Portland and Oregon City in 1890. James and George Steel and associates opened the line to traffic on February 16, 1893. At that time it was known as the East Side Railway Company. They absorbed the Haw- thorne Avenue line, also the Milwaukie Avenue line. The combined companies went into the hands of a receiver and were sold on December 8, 1900, for $499,449 to Morrison Whitehead. They had been operated by the receiver for some time prior to this. The company taking them over was called the Portland City & Oregon Railway Company. In 1902 this company was succeeded by the Oregon Water Power and Railway Company, the principal owners being James H. and Fred S. Morris, W. P. Muir, J. Frank Watson, and W. H. Hurlburt. The newly organized company built a line up the Clackamas River, to Cazadero, which point was reached on September 28, 1903. Three years later an extension to Fair- view was built. This company, with other lines, was consolidated on May 3, 1906, the title of the new company being the Portland Railway Light and Power Company. The City and West Portland Park Motor Company was incorporated by T. A. Wood and E. T. Johnson in 1889. This line went from the head of Hamilton Street to West Portland, a distance of five and a half miles. The first cars ran on November 5, 1890. The cost of the line was $165,000. Not proving a profitable in- vestment, it was soon discontinued.

In 1904 the Portland Railway Company and the City and Suburban Railway Company were merged under the title of the Portland Consoli-
dated Railway Company, the incorporators being A. L. Mills, J. C. Ainsworth and C. A. Dolph. In 1905 the property was purchased for $6,000,000 by Frank L. Brown and Frank Silliman, who represented Seligman & Company of New York and James S. Clark, Percy H. Clark and Herbert L. Clark of Philadelphia. The title of this company was changed to the Portland Railway Company on October 13, 1905. On May 3, 1906, this company was consolidated with the Oregon Water Power and Railway Company, which owned the Oregon City line and the line to Cazadero. The title of the combined lines was The Portland Railway Light & Power Company. H. W. Goode was the first president. Upon his death, B. S. Josselyn became president. This was in July, 1907. Franklin T. Griffith, the present president, succeeded Mr. Josselyn in April, 1913. The present title of the company owning the street railways is the Portland Electric Power Company. They operate 200½ miles of track in Portland. They own 482 city line passenger cars, their peak load requirements being 387. They own 37 busses, their peak load requirement being 32. In 1927 they carried a total of 84,009,052 passengers, of whom 59,601,991 were revenue passengers and 24,407,061 were transfer or free passengers. The daily average number of passengers carried being 163,292 revenue passengers, 66,808 transfer or free passengers, making a total for all types of passengers carried of 230,160. In addition to their passenger business there were on their books on December 31, 1927, 69,359 residential lighting customers, 6,073 commercial lighting customers and 2,094 power customers.

On this same date they employed a total of 2,832 persons in their various departments, divided as follows: City transportation department, 1,165; mechanical department, 282; maintenance of way department, 221; light and power department, 782; commercial department, 99; general office, engineer and stores department, 292.

The above figures do not include the employees on the interurban lines and those employed by the light and power department outside of the city of Portland.
CHAPTER LIV

AMOS KING AND HIS TANYARD

Amos N. King was one of Portland's pioneer residents. Recently I visited his son, N. A. King, who lives at 617 Salmon Street in Portland, just west of the Multnomah Amateur Athletic Club. "My father's name was Amos Nahum King," said Mr. King. "They turned the name around when I arrived, and called me Nahum Amos King. They figured that giving me two old-fashioned Bible names might have a good effect upon me. Come to the window and I'll show you where I was born. I was born in a log cabin 100 yards north of here near what is now the corner of Yamhill and Stout streets. Father bought out our hillside claim here from Apperson and Balance. Father's claim ran from Lovejoy Street south to the Canyon Road. Chapman Street was at the eastern boundary and it ran nearly to the Poor Farm, where the golf links are now. If you will look up Volume I, No. 1, of the Oregonian, you will see they had an item about my father in that first issue. Father had the only tannery in the Pacific Northwest. He cut out his tan vats with a broadaxe. He ran the tannery by horse power. People came from as far as Jackson-ville in southern Oregon to buy leather from our tannery. Cobblers and shoemakers couldn't afford to ship leather from the East, as the trans- portation charges were so high. My father was born in Franklin County, Ohio, April 30, 1822. When father was eighteen years old, he moved to Missouri, where he ran a ferry on the Missouri River for some years. When the spring rise of the Missouri washed his ferry away, he decided to come to Oregon. With his father and mother, his three brothers and five sisters, he came across the plains by ox team and prairie schooner in 1845. One of father's brothers died of mountain fever on the plains. His wife, who had nursed him, died a few days later. They buried them beside the Old Oregon Trail. When they reached The Dalles, they cut pine logs and made a raft on which they put ten wagons. It was late in the season and for most of their trip down the Columbia River they had a cold rain and rough water. They wintered at Forest Grove. Next spring they went down to Benton County and took up donation land claims west of Corvallis, near the foot of the coast range. My grand-father, Nahum King, was the first settler there, so they gave his name to the valley and it is still known as King's Valley. My father took up a claim on the Willamette River, two miles below Corvallis. He sold the squatter's right to this place, came down to Portland and bought this claim to start a tanyard. He had a machine that looked like a cider mill, in which he ground up hemlock bark. He built wooden tanks large enough to hold a steer's hide when spread out. He had enough vats to cover an acre of ground. In those days you had to have a good many
vats because the hides, to be properly tanned, had to stay in the ooze
from the hemlock bark from six months to a year. Nowadays, by chemi-
cal and mechanical processes, they tan a hide in twenty-four hours.

"If you will dig down in the football field of the Multnomah Club, you
will find those old tanks as good as ever. When they filled in that place
to make a football field, they didn't bother to take the tanning vats away
—they just hauled in the earth and buried them. My mother's maiden
name was Melinda Fuller. She weighed 336 pounds. She could pick up
a fifty-pound sack of flour by its ears and hold it out at arm's length.
She was one of the strongest women I ever saw. She was good hearted
and jolly, but she believed in having her children do what she told them
to do and to do it instantly. After we had felt the weight of her hand a
time or two, we generally minded, without any delay. My father and
mother were married on March 8, 1846, on Tualatin Plains. Before my
father took up his claim near Corvallis in 1846, he was pretty short of
money. He took up his claim and then went into the freighting business
on the Willamette River, to earn some money. Father had run a ferry
boat on the Missouri River and had also done a good deal of boating.
He had heard how dangerous the Clackamas Rapids were, so he decided
to have a look at them. He started out by boat from Oregon City, keep-
ing a close watch for the Clackamas Rapids. Presently he met a man in
a boat and asked him how far down the river it was to Clackamas Rapids.
The man said, 'You have already come through them.' My father decided
that if he could come through the rapids and not even know about it, he
could certainly take freight by boat from Vancouver to Oregon City.
My father put on a boat to run regularly between Vancouver and Oregon
City and later he put on a boat above the falls and carried freight and
passengers from Vancouver to Yamhill. He guaranteed to make the trip
in two weeks, and often made it in ten or twelve days. He hired two
men who usually poled up the Clackamas Rapids, or lined the boat up.
He and his hired men carried the freight on their backs around Willa-
mette Falls. Lownsdale had started the tannery my father owned. He
had sold it to Apperson and Balance, from whom my father bought it.
Almost immediately after father bought the tannery, the flood of gold
dust put in circulation by miners returning from the California gold
diggings, made wages high. Father had to pay $10 a day for labor. How-
ever, he charged $1 for a strip of leather an inch wide, cut the length of
a hide, for a bridle rein. There was a shortage of cowhides so father
tanned more deer hides than cowhides. Buckskin was good for mocca-
sins, but it would shrink unless it had been smoked—that's why the best
moccasins were made from buckskin that had been used for a year or
so as a teepe. People were glad to pay any price for tanned leather.
However, there was a demand for all the buckskin father could tan, as
it was used for making breeches and jackets. Hats were very scarce in
those days. My father lost his hat in the river one day, so when he got
down to Vancouver he tried to buy a hat, but the only hats they had on
hand were high silk hats, so father bought one. People would turn
around to take a second look at him, seeing him in his buckskin shirt,
buckskin trousers, moccasins and high silk hat."
“Like my husband, I also was born here in Portland,” said Mrs. King. “I was born on the corner of Broadway and Pine streets, July 1, 1857. My father's name was Joseph S. Tucker. My father and mother crossed the plains in 1852. Father was a carpenter and builder. Father built one of the first docks built in Portland. He built it for Leonard and Green.”
CHAPTER LV

PORTLAND PUBLIC LIBRARY

Portland's first public library was started in 1850. Hugh D. O'Bryant, Portland's first mayor, was one of the prime movers in the establishment of the library. He was born in Georgia in 1813. His father was a missionary among the Cherokee Indians. Hugh O'Bryant crossed the plains to Oregon in 1843. He was an officer in a company of volunteer troops in the campaign against the Cayuse Indians, immediately after the massacre of Doctor and Mrs. Whitman and others, in the late fall of 1847. Mr. O'Bryant fitted up a room at the northwest corner of Front and Alder streets in 1850 and deposited a number of books and newspapers there and enlisted the interest of the other residents of Portland. This public library continued to function till 1856. No effort was made to reestablish the library until 1864, at which time L. H. Wakefield went to W. S. Ladd, president of the Ladd and Tilton Bank, and asked him to subscribe to a library fund to start a public library in Portland. Mr. Ladd promised to subscribe liberally, providing the library was kept out of politics. Mr. Wakefield passed the subscription paper about among the merchants and residents of Portland and secured subscriptions to the amount of $2,500. The subscribers to the library fund met in the United States District court room on January 12, 1864 to decide upon plans for operating the proposed library. Judge Mathew P. Deady was chosen temporary president, and R. D. Knapp, secretary. The name selected for the library was the Mercantile Library Association. This name was later changed to that of the Library Association of Portland. A committee consisting of L. H. Wakefield, William S. Ladd, Judge E. D. Shattuck, E. B. Elfelt and Henry Failing were appointed to draft constitution and by-laws. At a meeting held on February 20, 1864, the following men were elected to serve as directors of the newly organized library: W. S. Ladd, E. D. Shattuck, L. H. Wakefield, H. W. Corbett, P. H. Lewis, B. Goldsmith, Charles Calef, William Strong, William S. Caldwell and P. C. Schuyler, Jr. At a meeting held on March 3, William S. Ladd was elected president, William Strong, vice president, B. Goldsmith, treasurer, W. S. Caldwell, recording secretary and Henry Failing, corresponding secretary. The initiation fee was fixed at $5 for members and the dues at $12 a year. In 1867 the initiation fee was reduced to $2 and two years later it was abolished. Rooms for the library were secured on the second floor of the Stark Building at a rental of $50 a month. The Stark Building was located on Stark Street, not far from the river front. Two thousand dollars was invested in 1,400 books. These books were purchased in New York City and shipped to Portland by way of the Isthmus of Panama. They arrived in Portland in November, 1864.
H. W. Scott, at that time a law student, but later editor of the *Oregonian*, was given the position of librarian. He cataloged the books and placed them on the shelves. In May 1867 he resigned and was succeeded by W. Caldwell, who in turn was succeeded by J. H. Stinson. Others who have occupied the position of librarian are J. A. Waymire, L. W. Gilliland, J. S. Reed, H. A. Oxer, D. F. W. Bursch, D. P. Leach, Mary Frances Isom, and the present librarian, Anne Mulheron, who was appointed in 1920. In 1869 W. S. Ladd gave the use of the rooms over the Ladd and Tilton Bank on the southwest corner of Front and Stark streets, to the Public Library, for a period of three years rent free. In 1872 he offered the rooms without rent, for a further period of three years, providing the citizens of Portland would raise a fund of $6,000 for the purchase of new books. Judge Mathew P. Deady personally solicited the funds and raised $9,215. W. S. Ladd furnished the library its quarters without charge till June 1893—for a period of twenty-four years. Judge Deady was equally generous and devoted his time, effort, influence and money to promote the interests of the library. He worked out a plan of selling perpetual memberships, at $250 each. The board of directors hoped to be able to sell forty of these memberships and asked Judge Deady to take charge of the matter. Judge Deady sold 101 instead of forty—the money raised going into a permanent book fund. Among those who became life members were Sen. C. A. Dolph, Sen. J. N. Dolph, W. B. Ayer, Judge C. B. Bellinger, Jonathan Bourne, Jr., C. H. Dodd, H. W. Corbett, L. B. Cox, J. F. Failing, Henry Failing, George H. Flanders, R. R. Glisan, Penumbra Kelly, C. H. Lewis, William Wadhams, D. P. Thompson, J. B. Waldo, Gov. W. W. Thayer, Henry Villard, Joseph Teal, William Strong, S. G. Reed, Ella Smith, S. G. Skidmore, Donald Macleay, John McCracken, Judge L. L. McArthur, Bishop B. Wistar Morris. In 1889 Ella M. Smith made a bequest to the public library of real estate valued at $128,500. She also gave the Boys and Girls Aid Society $40,000. She was born at Augusta, Maine and was the daughter of Capt. B. F. Smith, master of the brig *Francisco*, which came to Portland in 1851.

In 1900 John Wilson founder of the firm of Olds, Wortman and King gave his private library, consisting of over 8,000 volumes and valued at $20,000 to the Portland Public Library. He specified that the books should not leave the library but should be accessible to everyone. John Wilson, whose generous gift added so greatly to the value of the library—as many of his books were very rare, was born in Ireland in 1826 and came to Portland from California in the winter of 1849 on the bark *Ann Smith*, of which George H. Flanders was master. He worked in a sawmill at Milton on Scappoose Bay near St. Helens, for four dollars a day and board. In 1853 he went to work for Thomas H. Dryer as collector and bookkeeper for the *Weekly Oregonian*. The following year he took a position with Allen and Lewis. In 1856 he started a store on Front Street. In 1858 his firm erected the first brick store on First Street. In 1870 he built a store on Third Street, which was considered rather out of the business district, as it was too far west. Two years later he built a still larger store. As he became prosperous, he indulged his hobby for collect-
ing rare and valuable books. In 1876 the Portland Public Library had a membership of 208 and they had on their shelves 7,785 books. Fifty years later the library had 414,779 books. Miss Anne M. Muiheron, the present librarian, came to Portland in October 1919 as head of the Librarian school department. The following spring Miss Isom, the librarian died, and Miss Muiheron became librarian.

In speaking of the work of the Portland Library, Miss Muiheron said, "The old library building at Broadway and Stark streets was sold and razed to permit construction of the Liberty Theatre Building. At the time this property was sold, the board purchased the block bounded by Tenth, Eleventh, Yamhill and Taylor streets, for $248,000. The Library Association deeded the block to the county and the county put up a building costing $429,000. Today the property is worth over a million dollars. Through public taxation, a fund of $300,000 is provided for the support of the library. In 1911 we received from the Andrew Carnegie Library fund $105,000 which provided for the erection of libraries in Albina, East Portland and North Portland. In 1912 we received a further bequest from the same source of $60,000 which provided for library buildings in Gresham, St. Johns, Arleta, and South Portland. One of the features of our library that has proved both useful and popular has been our rural service truck which carries books to the homes of farmers all over Multnomah County. This is the only wagon of its sort in the west. It is driven by a trained librarian who advises her patrons as to the choice of books and takes them the books wanted. As you know, the library sponsors free lectures. One of the popular features of our work is the making of exhibits in the reference department. Business men are making greater use of our technical department than ever before. The new branch we opened at Rose City Park is largely patronized. Approximately a thousand people a day come to the periodical department to read the papers which come from every state in the union. We subscribe for over a thousand magazines and about 250 newspapers. The circulation of books per capita in Portland, is the highest in the United States."
JUDGE MATTHEW P. DEADY OF OREGON
Pioneer of 1849. Judge of the United States District Court from 1859 until his death

JOSEPH N. DOLPH

R. B. WILSON, M. D.
Pioneer of 1850

HENRY FAILING
The Good Samaritan Hospital of Portland was founded in 1875 by B. Wistar Morris, at that time missionary bishop of Oregon and Washington territory. In 1873, three acres of land were purchased by Dr. R. Glisan, as a site for the hospital. This land was purchased for $15,000. An additional half acre was purchased from B. Geldsmith for $800 and in 1875 a block of land was purchased from Captain Flanders. A portion of the price was paid at the time of the purchase. It was found that the money could not be raised to pay for this block of land, so the land reverted to Captain Flanders, who made out a deed to the hospital association, donating it to them. James Cumming was employed as architect and builder. Bishop Morris made an appeal to the public for funds, hoping to raise $5,000 for the erection of the building. Among those who contributed to the funds were Judge Mathew P. Deady, Gov. Sylvester Pennoyer, Mrs. Helen Ladd Corbett, John McCracken, Samuel Sherlock, S. G. Skidmore, James Steele, D. R. Thompson, H. W. Corbett, and other residents of Portland as well as the members of the churches of East Portland, Vancouver, Oregon City and Albany. The stately maple trees now growing on the hospital grounds were planted by Bishop Morris. The first board of managers consisted of Judge M. P. Deady, Rev. George F. Plumber, C. H. Lewis, Capt. George H. Flanders, Dr. R. B. Wilson, Dr. R. Glisan, James Laidlaw, Gen. J. H. Eaton, Henry Hewitt, Ivan R. Dawson and Henry Failing. General Eaton served as the first secretary of the board and George Good, treasurer. George Boyd was the first superintendent and the first patient was admitted on October 10, 1875. During the first year the hospital had fifty-one patients and twenty-five children in the orphanage.

In those days the hospital was pretty far out of town. Getting to the hospital was a terror, both to physicians and patients alike, on account of the road, which was hub-deep with mud. Dr. W. H. Saylor, who had to make daily visits to the hospital, was compelled to let down the bars at numerous fences to get to the place. During the winter of 1878 the hospital was closed on account of the impassable condition of the roads. Shortly thereafter Bishop Morris made an appeal to the public for money to relieve an "alarming and pressing indebtedness of $636." He was strongly urged to sell the property to the government for a marine hospital, as an offer had been made for it for this purpose. After the death in 1863, of Mr. Boyd, the superintendent, Sisters Hanna and Mary were placed in charge. They were succeeded by Reverend Mr. Ferguson. In 1885 Emma J. Wakeman became superintendent and held that position for twenty years. In 1889 the capacity of the hospital was increased
by twenty-five additional beds. In 1890 the first nurses’ training school in the northwest was organized. Emily L. Loveridge, a graduate of Bellevue, was appointed head of the training school, which started with six student nurses. In 1891 an addition was made to the hospital so that thirty additional patients could be cared for. In 1899 Mrs. C. H. Lewis built what is known as the Lewis Wing of the hospital, in memory of her husband, Cicero H. Lewis. The nurses’ home was begun in 1903. In 1905 the northwest wing of the hospital containing the Couch surgery was built as a memorial to John and Caroline Couch. In 1909 the north portion of the hospital was erected as a memorial to Bishop Morris. In 1905 Miss Emily Loveridge succeeded Emma J. Wakeman as superintendent, and Miss G. M. Welch, one of the first graduates of the nurses’ school became superintendent of the training school. In 1910 Miss Welch became assistant superintendent and Miss R. M. Jolly was appointed superintendent of the training school. At the present writing, 1928, the superintendent is Emily L. Loveridge; superintendent of training school, Mrs. Bell G. Badley; number of beds, 325; number of employees, 212; number of nurses in training, 138; number of cases treated during last fiscal year, 8,765; number of children born during last fiscal year, 470; income, $432,003.73; expenditures, $409,037.82; value of property and equipment, $1,200,000; value of property, $1,000,000; value of equipment, $200,000.
PORTLAND’S UTILITIES

CHAPTER LIII

THE NORTHWESTERN ELECTRIC COMPANY

The Northwestern Electric Company began service in Portland in December 1913. Their report for 1927 shows that they serve 26,226 electric consumers which was an increase of 7 per cent over the previous year. Their total generating station output for 1927 amounted to 255,766,000 kilowatt hours. Their gross earnings for the year were $3,198,333, an increase of 13 per cent over the previous year. Their net earnings were $1,392,802, an increase of 20 per cent over the previous year. During the year they built eighty miles of electric transmission and distribution lines. In December the company moved into new offices in the recently completed Public Service Building in Portland, in which are also quartered the offices of their two associated companies, the Portland Gas & Coke Company and the Pacific Power and Light Company. In 1925 the Northwestern Electric Company served a population of 325,000; in 1927, 355,000. At present they have 26,226 electric power and light customers and 593 customers for steam heat. They have 228 miles of electric lines, carrying 11,000 volts and over and 524 miles of electric lines carrying less than 11,000 volts. On December 31, 1927 the value of their plant and investments was $24,165,119.33. Their gross earnings for 1927 amounted to $3,198,333. Operating expenses and taxes amounted to $1,805,531. Their net earnings from operation being $1,392,802, from which must be deducted the interest on their bonds, dividends on preferred stock, and their renewal and replacement reserve. The officers of the company are Guy W. Talbot, president; L. T. Merwin, vice president and general manager; George L. Myers, assistant to the president; C. W. Platt, secretary and treasurer; J. G. Hawkins, assistant secretary; John A. Laing, vice president and general attorney; Frank Silliman, Jr., vice president; M. J. Wilkinson, assistant secretary and assistant treasurer; B. C. Stearns, assistant treasurer.

TELEPHONES

It was on March 10, 1876, that the first message was ever transmitted over a telephone. Alexander Graham Bell telephoned from one room of his workshop in Boston, to the adjoining room, to Thomas A. Watson. A few months after Mr. Bell had made his first telephone, he exhibited it at the Centennial Exposition at Philadelphia. No one, however, would take his talking machine seriously. A group of scientists who
were showing Dom Pedro, emperor of Brazil, over the building, paused in front of the booth where Mr. Bell was exhibiting his telephone. Dom Pedro and Mr. Bell had met in Boston. Dom Pedro asked Mr. Bell what he was doing at the exposition. Mr. Bell responded that he was trying to introduce an instrument which he had just invented and which he had named the telephone. He asked Dom Pedro to hold the receiver to his ear, while he went to another part of the building to talk to him. A moment or so later Dom Pedro exclaimed in astonishment, “My God, it talks.” One after the other, the group of scientists listened to Mr. Bell’s voice. They finally agreed that it would work in a building but that it would be impossible for it to transmit one’s voice if the wires were out of doors. Because the public were so skeptical and because most people thought that if a person’s voice went along a wire the least little wind would blow it off, Mr. Bell gave a series of lectures and on October 9, 1876, proved that the telephone would work outdoors as well as indoors, by talking from Boston to his associate, Mr. Watson, who was in Cambridge, a distance of over two miles. In 1915 Doctor Bell, while in New York, called up his assistant, Mr. Watson, in San Francisco. In forty years the long distance telephone system had increased from two miles to across the continent.

By 1882 the telephone company in Portland had 190 subscribers. Each subscriber paid $5 a month for the privilege of having the instrument in his home and in addition paid 5 cents for each call. In those days practically every one regarded the telephone as a toy and felt sure it would prove a passing fad.

J. H. Thatcher, general agent of the Pacific Telephone and Telegraph Company of Portland, is one of the pioneers in the telephone industry, of Portland. He had charge of the telephone company in Portland in 1882, when it had less than 200 subscribers. It gives one a good idea of the attitude of the public to hear Mr. Thatcher tell of his early day experiences in trying to secure patrons for the telephone. “One day I went to Olds & King’s store,” said Mr. Thatcher. “I talked with Mr. King and with Willie Olds. I told them that we now had 200 subscribers, and I told them how useful a telephone could be to them. They both laughed at the idea of any one calling up on the telephone to order goods. Mr. King said, ‘If a person wants to buy goods, they are going to come down and examine the goods. Just tell me how a person could see anything over your telephone. You mean well, Mr. Thatcher, but you are wasting your time. The telephone is a toy. Our store is a business institution and we have no time to waste during business hours fooling with telephones.’ Willie Olds added, ‘Your telephone would cost us $5 a month. By adding $5 to that we could hire a boy who would deliver all our messages, sweep out the store and during rush hours help wait on the customers.’ I said, ‘If I was a betting man, I would be willing to put up $10 that within a year you will want a telephone installed.’ Mr. King said, ‘I will bet you all the money you can raise that as long as this firm is in business, we will never install one of your telephones.’ Within a year I had increased our list of subscribers to 700 and it had become quite the thing for women
to call up the stores and order goods. Willie Olds sent his messenger boy to me asking me to come and install a phone. I had to stand more abuse, more jeers and more insults the first year I was trying to introduce the telephone in Portland, than I have had altogether, since that date. Portland merchants and professional men told me that they didn't want to be bothered with such a troublesome and annoying toy. They said, 'Suppose some one called us up on the phone when we were busy. What would happen then?' As a matter of fact, it was pretty much of a nuisance to the early subscribers. Judge C. B. Bellinger had me install a phone at his home in East Portland. Every time there was a fire within a half mile of his place, no matter how late it was at night, the Oregonian would call him up and ask him to go out and see whose house or barn was burning, how it caught fire and how much damage was done. I lived at Second and Hall streets and I had to get up at all hours of the night to accommodate neighbors who wanted to call a doctor or had some other important errand. In those days it was considered very unneighborly for a person not to allow their neighbors to use the phone. It was a novelty and people came from a dozen blocks around to use the phone and a man was rarely able to talk to his wife because usually some neighbor was using the phone. One day I came in and found my operator lying in the corner of the room with his coat torn. He was crying. I said, 'What is the matter?' The boy pointed to Charles H. Dodd who was standing there, and said, 'He licked me.' I turned to Mr. Dodd, who said in a very angry voice, 'When I asked your operator for a number, he was very impudent. Instead of giving me the number he told me the line was busy, so I came down here at once and gave him a good thrashing to teach him better manners.' In those days it was considered very unladylike for a young woman to be an operator. It was thought she might hear language over the phone that might shock her. John McNichols, now auditor of the company at Los Angeles, and Pat Bacon, now manager of the Portland Telephone System, were central boys in those days.

"I have been connected with the telegraph or telephone business for more than sixty-two years. When I was eleven years old, the postmaster at Albion, New York, hired me as a clerk in the post office. I had to report at 5 A. M. to make up the outgoing mail. I had no further duties till 8 o'clock so this gave me three hours to practice on a key in the Western Union Telegraph office which was in the same building as the post office. When I was twelve year old, J. B. Reid, superintendent of the Western Union Telegraph Company, heard me sending and instructed the regular operator to put me on the payroll, so that I could attend to emergency messages which came between 5 and 8 o'clock in the morning and also from 7 till 9 at night. I was paid a salary of $5 a month. The regular operator at Albion received the messages on a tape, but because I was young and alert I could take by ear and write the messages down in longhand. From Albion I was transferred to Rochester, working under E. M. Barton, chief operator, who was later the founder and president of the Western Electric Company. Later I was operator at Oswego, Syracuse and Buffalo. In 1868 I was sent to San Francisco and I served
PORTLAND, 1890
Front Street looking south, during flood of that year

SIXTH STREET BANKING DISTRICT, PORTLAND
as Western Union operator at Truckee, Cal. Later I served at Sacramento and at Virginia City, and San Francisco. In 1879 I became manager of the Western Union Telegraph Company at Portland, Ore. While in San Francisco, John I. Sabin and myself put up an experimental telephone line between our homes. In those days they used what they called the coffin-shaped phones, without batteries. We would talk over the telephone and then repeat the message over the key and sounder to see if we had heard correctly over the phone. This was before the telephone exchange opened in San Francisco. I arrived in Portland on Christmas Day, 1879. I found that directly off the telegraph operating room was a small room with a twelve-number section telephone switchboard. It was the plug and spring, jack pattern and the subscribers used the coffin-shaped magneto telephones. We had twelve subscribers, but as these twelve subscribers soon became fed up on talking to each other, we couldn't collect any revenue, so we gave them the service with our compliments, with the understanding that they would try to interest others to put in telephones. Among our first twelve subscribers were William Wadhams, George Weidler, Doctor Plummer, Corbett and Macleay, Allen and Lewis and some others. George S. Ladd, who owned this territory for the telephone company, leased it to J. L. Atkinson and Seth Pope. I succeeded Seth Pope as secretary-treasurer of the company and superintendent of the telephone system. The name of our company was The Portland Telephone, Telegraph and Electric Light Company. In 1890 the company was taken over by the Oregon Telephone & Telegraph Company of which I became secretary-treasurer and superintendent. In 1900 the company was taken over by the Pacific States Telephone & Telegraph Company. I was retained as secretary and became division superintendent. In 1906 this company was succeeded by the Pacific Telephone & Telegraph Company and I became superintendent of the Oregon division. In 1907 I became general agent.

"When I became manager of the telephone company here, the subscribers were on individual grounded circuits, for in those days there was no such a thing as an electric light or street railway circuit, so we were not disturbed by heavy current induction. With the coming of the electric light we were almost driven out of business. We had to rebuild our line, using a metallic circuit. Our first chief operator was Miss Drewery. One of our first girl operators was Mina Smith. She could hardly believe her good fortune when she learned that we were going to pay her $25 a month. Yes, I have seen tremendous changes. From twelve telephones, I have seen the number increase to 93,520. Our present telephone is a gradual evolution from the first crude instrument and during this time ninety types of transmitters and over sixty types of receivers have been successively used before arriving at our present instrument.

"By January 1, 1877, there were 2,593 telephones in use in the United States. These were leased in pairs, and the telephoning was done with an iron wire with grounded circuits. By 1900 there were over 600,000 Bell telephones in use in the United States. By 1910 there were over five million. In 1920 the number had increased to over eleven million. Today
the United States has approximately 17,000,000, or over two-thirds of the number used in the entire world. The first conversation over a deep sea cable took place between Key West and Havana, a distance of 115 miles, in 1921. Today Havana talks to Catalina Island, a distance of over 5,500 miles. In 1924 pictures began being transmitted over the telephone."

**PORTLAND GAS COMPANY**

H. C. Leonard and John Green started the manufacture of gas for illuminating purposes in Portland. Mr. Leonard applied to the territorial legislature for a franchise to install a gas works in Portland. He also applied to the Portland City Council. While at San Francisco, he had visited the gas works there and had also investigated the gas works at Sacramento, which at that time were the only two gas plants on the Pacific Coast. The territorial legislature of Oregon and the Portland City Council granted a franchise and John Green went east to secure the machinery while H. C. Leonard went to Nanaimo, British Columbia, to look up the matter of coal for the manufacture of gas. At Victoria, he purchased a boat called the *Orbit*, loaded it with coal and brought it to Portland. They soon discovered, however, that the coal brought from Wales as ballast, produced better gas than the local coal, so thereafter they purchased Welch coal. They also took over the city waterworks, which they operated till 1876, when they sold the waterworks to the City of Portland. They operated the gas company until 1892. With the coming of electricity for lighting purposes, it was thought that gas was doomed, but this has not proved the case. The Portland Gas Company sold in 1927 4,043,644,800 cubic feet of gas, an increase of 11% over 1926. The gas sales for 1918 amounted to 2,040,708,500 cubic feet. The sales for 1928 will show an increase of over 100% as the increase in 1927 was over 98%. Originally its only use was for lighting, but today less than 1% of the gas used is used for illumination. The record shows that for the year 1927, 48% of the gas used was for domestic purposes, such as cooking, 32% for house heating, and 18% for industrial purposes. Ten years ago only 3% of the gas used was used for house heating while 10% was used for illumination. On December 31, 1927, the Portland Gas & Coke Company had 91,790 customers, an increase of 63% during the past ten years. During 1927 the company spent in Portland, $1,688,779 for wages, $1,833,506 for materials, $408,555 for taxes, and $320,516 for dividends to holders of the preferred stock in the territory it serves. The total expenses locally were $4,251,356 and they employed 940 people. During the past ten years they have spent in improvements and additions to their property in this territory, $9,242,596. During 1927 they put in a new generator here costing $281,688. This generator has a total daily capacity of over five million cubic feet. They spent $193,546 in building new mains and $104,570 in making connections with the mains. New feeder mains cost $127,492 while improvements to the works amounted to $141,146, the total amount spent for improvements in 1927 was $1,032,921. Ten years ago the company had a capacity of producing 7,500,000 cubic feet per day. Their present capacity is 29,000,000 cubic
feet per day. They now have 1,685 miles of main. In addition to the sale of gas, they produced, in 1927, 54,800 tons of briquets and 1,622,178 gallons of benzol. They also produced 1,047,754 gallons of tar. Eighty-six per cent of the holders of the preferred stock of this company reside in the territory it serves, their number being 3,914, and the value of the stock held being $3,987,600.
CHAPTER LVIII

FERRIES AT PORTLAND

The first money paid into the treasury of Multnomah County was $10 for a license to run a ferry. The first meeting of the county commissioners of Multnomah County was on January 17, 1855. On April 4, 1855, at the regular meeting of the county commissioners, a petition was presented by David Powell and others, accompanied by an affidavit from James B. Stevens, on whose donation land claim the town of East Portland was built, regarding the rate of ferriage. The county commissioners made the following order: "It is ordered that the following rates of ferriage be allowed James B. Stevens from and to his place in Portland, between the east and west banks of the Willamette River: For each foot passenger 10 cents. Each person and horse 25 cents. Wagon and span of animals 62½ cents. Each additional animal 10 cents. Cart or buggy with one animal, 50 cents. Head of horses, mules or cattle, 10 cents each. Per head of sheep or hogs 5 cents. One hundred pounds of freight not on wagon, 10 cents. It is also ordered that James B. Stevens pay into the county treasury $10 as a tax for running his ferry." On April 5 the county commissioners appointed L. B. Vicars county surveyor. They met again on the following day and established the following rates of ferriage across the Columbia River to Vancouver. "It is ordered that the following rates of ferriage be allowed John Switzler for ferrying across the Columbia River from his place, during the coming year: For each foot passenger 50 cents, man and horse $1.00, wagon and span $2.00, each additional animal 25 cents. Each cart or buggy and animal, $1.50; each head of horses or cattle 50 cents; each sheep or hog 25 cents; each hundred pounds of freight not on wagon, 25 cents. It is also ordered by the court that John Switzler pay a tax of $10 per annum. It is also ordered by the court that Lewis Love be allowed the following rates for ferrying across the slough at his place, situated between Portland and Switzler's ferry: For wagon and animal 25 cents; man on horseback 10 cents; foot passengers 5 cents; loose animals 5 cents. It is also ordered that he pay a license fee of $5 a year.

It would certainly seem that if a man paid $2 to have himself and team ferried across the Columbia by John Switzler and 25 cents additional to be ferried across the Columbia Slough by Lewis Love, he was paying plenty, but on July 3, 1855, at the first meeting of the new board of county commissioners, consisting of Samuel Farman, Ellis Walker, and Dana Powell, application was made by Lewis Love to have a new schedule of charges allowed. The old record of this transaction reads: "Relative to the application of Lewis Love to run a ferry on the road from Portland to Switzler's on the Columbia, across the slough at his place, it was
ordered that the following rates be established for the ensuing year: Foot passengers 12 1/2 cents, horse or mule 12 1/2 cents, man on horse 25 cents, wagon and one horse 37 1/2 cents, wagon with two horses 50 cents. Meanwhile Uncle Jimmy Stevens found that he no longer had a monopoly in running his ferry from Portland to his place on the east side. Jacob Wheeler had established another ferry which divided the business. Clackamas County had granted him a license to operate a ferry. Uncle Jimmy Stevens circulated a petition asking the county commissioners to make him stop running this ferry. Several hearings were held and the commissioners summoned John Powell, Perry Prettyman, Andrew Pullen, John Switzer, John Rankin and E. L. Quimby and at the close of this hearing on July 31, 1855 Jacob Wheeler’s license was revoked. At the same meeting the commissioners allowed John Switzer $250 for building a bridge and $100 to Thomas Stevens to build a bridge across the gulch near the Portland Penitentiary. Uncle Jimmy Stevens eventually sold his flatboat ferry to Joseph Knott. It was operated for many years by mule power, and later by steam power. Meanwhile there was a constant agitation by the farmers on the east side of the Willamette to have the county court build a bridge across the Willamette. The owner of the ferry proved to the county court that a bridge would be too hard on the horses, as the ferry boat enabled the horses to rest while crossing the river. In 1875 Joseph Buchtel and William Beck, who had a farm midway between what is now Sunnyside and Mount Tabor, circulated a petition to have a bridge built across the river. J. H. Woodward, the county judge and Penumbra Kelly favored the bridge, but Tyler Woodward, the other commissioner, opposed it on the ground that as there was no county road on the west side of the river, the county owned no land on which to build the west approach to the bridge. “A Bridge Across the Willamette” association was formed. William Beck was made president, Joseph Buchtel, secretary, J. L. Atkinson, treasurer and Melvin C. George, attorney. So much pressure was brought upon the county court that they compromised and agreed to build a toll bridge. Mr. Buchtel resigned as secretary as he wanted a free bridge. Dr. J. C. Hawthorne, William Beck and others subscribed for the stock and Garrill Brothers of San Francisco, took the contract and began work on East Morrison Street. The owner of the ferry boat enlisted the aid of the steamboat men and an injunction was secured on the grounds that a bridge would interfere with the ferryboat and steamboat traffic. The case dragged its weary way through the courts for several years. The contractors became disgusted and quit. When the injunction was finally dissolved, the Willamette Iron Bridge Company took the contract, and for the next ten or twelve years they divided their time between working on the bridge, and in fighting injunctions and suits instituted by the owner of the ferry and the river boat interests. Finally the bridge was completed and was opened to traffic on April 7, 1887; a celebration was held and a procession was formed of which Joseph Buchtel was the Grand Marshal and with William Beck at the head of the procession, the march was made from one side of the river to the other and the bridge formally opened to traffic. Harvey
W. Scott, for so long the able and forceful editor of the Oregonian, in writing about early travel conditions at Portland, particularly in regard to Portland’s early ferries and bridges, said, “A youth who had come from Puget Sound, on foot from Olympia to the Cowlitz River, down the Cowlitz in a canoe with a couple of Indians and from the mouth of the Cowlitz to Portland on the steamboat Wallamet, crossed the Willamette River in a skiff at the foot of Stark Street on the morning of October 4, 1856. Taking the road on foot for Oregon City, he arrived there at eleven o’clock and from Oregon City pushed on to the southern end of Clackamas County that afternoon to the village of Needy, in the Hardscrabble neighborhood near Butte Creek, arriving there at six P. M., thirty-six miles from Portland. It was a good day’s walk, but for those times only ordinary work. Last Thursday, October 4, 1906 this same person, after the lapse of fifty years, again crossed the Willamette River at Portland for observation and retrospect, walking over the Morrison Street Bridge. Portland in 1856 contained about 1,800 inhabitants. All business was in Front Street. A few residences were established as far back as Sixth Street and south as far as Jefferson; but, throughout the whole district west of First Street, no streets or roads had yet been opened on regular lines and only paths, trails and zigzag roads made by woodmen led the way through stumps and logs and over uneven places, out into the forest. The Canyon Road had been opened, but was yet almost inaccessible from the nascent city, and most difficult of passage or travel when reached. The Barnes Road was even more difficult, for it had sharper turns and steeper places. It crossed Canyon or Tanner Creek near the present Multnomah Field, ascended the hill through the present city park and further on entered the ravine, upon which it followed substantially the track of the present road to the summit. In many places these roads were so narrow that teams could not pass each other, and most of the logs had been cut out at lengths, or widths, that gave room for only a single vehicle. In the winter there was bottomless mud—though the Canyon Road was crosslaid with timber a portion of the way. No one who passes over these roads now can have any idea of the size of the trees or the density of the forest then; the logs, undergrowth, ridges and gullies, hills, steeps and sharp turns in the ravines rendering road-making a thing difficult now to comprehend or believe.

“On the East Side, after passing the narrow strip of low land, of which Union Avenue and Grand Avenue are now the limits, there was unbroken forest then and till long afterwards. The original donation claimants were the only inhabitants. The only house directly opposite Portland was that of James B. Stephens. Others who held donation claims were Gideon Tibbetts and Clinton Kelly. To the north were the Wheeler and Irving claims, and to the south the Long claim. East Portland then had no name as a town. Years were to elapse before a beginning was made of clearing the site. The road toward Oregon City, after reaching the high ground, threaded the darkest and thickest of forests. With the exception of the small spot on the West Side that had been partly cleared—though logs and stumps everywhere abounded—the whole site of the present
COLUMBIA RIVER VALLEY

city was covered with 'the continuous woods where rolls the Oregon.' So
dense was the forest, so impervious to the sun, so cool the shades, that the
mudholes in such roads as had been opened scarcely dried the summer long.

"A flatboat was maintained for a ferry at Stark Street, with a skiff
that would carry a single passenger, or two or three, which was used when
there were no teams to cross. The East Side, as we now call it, furnished
little traffic for the ferry. Most of it came from Oregon City and beyond.

"The purpose of the youthful traveler, in coming from Puget Sound,
was to go to Forest Grove to school. But he first had occasion to go to
the southern part of Clackamas County and afterwards to Lafayette, in
Yamhill, thence to Forest Grove. The various stages of the journey were
made on foot, after the manner of the time. The baggage was so light
that it did not get the Roman name of impedimenta. It was a single
small satchel. President Marsh was the university at Forest Grove and
Judge Shattuck the academy. Both, of course, were men of all work,
not only in school but at home. Most students—there were not very
many—'boarded themselves.' A dollar a week was supposed to be money
enough; two dollars, luxurious living.

"At that time there was no school at Puget Sound, except a small
private school at Olympia, kept by the Rev. George F. Whitworth, pioneer
Missionary, who still lives at Seattle, and not long ago was at Portland.
His school was a mixed school, in which only primary instruction was
given, for there was no demand for higher. In Washington the public
school had not begun; in Oregon it was making here and there its
earliest start.

"In that October fifty years ago, the weather was clear, as now. The
early rains had washed the smoky dust out of the atmosphere, and the
woods were fresh and clean, untouched yet by frost. The cheerful spirits
of the young and lonely traveler, who was on his way from Puget Sound
that week, and who was, so far as he knows, the only passenger on the
road, put nature also in its cheerfulest mood; for whether we find nature
kind and genial, or harsh and sour depends on ourselves. No stream was
an obstacle; for though there were no bridges, one had but to strip and
wade or swim, carrying his clothes on a close pack on his shoulders or
pushing them ahead of him on a float. Sometimes, on reaching a small
stream, one would take the trouble to look for a footlog over which he
might pass, but not often; for the dense undergrowth along the stream hid
everything and it was often impossible to break through it. Besides to
wade or to swim was nothing. All young fellows took it as a matter of
course. On the Chehalis River, on the Newaukum, on the Cowlitz, there
was no place where one could get an outlook—not even up and down the
sinuous streams—for any distance. The great trees and dense under-
growth shut out everything. Here and there a first settler was beginning
his little clearing. But, within a few years, these first ones usually gave
the effort up as hopeless. The clearing could come only with more power-
ful agencies that attended the railroad. At the Cowlitz Farms was a
prairie of some extent that had long been occupied by the men of the
Hudson's Bay Company. It was the only real nucleus of a settlement
between Portland and Olympia—though here and there, at long intervals, were scattered habitations. Where the town of Chehalis now stands a man named Saunders lived, at whose house most travelers stayed overnight; and on the east fork of the Cowlitz at its junction with the main stream, there was a settler named Gardner, who, with his son, a boy of fifteen, lived the life of a hermit, yet would help on his way, with fare of hard tack and bacon, and a roof when it rained, the traveler who chanced to drop in on him.

"Western Oregon, fifty years ago, was so fully settled that the most desirable lands were all taken. The great donation claims of 640 acres, to man and wife, covered all, or nearly all of the open valley lands. The country then was everything, the towns comparatively nothing; and Salem, as the center of agricultural Willamette, was in many ways a more important town than Portland; as was proved by the fact that even at a later date it was able to get more votes for the state capital than Portland. Eastern Oregon was of little consequence then. In fact, the hostile Indians had driven out of the 'upper country' the few whites who had tried to fix their homes there. Volunteers of Oregon and Washington were still in the field in pursuit of the hostile Indians east of the mountains; but at Puget Sound and in Southern Oregon the contest with the Indians was practically ended. There were no permanent settlers yet in Idaho which, indeed, was not made a territory until 1863. A considerable trade had, however, grown up between Portland and the interior, by way of the Columbia River, which first was interrupted and afterwards supported, by the Yakima war. Fifty years ago there was pretty regular steamboat movement between Portland and The Dalles, with portage connections at the Cascades—between Portland and the Cascades the steamer Senorita and between the Cascades and The Dalles the steamer Mary—three times a week. It took two days to make the trip, either way, between Portland and The Dalles; and in the Oregonian of October 4, 1856, William S. Ladd, agent, gave notice that the price of freight by these boats from Portland to The Dalles was forty dollars a ton, ship measurement. The steamer Belle was at times one of the boats on the route. On the Willamette the steamer Portland ran to Oregon City and the Enterprise from the falls to Corvallis. The Multnomah ran between Portland and Astoria, and the Jennie Clark under Captain Ainsworth between Portland and Oregon City. The Wallamet was the boat on which this writer came from Rainier to Portland, fifty years ago. Jacob Kamm and George A. Pease, are the only ones of the early steamboat men who still live here. Kamm came to take charge of the engines of the Lot Whitcomb, built at Milwaukie in 1850. This boat also was taken, after a while, to San Francisco, as it was too large for the trade then on our rivers. E. W. Baughman, still on the Upper Columbia and Snake rivers, began his steamboat career as a fireman on the Lot Whitcomb. Pease, at the age of twenty, began boating on the Willamette and Columbia in 1850.

"Transportation is a great part of the life even of a pioneer country; and Portland owed its early growth entirely to its position in relation to navigation on the one hand, and to accessibility from the pioneer settlements on the other."
CHAPTER LIX
BRIDGES OF PORTLAND

Congress passed an enabling act on February 2, 1870 for a bridge across the Willamette at Portland, Oregon. On May 8, 1872, the Portland, Dalles and Salt Lake Railway, through their Portland representative, William W. Chapman, submitted to the Portland city council, plans for a bridge at Portland. Piles were driven at the foot of Columbia Street in November, 1872, for the purpose of determining the character of the river bed at that point. A. N. Humphreys, chief of the United States Engineers made a report in 1873 on the bridge project, sending his recommendations to the city auditor of Portland. The Willamette Bridge Company was incorporated on April 26, 1873, the incorporators being C. H. Lewis, Ben Holladay and A. P. Ankeny. Their capital stock was $250,000 and they proposed to build a bridge at the foot of Holladay Avenue. Plans for a bridge across the Willamette at Columbia Street to cost $105,000 were announced in May, 1873. The men back of this project were Dr. J. C. Hawthorne, Clinton Kelly, J. A. Strowbridge and Charles Hodge. In July 1874 Congress authorized the Oregon and California and the Oregon Central railways to build a bridge across the Willamette. A petition was presented to the county court in April 1877, for the building of a bridge between Portland and East Portland, but a counter petition remonstrating against the bridge, won out. On February 2, 1878 the Willamette Bridge Company was incorporated, with the intention of building a bridge from the foot of Oak Street. William Beck was the president and T. J. Matlock secretary. The capital stock was fixed at $150,000. M. C. George prepared a bill authorizing the construction of this bridge, which was taken to Washington by David P. Thompson. The bill was introduced in the senate by John H. Mitchell in March, 1878. Plans were drawn in June, 1878 by A. S. Miller. Among the men who were interested in this bridge were Dr. J. C. Hawthorne, D. P. Thompson, Penumbra Kelly, Joseph Buchtel, Ira F. Powers, Sr., L. P. W. Quimby, J. L. Atkinson, and a number of others. This plan, as those which had preceded it, fell by the wayside and came to nothing. On October 22, 1878, the Oregon Legislature took a hand and authorized the Portland Bridge Company to build a bridge at Morrison Street. William Beck was president of the Portland Bridge Company. The survey was made in November, 1878. The Portland Bridge Company failed to make a go of it and on July 16, 1880 the Willamette Iron Bridge Company was incorporated by Dr. J. C. Hawthorne, C. M. Wiberg, R. D. Gorrell, Judge Rufus Mallory and William Beck. This company also proposed to build a bridge at Morrison Street. Their capital stock was $200,000. The next company to plan the building of a bridge at Morrison Street was the Pacific Bridge Company which, in October, 1880 actually began construction of a bridge at the foot of Mor-
AERIAL VIEW OF PORTLAND, OREGON, 1927

(Bluhker Aerial Surveys, Portland, Oregon)
rison Street. Various citizens guaranteed $50,000 and the company itself put up $100,000. On March 28, 1881, Judge Mathew P. Deady, judge of the U. S. Circuit court, enjoined the builders from proceeding with construction, on the grounds that the bridge would obstruct river navigation. He held that when Oregon was admitted a state on February 14, 1859, it was declared that all navigable waters of said state should be common highways and forever free. The Supreme Court of the United States in 1885 held that this statement in the admission act did not prohibit bridges over navigable streams. On May 26, 1886 the Willamette Iron Bridge Company petitioned Judge Deady to dissolve his injunction made in 1881. Judge Deady declined to do so. As this injunction applied to the bridge projected in 1880, a new corporation was formed, to which the injunction did not apply. Construction was resumed and the bridge was completed on April 7, 1887. The bridge, slow as it had been, was faster than the law and it was not till March 19, 1888, that the Supreme Court of the United States reversed Judge Deady's decision of 1881, permitting the bridge to be built. However, it had already been built for about a year. The officers of the Willamette Iron Bridge Company were William Beck, president and treasurer, C. F. Swigert, secretary and William Beck, Rufus Mallory, Charles Wiberg, C. F. Swigert and John W. Brazee, directors. H. C. Campbell had charge of the construction. The stone was quarried in the vicinity of Oswego and also at Fisher's Landing on the Columbia. The iron cylinders for the tubular piers were made in Pittsburgh and the plates put together by Trenkman and Wolff of Portland. The heavy castings were made by the Willamette Iron Works. The iron for the long spans was made in San Francisco. The bridge was designed by the Pacific Bridge Company of Portland and is what was known as the Pratt Truss Bridge. The total length of the bridge including approaches was 1,650 feet. On July 3, 1895 the city of Portland purchased the Morrison Street Bridge for $150,000. The Morrison Bridge was moved to Aberdeen, Washington, and a new bridge, costing $400,000 was erected and opened to traffic on January 16, 1905. In 1883 Henry Villard proposed to build a railroad bridge between Albina, on the east side of the Willamette, and the foot of 17th Street on the west side, to connect the Albina terminal with the North Pacific Depot of the North Pacific Terminal Company. The proposed bridge, it was estimated, would cost a million dollars. An effort was made to secure a court injunction, but Judge Deady refused to issue the injunction. Contract for piers were let in August, 1883 to D. P. Thompson and R. M. Steel for $500,000. Henry Villard lost control and on October 17, 1883, orders from New York were issued by the directors of the railroad to suspend all work. This project lay dormant for the next three years, when in 1886 the building of a railroad bridge was revived, but the location was changed to Third and Glisan streets. The first work done on the new bridge was on August 18, 1886. The Willamette Bridge Company was incorporated by Donald Macleay, George H. Flanders, George W. Weidler and John McCracken, on November 26, 1886. Congress authorized the building of the bridge, as did the Oregon Legislature, but Gov. Sylvester Pennoyer vetoed the act which was passed over
his veto on February 11, 1887. Actual construction was begun on this bridge on July 16, 1887, George A. Lederle, being in charge. The first train crossed this bridge on July 10, 1888. It was opened for vehicular traffic on February 15, 1889. Construction on the new railroad bridge to replace the old one, began on July 11, 1910 and the bridge was completed before the end of the year. When the city decided to build the Burnside Bridge, Judge M. C. George, William M. Ladd, E. A. King, C. C. Redmond, C. H. Meussdorffer and J. L. Sperry were appointed as a bridge committee to select the site. The contract was awarded to the Bullen Bridge Company on October 18, 1892, contract price being $267,000. Construction began on November 12, 1892. Adjacent property owners, particularly the owners of wharves nearby, tried in every way to enjoin the construction of the bridge. Even after the east end of the bridge and the draw was completed, in January 1894, the property holders brought suit to resist the securing by the city of property for the west approach. While this delayed the bridge somewhat, the city was successful and the bridge was completed and opened for traffic on July 4, 1894. The cost of the bridge when completed was $315,924. The owners of the Stark Street Ferry had fought every effort to span the river with bridges, so finally the city purchased the Stark Street Ferry for $40,000 on July 3, 1895 and discontinued the use of the ferry. When the people of Albina began an agitation for a bridge there, the city purchased the Albina ferry on April 1, 1893 and made it a free ferry. This was the first of Portland's free ferries. In 1885 the Oregon Legislature authorized the construction of a bridge at Madison Street. The Madison Street Bridge Company was incorporated on April 5, 1884. A. R. Coleman and others sought to secure an injunction against the building of the bridge, in the United States Court on May 31, 1887. When all of the legal difficulties had been cleared up, construction finally began on February 24, 1890. This bridge is now known as the Hawthorne Avenue Bridge. It was opened on January 11, 1891 and on November 11, 1891, the city purchased it for $145,567. As this bridge was built of wood, it began showing the strain of heavy travel, so it was rebuilt by the city in 1900. After another nine year period, it was once more rebuilt, the former bridge being replaced by a steel viaduct, the contract price for which was $437,236. The Broadway Bridge was opened on April 22, 1913, and it was opened for street car traffic on September 2, 1913. This bridge had been projected in 1908, but Ralph R. Duniway, attorney for owners of property on the river front, was able through injunctions and various other legal actions, to prevent its construction for over three years. The cost of this bridge was $1,600,000. On July 25, 1908, a railroad bridge was finished at Swan Island. The bridge spanning the Columbia River at Vancouver was completed on June 25, 1908. The Oswego railroad bridge was finished in July, 1910. The Sellwood bridge was opened to traffic December 1, 1925 and cost over $500,000. The New Burnside bridge on June 1, 1926 and cost $3,000,000 and the Ross Island bridge December 1, 1926 and cost over $2,000,000.
Henry E. Reed has made a deep study of the realty situation in Portland. For many years he was the assessor of Multnomah County. He is an old time newspaper man and is one of Portland's most useful citizens. In a recent article in the *Oregonian*, in discussing the realty situation in Portland, he said:

To the one who regards the Willamette River as a barrier which divides Portland into two sections, each with a separate and antagonistic interest, the development of the city to metropolitan proportions and the daily movement of people across the bridges furnish an all-sufficient answer. The facts are impressive. They testify to the oneness of Portland, the interlocking of its several parts with each other and with the surrounding country, and the close community of interest shared by all of its people. In the revolution of transportation which the automobile has caused in the past few years, the local character of Portland has passed forever. The regional city is here.

The daily movement of people across the Willamette bridges is the strongest proof that the influence of the river as a dividing line is nil. The number is 368,000 and is more than the total population of the city. About 190,000 cross in street cars and 178,000 in motor vehicles. The basis of this calculation is the car passenger traffic of the Portland Electric Power Company and an estimate of the number carried by motor vehicles.

**CAR COMPANY GETS DATA**

In 1927 the average daily number of passengers carried by the electric lines was 237,567, of which, according to the car company's officials, 80 per cent or 190,000 crossed the river. The average daily number of motor vehicles crossing the bridges may be conservatively placed at 110,000. According to a test count made by the city planning commission, each automobile on the Portland streets averages 1.62 persons. This makes 178,200 per day crossing the river in automobiles. If to the 368,000 people crossing the river in electric cars and motor vehicles every twenty-four hours were to be added the pedestrian traffic the total trans-Willamette movement of people per day would run close to 385,000, or about equal to the total population of Multnomah County. Forty years ago the movement of people between the two sides of the river was about 10,000 per day.

An outstanding factor is the enormous increase in the number of automobiles. Fifteen years ago Multnomah County registered about 5,500 automobiles. By 1920 the number had grown to 36,106. In 1927 it was 85,741.

**DAILY CROSSINGS INCREASE**

The daily crossings of motor vehicles over the bridges has increased with the number of cars. Records of the city engineer's office show that the maximum vehicular traffic on all bridges, both ways, for a twenty-four hour day was 14,281 in 1913. By 1922 it had risen to 69,247, and by 1927 to 128,938. In 1928 it broke all records with 138,667. Next year, or at
farthest by 1930, the maximum vehicular traffic on the bridges will reach 150,000 cars in a twenty-four-hour count.

The modern bridges, and the use which is made of them, have annihilated distance and created time between the two sides of the Willamette River. For that matter, the conversion of distance into time has been going on in Portland for over eighty years, ever since 1845, when Pettygrove took up his home at the foot of Washington Street and Jimmy Stephens moved from Oregon City to East Portland. The initial step was the primitive ferries operated by man or mule power. Then followed in succession the steam ferries, the early cheap bridges, and the great permanent bridges. Every improvement in the means of communication between the two sides of the Willamette, whether accomplished by mule or steam ferry, cheap or expensive bridge, has lessened the influence of distance and increased the importance of time.

**EACH PLAYED ITS PART**

The horse cars, steam motors and electric cars, each in their time played its part in spreading out the city and interlocking its sections. The automobile speeding over modern bridges, streets and roads, has broadened Portland to regional proportions and interlocked not only the sections of the city, but the hinterland beyond the city boundaries on both sides of the river.

Students of city growth recognize that the law of gravitation operates to draw together sections within a city, no matter how great or small the space between them may be, or whether the space be occupied or unoccupied by any other matter. This law, briefly stated, is that every particle of matter in the universe attracts every other particle with a force varying directly as to the masses and inversely as the square of the distances between them.

It was the attraction of the two sides of the river for each other that brought about the consolidation of Portland, East Portland and Albina under a single government in 1891. This was the first great step toward the oneness of Portland, toward the regional city which exists today.

Promise of free bridges imparted force to the consolidation movement, and fulfillment of the promise started the east side on that phenomenal growth which has given 75 per cent of the city’s present population. The situation of the separate cities in 1890, when the demand for consolidation became keen, is shown in the following comparison:

<table>
<thead>
<tr>
<th>City</th>
<th>Square Miles</th>
<th>Population 1890</th>
<th>Population per Square Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland</td>
<td>5.43</td>
<td>46,385</td>
<td>8,542</td>
</tr>
<tr>
<td>East Portland</td>
<td>4.38</td>
<td>10,532</td>
<td>2,405</td>
</tr>
<tr>
<td>Albina</td>
<td>3.94</td>
<td>5,129</td>
<td>1,302</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>13.75</strong></td>
<td><strong>62,046</strong></td>
<td><strong>Av. 4,512</strong></td>
</tr>
</tbody>
</table>
The Legislature of 1891 enlarged Portland's area to 7.38 square miles, East Portland's to five square miles and Albina's to 13.58 square miles. When the cities were consolidated they covered 25.96 square miles and had 70,000 people, or 2,696 per square mile. Attraction was greatest between Portland and East Portland because of mass of population and proximity, and least between Portland and Albina because of distance and lesser population. Therefore, in the election, Portland cast only 11.8 per cent of its vote against consolidation, East Portland 14\(\frac{1}{2}\) per cent and Albina 29 per cent.

**ASSESSED VALUES SHOWN**

At this time the west side had 25 per cent of Portland's population and 52.4 per cent of its assessed values of real estate. The east side has 75 per cent of the population and 47.6 per cent of the real estate values. The net land area of the west side is 20.5 square miles, and of the east side 42.6 square miles. The great mass of personal wealth, of public administration, of commercial, financial and professional activity is on the west side. The west side is the center of the main activities of the city, the converging and diverging point of the transportation systems, the section of greatest attraction and least resistance in the daily movements of people.

It has always been and will continue to be the heart of Portland. Its position has not been shaken in a period of development covering eighty years, during which Portland's population has grown from less than 100 to more than 350,000. It is to greater Portland what Manhattan Island is to greater New York—the heart. Three hundred years of growth have not disturbed Manhattan Island's relative position in greater New York.

**ATTRACTING FORCES DESCRIBED**

For many years following the consolidation of the cities in 1891 the attracting forces between the two sides of the Willamette were the increasing mass of area and population on the east side, against the increasing mass of wealth, administration and financial and commercial concentration on the west side. The centrifugal, or center fleeing stress, operating from the west side, filled the east side section with people. So rapidly did population increase on the east side that in some quarters fear was expressed that big business, administration and finance would follow population, with resulting loss of prestige to the west side. This fear of the west side and hope of the east side has not materialized, nor will it materialize in the future.

When the separate cities were drawn together thirty-seven years ago, the salvation of the west side, if Portland was to take its place among the large cities of the country, did indeed rest upon the absorption of East Portland and Albina. The west side was believed then to be forever hemmed in by the western hills. The road outlets to the fertile region beyond the hills were narrow, poor, winding and steep of grade.
TRANSPORTATION WAS SLOW

The transhills section, then reached by horse power and slow steam trains, was believed to be too remote to have any important influence in settling problems within the city proper. Residential construction on the heights was regarded as the toy of the wealthy.

Time and the means of transport have revolutionized the old conditions. Within twenty-five years electric cars have climbed the hills to their highest elevations, and the fine homes, owned by those in moderate stations as well as by the wealthy, on Portland's high skyline, attest the attractiveness of Portland's hills. Suburban electric trains, motor buses and the private automobile have pushed out into the western area to serve an increasing population, a population which, in the absence of these modern transportation facilities, would have settled on the east side. Terwilliger Boulevard, Linton Road, Canyon Road, Pacific Highway, Capitol Highway and their byroads are tying the great territory which they serve into the west side of Portland.

TIES TO BE STRONGER

New, broader and straighter Barnes and Cornell roads will pierce important territory and still further strengthen the connection between the west side and its hinterland.

The modern roads radiating from the west side, around, below, between and over the hills, are making tributary to the west side and part of regional Portland a greater area in Western Multnomah, Columbia, Washington, Yamhill and Clackamas counties than the east side can bring under its sphere of influence in Eastern Multnomah and Northern Clackamas counties. It contains the finest land to be found anywhere in the world. It will sustain a greater population than can be sustained on the east side land, and it will be a west side feeder.

The centrifugal and centripetal forces, which so long operated mainly between the east and west sides of Portland, are now operating strongly in all directions, with the west side as the center. This is the final factor which is determining the west side as the permanent heart of Portland.

UNITY OF CITY STRESSED

The following conclusions are supported by the facts herein set forth:

1. Portland is a regional city, destined to become the principal city on the northwest coast. No one part has an interest or a future separate from any other part. Any sectionalizing of the city at the Willamette River, or any other line, and consideration of public questions on the east side-west side basis is unsound and untenable.

2. Every arterial street, highway and bridge within the city or extending into the outer territory is of equal benefit to the east and west sides of the river.

3. The St. Johns bridge should be located at the most northerly feasible point so that free play will be given to another bridge which must be built between St. Johns bridge and Broadway bridge.
4. Consideration should be given at once to the replacement of Morrison and Hawthorne bridges, as the present structures are inadequate for the constantly increasing motor vehicle traffic.

5. The west side is the permanent heart of Portland. Of the various sections of Portland, it will witness the most intensive use of land and the highest values of land.
E. W. Wright of Portland is an authority on the marine history of the Pacific Northwest. He is not only the author of a book on the subject, but he is an old time river man and for years has been writing along this line. He has not only recorded the history but has had much to do with the making of history on the Columbia and Willamette rivers. He was born on the banks of the Mississippi River and while yet in his early teens, he went to work on a river boat. Later he came to Portland and in 1883 landed a job as a deckhand on the steamer Traveler, which was carrying material for a paper mill which was being built at La Camas, Washington. The La Camas colony was a Portland organization which had purchased 2,600 acres of land on the margin of the lakes and along both banks of La Camas Creek to where it emptied into the Columbia River. For some years he worked on the Willamette and Columbia rivers and later went to work on the Telephone, the fastest stern-wheeler that ever plied the waters of the Columbia River. After the Telephone was burned, Mr. Wright took up newspaper work and became an authority on maritime affairs. In 1907 he was sent to Europe by the Harri man and Hill rail lines which were acting with the Portland Chamber of Commerce, to secure the removal of a thirty cents per ton differential which was levied against Portland in favor of Puget Sound by the owners of grain tonnage. The association controlling the rates was represented by sixteen directors, four from Great Britain, four from Germany, four from France and four from Norway. “Our first meeting was held in Paris in November, 1907,” said Mr. Wright. “After much discussion they told me that before anything could be done for us along that line, we must abolish compulsory pilotage, abolish the charge for handling ballast ashore and correct the Sailor Boarding House abuses. I returned to Portland, made my report and at the legislative session in January, the pilotage bill was passed and a Sailor Boarding House commission was created, with ample power to curb the sailor boarding house situation. S. M. Mears, Herbert Holman and myself were appointed on this committee. We straightened out the blood money and other difficulties with but little trouble. The Chamber of Commerce, with the aid of various property owners, took care of the ballast charge and in April, 1908, I again met the ship owners’ directors in London and after the usual amount of argument, they removed the differential. It is now twenty years since this handicap was removed and no attempt has been made to resurrect it. The O. R. and N. Company in order to keep the traffic flowing down the Columbia, absorbed the thirty cents per ton differential and Mr. Stubbs told me he thought the action taken by the ship owners
would save his lines $200,000 a year.” In 1917, with Max Hauser, Mr. Wright purchased the McEachern Shipyards at Astoria. At that time this plant was the largest wood shipbuilding plant in the country. In writing about Portland’s trans-Pacific trade, Mr. Wright in a recent article, said:

“It was always a big day on the Portland waterfront about half a century ago when a ‘China ship’ arrived or departed. While it is true that the ships of the Portland grain fleet of those days outnumbered the oriental ships more than twenty to one, the interest displayed was in corresponding inverse ratio. This great local interest in the comparatively small sailing vessels that were in a feeble way blazing a trail for our coming commerce with the Far East was due to two reasons.

“Nearly all of those early oriental ships were locally owned and their owners, officers and crews were our neighbors and friends. To this personal touch was added the fascinating mystery still enshrouding most of the orient. We knew all about Europe and the Atlantic states that sent ships to our docks, but the country that had produced a Confucius, a Genghis Kahn and other immortal historical and mythical characters was still, commercially, socially and politically, comparatively unknown except along the fringes where our traders had touched. We were deeply interested in far Cathay and in these early argosies that journeyed hence.

“It is unnecessary to go into details of the earliest trans-Pacific trade. Every reader of Oregon history knows that the first exports across the Pacific from Oregon were furs. This trade was flourishing before Portland came into existence, and the Hudson’s Bay Company had shipped Oregon wheat into Siberia more than eighty years ago. In 1854 the American bark Louisiana sailed from Portland for Hongkong with a small cargo of lumber, and a year later the brig Metropolis cleared with more lumber and with what is believed to be the first direct shipment of Oregon flour to Hongkong. For more than thirty years after this initial shipment, Oregon flour was finding its way to the oriental markets by way of San Francisco, which, by reason of the 1849 gold rush, had reached the oriental trade well in advance of other Pacific coast ports.

“CHINESE IMMIGRANTS ARRIVE

“Sixty years ago the French ship Jennie Alice introduced to Oregon the first large consignment of Chinese immigrants to arrive at Portland, although they had been quite a factor in the California industrial situation since the gold discoveries. The Jennie Alice reached Portland in 1868 with 430 Chinese passengers, all eager to dig stumps, can salmon, wash clothes, grade roads or what have you? With them also came a number of Chinese merchants, who proceeded to promote the importation of more Chinese and more merchandise for them to purchase, and thus developed Portland’s first regular trade with the orient.

“A year later, James B. Stephens, A. M. Loryea and Walter Moffit bought the bark Edward James and established her in the trade as a Portland-owned ship. In 1870, the Edward James had for company on the route the Portland ships Garibaldi and Hattie C. Besse, the latter
being the first four-masted vessel to enter the Columbia River. These ships and the bark Goodall were in the trade in 1871 and were reinforced that year by the famous bark Alden Besse which arrived from New York with railroad iron for Ben Holladay's line down the Willamette Valley.

"Passenger business was good in 1872 and the Edward James brought in 380 Chinese. The Garibaldi had 270, the Alden Besse 180, the British ship Forward brought 330 and the Spanish bark Manila arrived with 425 of the orientals. Japan, which is now such a big figure in the trans-Pacific trade, attracted little attention from Portland until 1881, when the American bark Wealthy Pendleton (named in honor of the mother of Fred Pendleton, a well known pioneer business man of this city, who died recently in New York) arrived direct from Yokohama with 1,035 packages of tea and some miscellaneous freight.

"EIGHTIES WITNESS EXPANSION"

"The early '80s witnessed tremendous expansion in railroad construction in the Pacific Northwest and the contractors looked to China for labor supplies and were not disappointed. The forthcoming changes in the immigration law also was an incentive for increased Chinese passenger traffic. From Hongkong in May and June, 1882, there arrived at Portland the British steamers Bothwell Castle with 1,190 Chinese, Glenelg, 650; Annerly, 800; Medes, 850; Devonshire, 846; Madras, 900, and Volmer, 850. Among the sailing vessels arriving from China that year, the Importer brought 395, Kate Davenport, 195; Jonathan Bourne, 650; Charter Oak, 450; Martha, 358; Agate, 350; Alden Besse, 600, and Sumatra, 367. At Puget Sound and British Columbia there was an equally large inward movement as well as in California, although the murmur of Dennis Kearney and his sand-lot hoodlums already was checking the movement of the golden state. Most of this incoming horde made Portland its headquarters and during the holiday season, when the workers flocked to the city to celebrate, the Chinese population undoubtedly exceeded that of the whites and thus was something more than the nucleus of an oriental trade out of Portland formed by the orientals themselves.

"This Chinese colony not only welcomed incoming thousands of their countrymen but every departing ship carried away several hundred who were going home to visit, retire or die. No stranger or more colorful scenes have been witnessed along the Portland waterfront than when nearly half of the white population and nearly all of the orientals would flock down to the front to bid farewell to the old Coloma, Alden Besse, or Garibaldi, as they left the dock 'China bound' with several hundred gaudily dressed orientals waving farewells that could be seen and jabbering others that could be heard in the attendant din.

"PORTLAND'S GROWTH HAMPERED"

"These small sailing ships soon became inadequate in speed and size for the requirements of the growing trade across the Pacific, but we were hampered in obtaining something better by two serious handicaps to the
rapid growth warranted by Portland’s resources. The most serious was a dangerous bar at the mouth of the river and much shoal water between Portland and Astoria. Using these physical handicaps as an excuse, the railroads afterwards centering in Portland withheld their support of a Portland-oriental steamship line until long after most of these disabili-
ties had been removed.

“Fortunately, Portland was ‘ship-minded’ in those days. The pio-
nearers believed in ships and backed their belief with real money. For more than three decades before steam vessels appeared on the route, this fleet of small sailing ships handled the constantly growing trade and added to the prestige of Oregon in the Far East. As soon as he retired from the Oregon Steam Navigation Company, Capt. J. C. Ainsworth bought the barks Alden Besse, Coloma and Kate Davenport and kept them on a regular schedule in the China trade for years. It is an interesting coinci-
dence that nearly half a century later, his son, another J. C. Ains-
worth, is at the head of the largest steamship company operating in the trade where the Alden Besse and her associates pioneered. Individual ships of this new Portland company can carry more cargo in a single voyage than the trio of old sailers could move in a year.

"FLOUR TRADE DEVELOPS"

“The oriental flour trade, established and fostered by the sailing ship lines out of Portland, had reached attractive proportions by the time the Union Pacific rail lines reached Portland. Much of the increase in this flour trade had been diverted to the Pacific Mail Steamship Company at San Francisco and the close relationship between the Union Pacific and the Pacific Mail was a serious obstacle to the establishment of a direct line from Portland. For these reasons Portland remained a sailing-
ship port until the Canadian Pacific Railway built through to a western terminus at Vancouver, B. C.

“This company established the first steamship line between the Pacific Northwest and the orient about forty years ago and in 1887-88 operated the old steamships Abyssinia, Parthia, Port Victor, Batavia and Zambesi with other ‘tramps’ switched in as needed. As feeders to this line, the small steamer Sardonyx and later the Danube and Mongkut were run regularly between Portland and Vancouver, with the steamer Signal and other small coasters helping out when there was a rush of cargo.

“The Pacific Mail had been handling large quantities of Oregon flour brought down to San Francisco by the coating steamers for trans-ship-
ment to the orient, was much disturbed by this diversion of the Portland business to the new line and retaliated by cutting rates and sending tramp steamers north for cargo. This competition ended with the appearance of the Canadian line’s new fleet of ‘Empresses’ which were the fastest and finest steamers on the Pacific. The Canadian line continued to cater to the Portland oriental trade, even going so far as to send the Danube, Mongkut and Hupeh direct from Portland to the orient with full cargoes.
DIRECT SERVICE ESTABLISHED

"This service was better than anything that Portland had with the orient, but it was far from satisfactory, and in 1891 Frank Upton of Yokohama established the first direct oriental steamship service out of Portland. Upton's line was known as the Portland & Oriental and its fleet consisted of the Zambesi, Batavia and Sussex, all except the Sussex having served in the original Canadian Pacific line out of Vancouver, as well as on a great many other routes. The only real profitable business encountered by this line was on the first trip of the Zambesi, when she picked up the disabled whaleback steamer C. W. Wetmore and collected a $50,000 salvage fee. The line received but little support from the railroads and return cargoes were practically unobtainable.

"With the appearance of the Northern Pacific Railroad's oriental line out of Tacoma a year later, the Upton line disintegrated and the old Batavia, which made a specialty of pioneering oriental lines out of north Pacific ports, under the new name Tacoma, joined the Phra Nang and the Palmos in starting a service between Tacoma and the orient. Seattle was only about a year behind Tacoma with her oriental line. For a starter, Samuel Samuels who had 'brokered' tramp steamers out of all Pacific coast ports, provided them with the British steamer Crown of England, a dirty, rusty old tramp which received a royal greeting when she steamed into Seattle harbor as the pioneer in the big trade that was to follow.

WILCOX BUILDS UP TRADE

Meanwhile, the late T. B. Wilcox of Portland was building up an immense flour trade throughout the orient. His field of operations reached from "Ceylon's balmy isle" to the upper reaches of the Amur River, the intermediate territory having a population of more than 300,000,000 people who needed only a few biscuits a year to provide American flour makers and steamship owners with an immense tonnage. Wilcox was interested solely in the development of his own flour trade and, with so much freight at his command, the three northern lines and even the Pacific Mail on the south offered him first call on facilities and rates. This was all right for a one-commodity and one-man trade, but for Portland, with an increasing variety of products demanding transportation, the situation made it very difficult without railroad aid to establish a regular oriental steamship service. The North Pacific Steamship Company, an offshoot of the Tacoma line, in 1895 began operating a freight line out of Portland, but the service was so slow and irregular that it was little better than no line. A year later the Oregon Railway & Navigation Company effected an arrangement with F. C. Davidge & Co., by which a monthly service was assured with the steamers Chitagong, Altmore and Asloun, these being reinforced or replaced a year later by the Mount Lebanon and the Monmouthshire, the latter being the fastest and best-equipped steamer that had yet appeared on the Portland route. Even this fleet was inadequate for all of the offerings and in 1896 the Canadian
Pacific was still sending steamers to Portland as feeders for its Vancouver line.

A railroad man with steamship ideas arrived at Portland when A. L. Mohler reached here in 1897 to take charge of the O. R. & N. properties. In August Mr. Mohler signed a contract with Dodwell Carlill & Co. for a twenty-eight-day oriental service out of Portland to be handled by the steamers Argyll, Braemar, Mogul and Columbia. Pending the beginning of operations of the new line, Samuel Samuels sent the Carmarthenshire and the Monmouthshire here in September, the latter bringing a million-dollar silk cargo.

About this time W. D. Wheelwright arrived in Portland with some new ideas on the oriental lumber trade, and he soon began placing Oregon lumber in circulation throughout a territory as large or larger than that covered by the Wilcox flour sacks. Wheelwright required steamship space in wholesale quantities, and when he could not get it from regular liners he would charter a steamer and establish a new world’s record for big lumber cargoes. He distributed these big cargoes of Oregon lumber all over the world, but his favorite marketing place was the orient, and on ships bound in that direction he frequently added to his lumber shipments a few thousand barrels of flour or bags of wheat and other Oregon products. In this way Oregon flour and other exports reached many markets untouched by a regular line, and new trade was thus developed.

OREGON’S NAME WRITTEN

As big shippers of oriental cargo, Theodore B. Wilcox and William D. Wheelwright will not soon be forgotten. They wrote Oregon’s name on the oriental maps in large letters, but each of them were to a considerable degree independent of any regular steamship line out of Portland. Wheelwright sold full cargoes and chartered ships where and when he needed them. Wilcox had large mills on Puget Sound and at interior points tributary to either Portland or Puget Sound. Steamship lines operating out of Vancouver, Seattle and Tacoma were all so eager for his flour trade that they willingly absorbed the local freight from Portland to ship’s tackle in the northern ports, a condition highly detrimental to any line endeavoring to do business out of the Columbia River. The bar, then in existence at the mouth of the river, also offered an excuse that was used by the railroads as well as by some shippers who showed a preference for the Puget Sound lines. Fortunately for Portland, there was always so much cargo originating in this immediate territory that it was physically impossible for all of it to get away to rival ports better equipped with ships and channels. In 1899 the O. R. & N. Company advertised a “new line to the orient.” With a fair degree of regularity, service for about a year was maintained with the steamships Lennox, Columbia and Monmouthshire.

The beginning of the 20th century found the bar at the mouth of the river improving rapidly and more tonnage was available for oriental trade out of Portland than had ever before been in evidence. The O. R. & N. Company turned its latest line back to the respective owners, and made an agreement with the North Pacific Steamship Company for a monthly
service with the steamers *Braemar*, *Abergeldie*, *Monmouthshire* and *Argyll*, all except the *Abergeldie* having previously appeared on the route. Within its limits this service was satisfactory, but it failed to take care of more than a small portion of the business that was offering. Early in 1900 Henry Mett, agent for a big oriental importing firm, opened an office in Portland and dispatched the steamships *Tyr* and *Ness* direct to Vladivostok with full cargoes of Oregon flour and miscellaneous products. T. M. Stevens & Co., flour and merchandise brokers, the same year sent out several full cargoes of mixed products. Balfour Guthrie & Co. and Kerr, Gifford & Co. chartered numerous ships for oriental cargo for which space was unobtainable on the regular liners. J. C. Robinson loaded the Japanese steamer *Doyu Maru*; the North American Trading Company sent the steamer *Universe* to Vladivostok. William Dunbar, a pioneer in the oriental trade, still had the famous old sailing bark *Kitty* on the route; G. W. McNear cleared the bark *Haddon Hall* for Yokohama, and the steamer *Elm Branch*, under charter to Wheelwright, finished off a lumber cargo for Vladivostok with several thousand barrels of flour from the Portland Flouring Mills Company.

As previously noted, every oriental steamship line on the Pacific coast was obliged to draw heavily on the vast natural storehouses of the Columbia and Willamette for freight with which to fill their ships. The Atchison, Topeka & Santa Fe followed the example set by the northern transcontinental railroads. It broke into the oriental trade shortly after its line reached Los Angeles. The Santa Fe's steamship line was known as the California & Oriental and its first ship to Portland was the *Carlisle City*, which arrived in June, 1900. The ship was followed by the *Thyra*, *Strathgyle* and a few other tramps, all of which was withdrawn in 1901, although T. M. Stevens, who had been handling the Portland branch of the line, continued a service for several months with the steamers *Milos*, *Skarpeno* and *Monmouthshire*.

**NEW SHIPS APPEAR**

Quite naturally, with so much business showing up, steamship owners were attracted, and in September, 1900, with a considerable blare of trumpets, the Oregon & Oriental Steamship company, sponsored by a promoter named Graham, announced its entry in the field. It dispatched the German steamer *Eva* in October, the steamer *Bergenhaus* in November, the British steamer *Aiato* in December and intended to send the *Monmouthshire* out in January, but at the turn of the year the owners of this international fleet demanded some charter money. Thereupon operations of the O. & O. ended, the typewriter and chair which constituted most of the firm's office equipment being forcibly seized by an irate captain whose ship owners had failed to collect in advance. The California & Oriental had a fairly regular service out of Portland for most of the year 1901 and there was the usual number of "extras" sent out by shippers who could not cut in on the freight space of the regular liners, and in 1902 Mr. Mohier again came to the rescue with the best line that had yet been offered Portland's oriental traders.
Under the name Portland & Asiatic, the O. R. & N. Company operated the steamers Indrapura, Indravelli, Indrasahma and Knight Companion. The Algoa and Aztec were also sandwiched in to help out when needed. On the expiration of the three-year charter of these steamers, an agreement was made with the Hamburg-American line by which the service was continued by the steamers Nicomedia, Arabia, Aragonia and Numantia sailing under the P. & A. flag. The Portland & Asiatic retained its identity for nearly ten years, but, except an occasional chartered “tramp,” it made no additions to the original quartet of German steamers. With the business growing at an amazing rate as the channel at the mouth of the river improved, this inactivity of the railroad line necessitated the chartering of large numbers of extra steamers in addition to the big fleet of lumber carriers that were being sent across the Pacific. In 1907 business was so heavy that, exclusive of P. & A. liners and full-cargo lumber ships, twenty-two mixed cargoes were sent from Portland to the orient. Frank Waterhouse of Seattle had half a dozen “Weir line” steamers, including the Suveric, Gymeric, Aymeric and Foreric, and these for a time maintained something like a regular service to the orient via Puget Sound. Others sending out flour and mixed cargoes in 1907 were the Portland Flouring Mills Company, Kerr Gifford & Co., Balfour, Guthrie & Co. and T. M. Stevens. The Portland Flouring Mills cargoes were carried by the Japanese steamers Manshu Maru, Fukui Maru, Gota Maru and Kotohiri Maru.

MIXED CARGOES FEWER

Although the lumber business held up to big proportions, mixed cargoes were less numerous for a few years following 1907, but were still far in excess of those for which space could be obtained on the regular liners. In 1909 the P. & A. replaced its German steamers with the Norwegian steamers Selia, Henrik Ibsen, Rygia and Hercules. Waterhouse meanwhile had strengthened his position in this field. In addition to the steamers he operated here in 1907, he had in service the Orteric, Quito, Thor, Verona, Ockley, Fitz Clarence and Northumbria. Mitsui & Co., who for many years had been taking Oregon products in large quantities, in 1912 had five mixed cargoes and several full lumber cargoes out of Portland.

The Royal Mail and the Hamburg American lines, both first-class steamship companies, establish a regular oriental service out of Portland in 1913. The original fleet of the Royal Mail out of Portland included the Harpagus, Flintshire, Falls of Orchy, Harpalyce, Vestalia, Den of Ruthven, Den of Crombie and Den of Glamis. The Hamburg American operated the steamers Sithonia, Saxonia, C. F. Laeiz, Brisgravia, Uckermark and Andalusia. Each of these lines operated through Europe by way of the Suez canal, not only giving Portland a frequent service to and from the orient, but also with the European markets. With the bar no longer a menace and the river channel steadily improving, bigger and better ships were coming when the war interrupted progress, but out of that great conflict and its attendant demoralization of trade arose the opportunity for Portland to come into its own with a Portland-owned
oriental steamship line independent of rival ports, antagonistic railroads or competitive lines. Joseph Gale built the *Star of Oregon* because he was assured of Oregon products for a cargo. Portland business men and capitalists have built the Columbia Pacific Steamship Company for the same reason.

**HAMBURG LINE BACK**

It was the traffic producing possibilities of the Columbia River that brought the Hamburg American line back on the route as soon as their steamers were released by the O. R. & N. Company. Their last ships here before the United States became involved in the World war were the *Sithonia* in January, 1915, and *Belgravia* in March. The *Sudmark*, which cleared from Portland in May, was detained at Alexandria; the *Hoerda*, clearing in June, was seized at Manila, and the *Saxonia*, which sailed in July, got no farther than Seattle, from which port her cargo was forwarded by the Blue Funnel liner *Titan*. In the later years of the war, when so much commercial tonnage had been drafted into war service and before the Columbia Pacific began operations, individual shippers did the best they could in the way of securing tonnage. The China Import & Export Lumber Company sent several steamers to Portland. The Pacific Export Lumber Company was still a large shipper, and Dant & Russell, who had supplied "parcels" and small cargoes to the earlier lines, became heavy exporters to the orient. Balfour, Guthrie & Co., Kerr, Gifford & Co. and M. H. Houser also chartered tonnage wherever it was obtainable in an effort to keep the oriental trade moving until the establishment of a permanent line. Now that a Portland-owned steamship line to the orient is firmly established, the Columbia bar vanished, the river deepened and ships of all countries are flocking to this port for cargo, the judgment of our "ship-minded" pioneers who with crude tools at their command laid the foundation for our oriental trade has been vindicated.
CHAPTER LXI

PORTLAND CHURCHES

Among the early day churches established in Portland, is the German Lutheran Church, which was organized by Rev. H. Meyers in 1868. At first services were held in Trinity Methodist Church. The first officers of the church were F. T. Lautterwausser and John A. Fisher, elders, C. H. Meussdorffer and Henry Lansen, deacons. In 1870 a church edifice was built on the corner of Fifth and Taylor streets, with a seating capacity of 500. Among the early pastors in the order in which they have served were Reverend H. Meyers, C. S. Spricher, Henry Gans, G. P. Weaver, A. Meyers, and Henry Doering.

The Swedish Evangelical Lutheran Emanuel Church was organized in 1883, Rev. John W. Skans, being the first pastor. Not long after the organization, a church building was put up on Burnside, between 9th and 10th streets. The Norwegian Danish, Evangelical Lutheran Church was organized in 1886, Reverend John Tackle being the first pastor.

The English Lutheran Congregational Church was organized in 1888. Reverend M. L. Sweizig being elected pastor. They built a stone church at Park and Jefferson streets. The first German Evangelical Reform Church was organized in 1874, Reverend John Gentenbein being pastor. They erected their church on the corner of 9th and Stark streets. The first German Evangelical Church was organized in 1878, the first pastor being Reverend H. W. Axthelm. In 1880 they built a church on the northeast corner of 8th and Clay. Among the first Adventist churches to be organized in Portland were the German Adventist, the Montavilla Adventist, the Mt. Tabor Adventist, the Second Advent Christian, the St. Johns Adventist and the Swedish Adventist in Montavilla. The first Dunkard Church was the Church of the Brethren at the corner of Killingsworth Avenue and Borthwick Street, the Reverend George C. Carl being pastor.

The first church of Divine Science, known as the First Divine Truth Church, was organized by Rev. T. M. Minard. The Free Methodist Church, known as the First Church, was located on East Ninth Street and the second Free Methodist Church was located on East Flanders. The two first Quaker churches to be located in Portland, were those located at East 35th and Main streets and the one at Lents. The Greek Hellenic Orthodox Church was located at East 17th and Taggart streets. Among the evangelical churches organized prior to 1910 were the Evangelical Alliance, German Church, on Pettygrove Street; the First Evangelical, East 6th and Market streets; First German, Tenth and Clay; First Evangelical Brethren, German, Lents; Memorial Evangelical, 18th and Gillette; the Emanuel Church at Milwaukie; the Evangelical Mission on Carson Heights; the First German Evangelical Reform; the second German
Evangelical Reform and the third German Evangelical Reform; the Evangelical United, first church, East 16th and Poplar; the Evangelical United at Ockley Green; the Evangelical United at St. Johns; and the Evangelical United at Fargo and Kerby streets; the First church of the Free Methodists, located on East 9th Street, and the second Free Methodist Church on East Flanders Street.

The First Christian Church was organized in February, 1870. For the first few years services were held in Nonpareil Hall at First and Madison streets. A lot was purchased on the corner of Park and Columbia and a church was built that year. Among the early day pastors of this church are C. Sharp, Bruce Wolverton, Henry Shader and Clark Davis. Other early day churches of the Christian denomination are the Central Church at East Salmon and 20th, the Kern Park Church, the Rodney Avenue Church, the church in Sellwood, the church in Woodlawn.

The Methodist Church South was located on Union Avenue. Among the early day churches of the United Brethren were the church of Alberta, the First Church on East Morrison Street, the Third Church on 68th Street, the Tremont Church on Wisdom Street, and the United Brethren Radical at Cloverdale.

The Universalist Church was known as the Church of Good Tidings. Many other churches are represented in Portland, such as the church of God, the first Spiritual Society, the church of Free Brothers, the Japanese Buddhist Church, the Pentecostal Church of the Nazarene, the Portland Olive Branch, the new Swedenborgian, the Methodist African, the Mennonite, the Church of Jesus Christ Latter Day Saints, the Reorganized Church of Jesus Christ, and a number of others.

There are eight Christian Science churches in Portland. The first Christian Science Church here was established thirty-eight years ago. In the spring of 1890 a lay student delivered a lecture in Portland on Christian Science. A small group became interested in the doctrine of Mary Baker Eddy, the founder of Christian Science, and held a few meetings in the Abington Building, on Third Street. Later meetings were held in a private residence on Johnson Street. No formal organization took place until what is now known as the First Church of Christ Scientist was organized and incorporated in January, 1893. Nearly a year prior to this time a Christian Scientist who had studied under Mrs. Eddy arrived in Portland. This was in the spring of 1892. For many years she was the only authorized Christian Science teacher in this field. Her success attracted many students, who formed a second group which held meetings at 191 North Fifteenth Street. In 1897 this group organized the Second Church of Christ Scientist. The first church met for many years in the Dekum Building. Later it occupied a chapel of its own on Twenty-third Street, near Irving. Its next move was to the Scottish Rite Cathedral, on upper Morrison Street. From there it moved to its new and beautiful home on Everett, between Eighteenth and Nineteenth. The other pioneer Christian Science Church of Portland—the Second Church—met for some time in the A. O. U. W. Building, at Second and Taylor streets. Later they held services in the old Auditorium Building, on
Third Street, near Salmon. From there they moved to the Woodman Hall at East Sixth and Alder, where they met until they built their present home at East Sixth and Holladay Avenue. All eight of the Portland churches are branches of the mother church, the First Church of Christ Scientist, in Boston, Mass., which was founded by Mary Baker Eddy in 1892. Christian Science churches are never dedicated until they are fully paid for.

The following table gives a list of the Portland churches, with their location, date of organization, and the cost of construction:

<table>
<thead>
<tr>
<th>First Church</th>
<th>Nineteenth and Everett Sts.</th>
<th>1893</th>
<th>$150,000</th>
<th>(Dedicated)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Second</td>
<td>East Sixth St. and Holladay</td>
<td>1897</td>
<td>50,000</td>
<td>(Dedicated)</td>
</tr>
<tr>
<td>Third</td>
<td>East Seventeenth and Madison</td>
<td>1912</td>
<td>75,000</td>
<td>(First unit only)</td>
</tr>
<tr>
<td>Fourth</td>
<td>Vancouver Ave. and Emerson</td>
<td>1912</td>
<td>8,250</td>
<td>(Dedicated)</td>
</tr>
<tr>
<td>Fifth</td>
<td>Sixty-second St. S. E. near Foster Rd.</td>
<td>1914</td>
<td>34,000</td>
<td></td>
</tr>
<tr>
<td>Sixth</td>
<td>Pythian Building, 388 Yamhill</td>
<td>1917</td>
<td></td>
<td>(Will build soon)</td>
</tr>
<tr>
<td>Seventh</td>
<td>403 Smith Ave.</td>
<td>1918</td>
<td>9,000</td>
<td>(Dedicated)</td>
</tr>
<tr>
<td>Eighth</td>
<td>Bandy Blvd. at Thirty-fifth St.</td>
<td>1923</td>
<td>50,000</td>
<td>(First unit only)</td>
</tr>
</tbody>
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